

Commissioner

introduced the following resolution and moved its adoption

PLANNING COMMISSION RESOLUTION NO. 2012-22

RESOLUTION PROVIDING THE FINDINGS AND RECOMMENDATIONS OF
THE CITY'S PLANNING ADVISORY COMMISSION REGARDING THE 2012
BROOKLYN BOULEVARD CORRIDOR STUDY AND PRELIMINARY LAYOUT

WHEREAS, the City of Brooklyn Center's 2030 Comprehensive Plan includes a goal and objective of making major street corridors and other public spaces highly attractive, including Brooklyn Boulevard; and

WHEREAS, the City of Brooklyn Center's Comprehensive Plan indicates that reaching consensus on a vision for the section of Brooklyn Boulevard south of I-694/I-94 that would then be translated into design parameters should precede redevelopment of land area along Brooklyn Boulevard; and

WHEREAS, performing a corridor study for Brooklyn Boulevard will provide guidance for future transportation, redevelopment and streetscaping improvements; and

WHEREAS, the City Council authorized an agreement for professional services with SRF Consulting Group, Inc. to provide professional services and prepare said study and plans for the Brooklyn Boulevard Corridor; and

WHEREAS, the Planning Advisory Commission was provided periodic updates by city planning staff on September 29, 2011; October 13 and 29, 2011; December 15, 2011; March 1, 15 and 29, 2012; and September 27, 2012; and

WHEREAS, the City, in conjunction with SRF Consulting Group, Inc. staff, conducted two (2) separate open houses for the affected property owners and general public to review the study plans, including proposed roadway layouts, new trails and sidewalks; right-of-way impacts; streetscaping and landscaping improvements; lighting; and other corridor amenities.

WHEREAS, the Planning Advisory Commission has determined or formulated the following goals and vision statements for the City Council to consider as part of their overall general consensus and support of this Brooklyn Boulevard Corridor area, which includes:

1. Preserve and enhance the adjacent residential neighborhoods; and
Provide entry treatments and neighborhood identifiers where applicable
2. Protect adjoining residential properties; and
Provide minimum setbacks and buffer widths to enable a combination berms with landscaping and fencing or decorative walls.
3. Identify necessary right-of-way impacts and corridor widths to accomplish:
 - A) Boulevard treatments and setbacks for trails and sidewalks; and
 - B) Placement of landscape medians to enable the vision and goals for the corridor to be accomplished.

NOW, THEREFORE, BE IT RESOLVED by the Planning Advisory Commission of the City of Brooklyn Center supports the draft design concepts for the 2012 Brooklyn Boulevard Corridor Study and hereby provides its input for the various segments of the corridor study as illustrated on the attached exhibits:

- Exhibit A Segment from 49th Avenue to 51st Avenue
- Exhibit B Segment from 51st Avenue to HWY 100
- Exhibit C Segment from HWY 100 to 59th Avenue/Bass Lake Road
- Exhibit D Segment from 59th Avenue/Bass Lake Road to 65th Avenue
- Exhibit E Segment from 65th Avenue to I-694
- Exhibit F Future Land Use and Redevelopment Considerations

November 29, 2012

Date

Chair

ATTEST: _____

Secretary

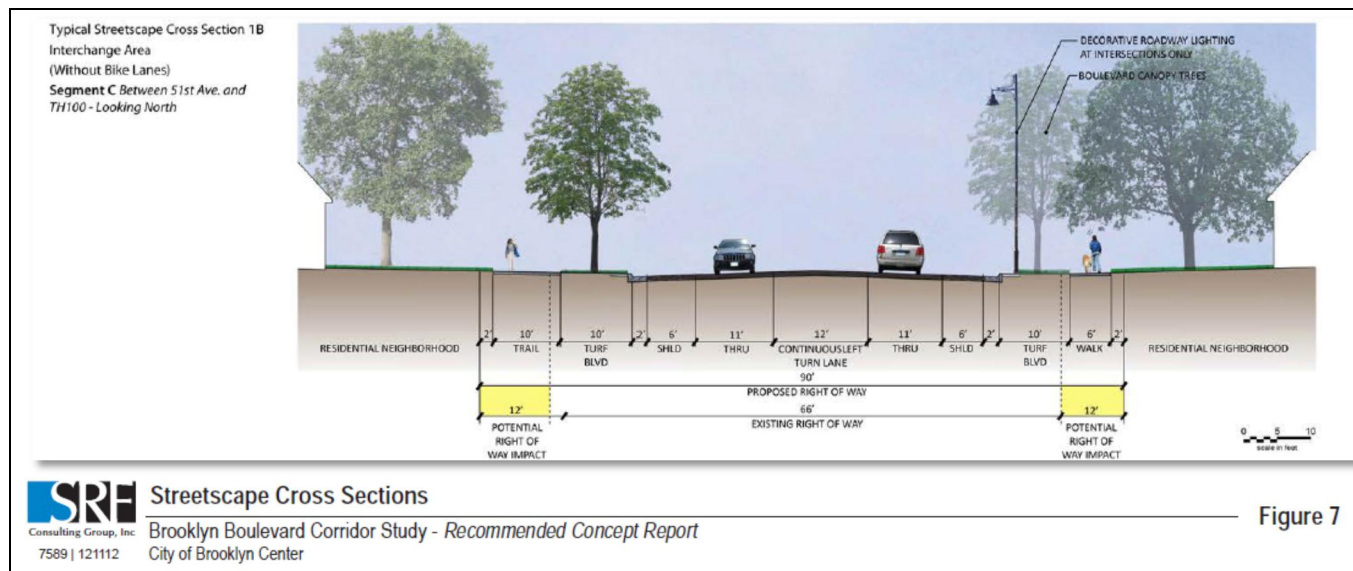
The motion for the adoption of the foregoing resolution was duly seconded by member

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

Chair _____, Commissioners _____, and _____
and the following voted against the same: None

Whereupon said resolution was declared duly passed and adopted.

Exhibit A Segment from 49th Avenue to 51st Avenue



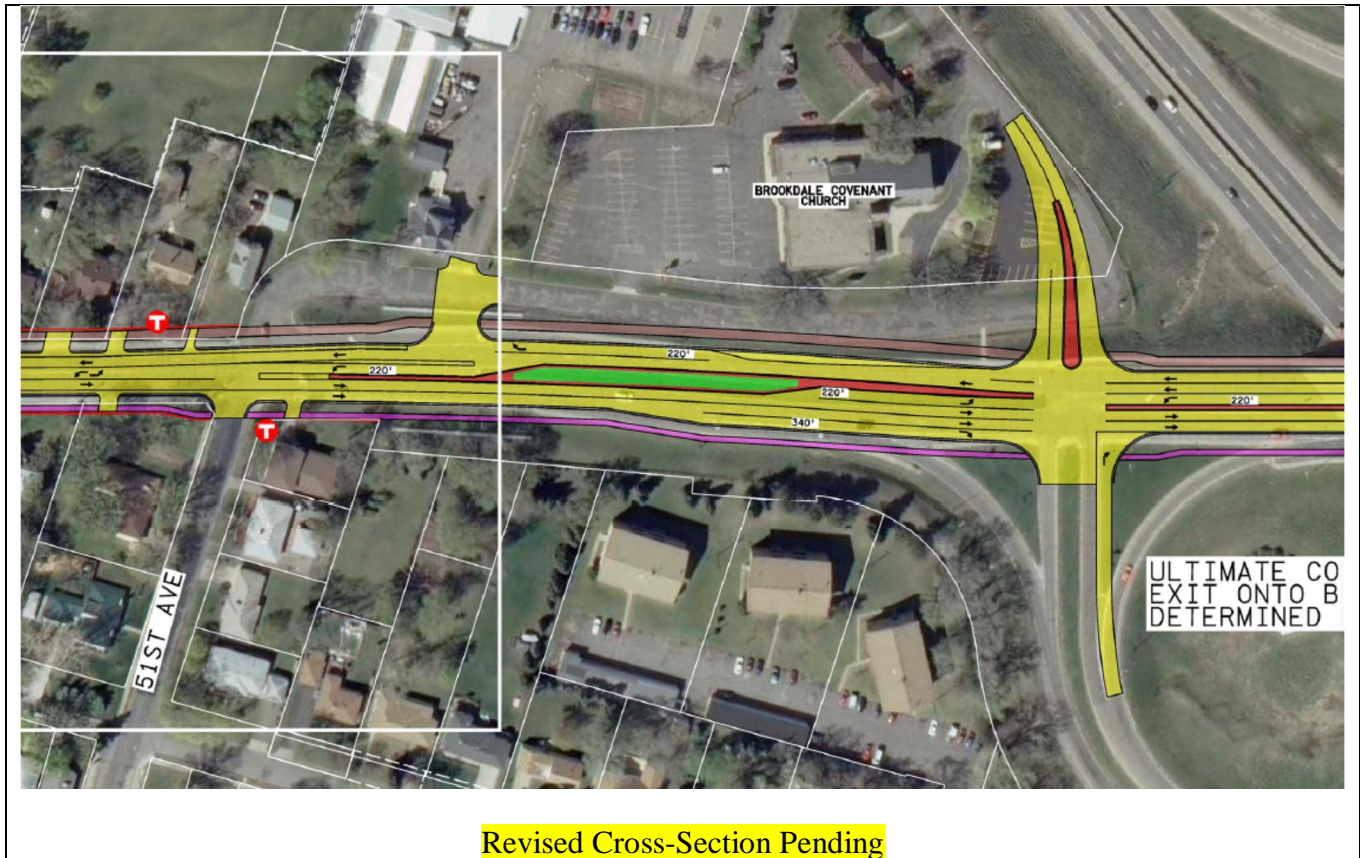
The Commission supports the following concepts:

1. Converting the existing 4-lane roadway to a 3-lane roadway with a center-left turn lane.
2. The designation of the east side of the right-of-way as a sidewalk corridor.
3. The designation of the west side of the right-of-way as a trail corridor.
4. The changes to the west side of the current 51st Avenue intersection.
5. The use of a 6-ft. wide shoulder area for emergency stops and other infrequent stops/deliveries, which will help provide greater separation from the traffic lane to the sidewalk and trail, and provide better sight lines at private driveways.

The Commission recommends that consideration be given to the following:

1. That the street layout, sidewalks and trail locations for this portion of the corridor be coordinated with the City of Minneapolis trail plans to Victory Memorial Parkway.
2. Consider options to compliment and expand the theme of the existing City's Entrance Sign in this area.
3. Consider opportunities for property owners to install driveway turn around areas to avoid backing into the Brooklyn Boulevard.

Exhibit B
Segment from 51st Avenue to HWY 100



The Commission supports the following concepts:

1. The new intersection with HWY 100 interchange and its extension of Lilac Drive.
2. The elimination of the de-acceleration lane for Brooklyn Boulevard traffic entering onto the northbound HWY 100 ramp.
3. The removal of the ramp acceleration lane entering onto Brooklyn Boulevard.
4. The placement of a 10-ft. wide trail (regional trail standard) on the west side and a 6-ft. sidewalk on the east side.
5. The relocation of the 51st Avenue transit stop (west side).

The Commission recommends that consideration be given to the following:

1. Work with MnDOT identifying an architectural theme for the HWY 100 bridge, including lighting, railings, flag standards and concrete design patterns.
2. Maintain an ADA accessible crosswalk to address the east/west pedestrian movements at the north side of the HWY 100 interchange/intersections.
3. Encourage establishing as part of the median design, the installation of pedestrian refuge islands, in or around the HWY 100 ramp/interchange areas.

Exhibit B
Segment from 51st Avenue to the north side of HWY 100
(continued)

4. The extension of the public street across the Brookdale Covenant Church and Malmberg's Nursery sites to connect to the existing Lilac Drive (*diagram noted below*).

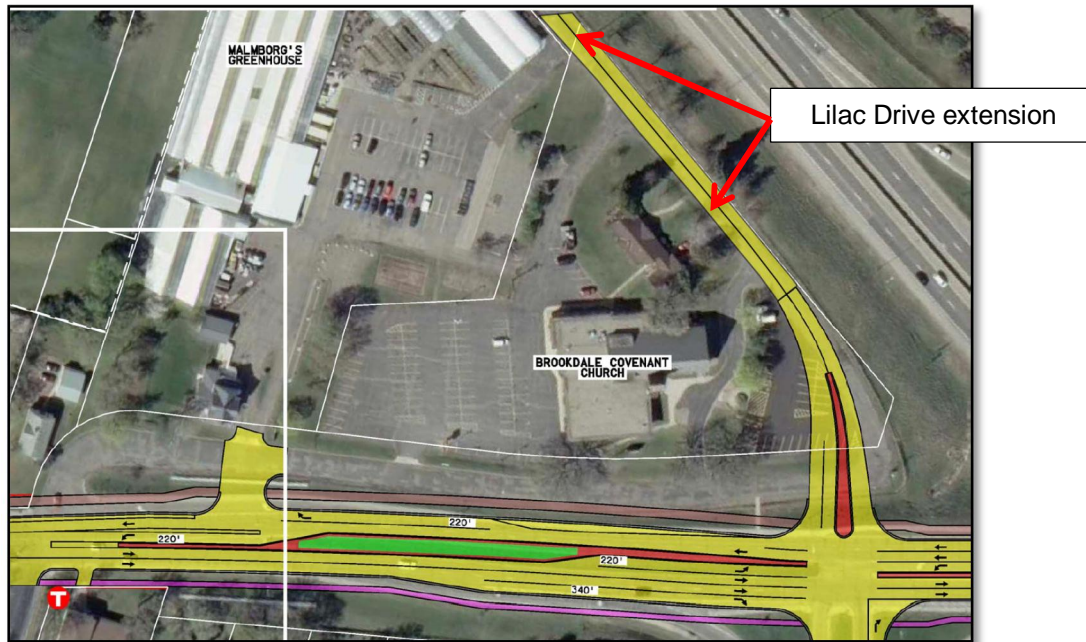
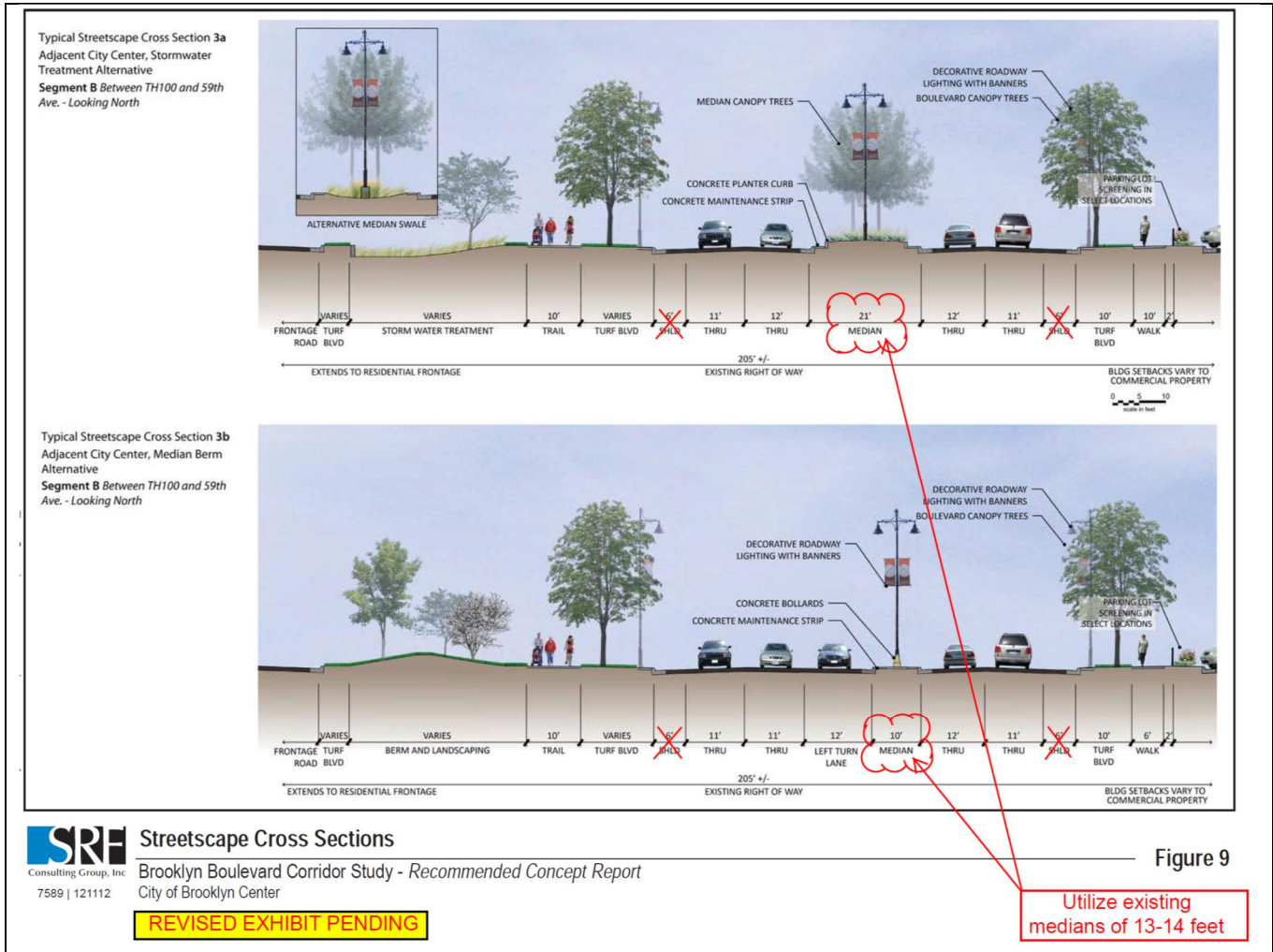


Exhibit C Segment from HWY 100 to 59th Avenue/Bass Lake Road

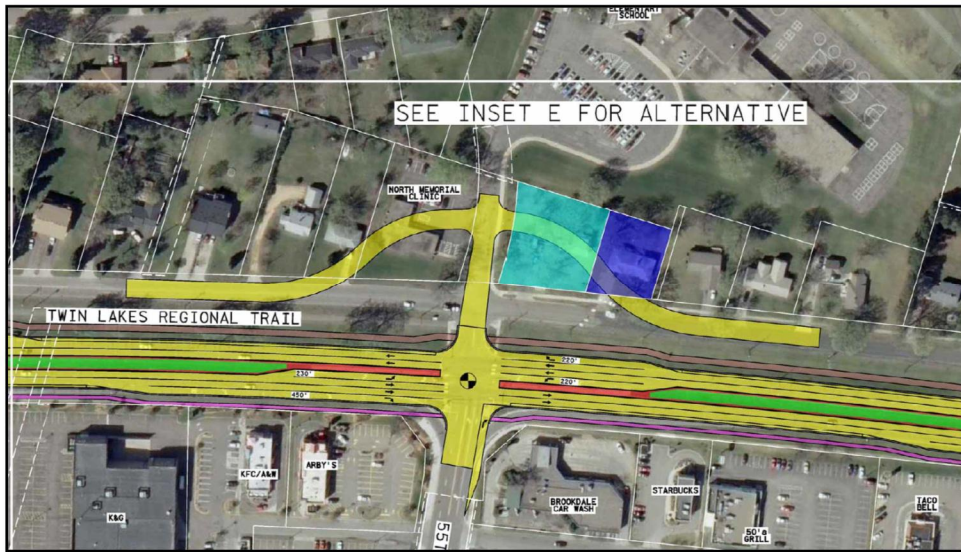


The Commission supports the following concepts:

1. The design concept of a 4-lane roadway with landscaped medians and opportunities for pedestrian refuge islands at intersections.
2. The design of a 10-ft. boulevard area as a separation/green area from the 6-ft. sidewalk.
3. The removal of the free right-hand turn movement on the eastern side of the Bass Lake Road/Brooklyn Boulevard intersection.
4. The development of entrance nodes within right-of-way used for these free right-hand turn movements.
5. The on-grade regional trail street crossing at the 55th Avenue and Brooklyn Boulevard intersection.

Exhibit C
Segment from HWY 100 to 59th Avenue / Bass Lake Road
(continued)

6. The design concept for the 55th Avenue intersection (*diagram noted below*) with the frontage road and the entrance to the Northport Elementary School.



7. The consideration of regional trail crossing alternatives as depicted in Figure 10 of the Brooklyn Boulevard Concept Report (below), in which alternatives shall be considered as part of any future redevelopment proposal of the commercial area(s) south of 55th Avenue.

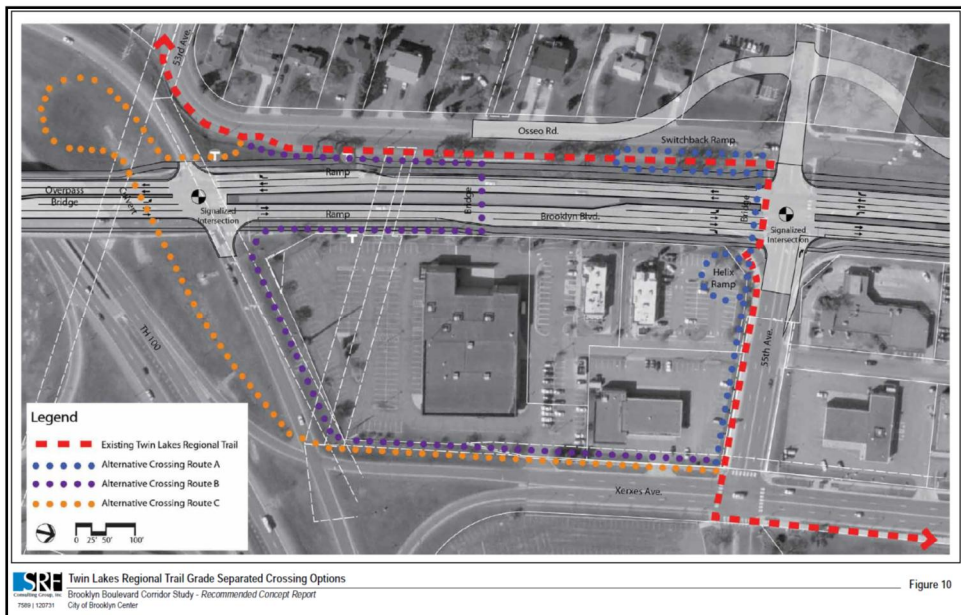


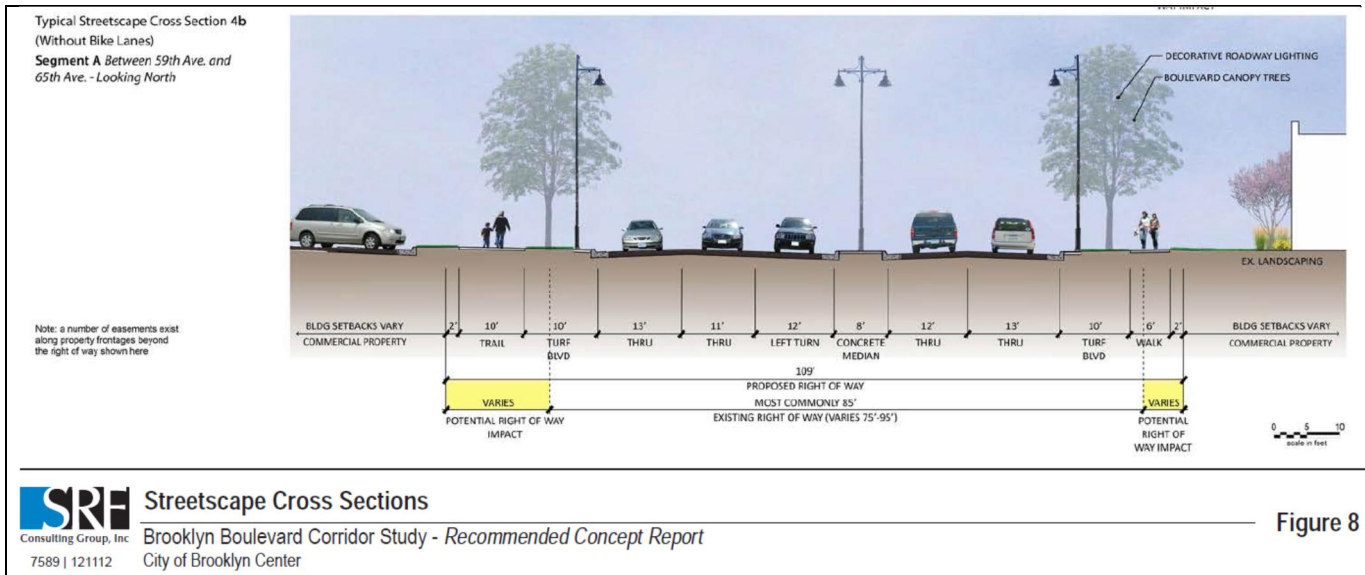
Exhibit C
Segment from HWY 100 to 59th Avenue/Bass Lake Road
(continued)

The Commission recommends that consideration be given to the following:

1. Consider options that could expedite the replacement of the existing wood light poles and removal of the overhead utility service lines.
2. Extend the western entrance treatment along Bass Lake Road to include improvements to CVS Pharmacy's entrance.

Exhibit D

Segment from 59th Avenue/Bass Lake Road to 65th Avenue



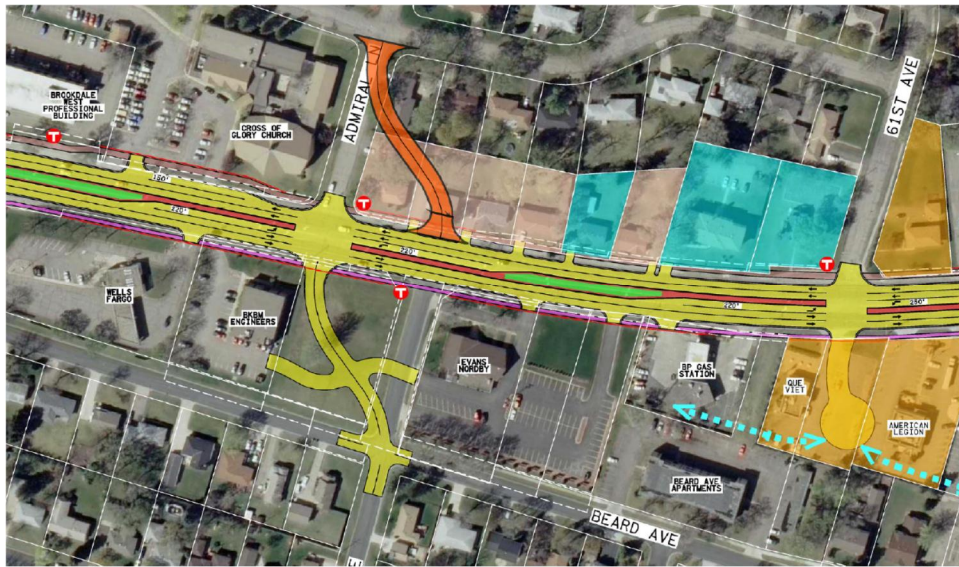
The Commission supports the following concepts:

1. The design concept of a 4-lane roadway with medians to limit left-hand turn movements, except at city cross-street intersections.
2. The continuation of a 10-ft. trail along the west side of the right-of-way with a 10-ft. boulevard area.
3. The continuation of the 6-ft. sidewalk on the east side of the right-of-way with a 10-ft. boulevard area.
4. The alignment of Admiral Lane and 60th Avenue roadways into a common intersection.
5. The option of extending the eastern leg of the 61st Avenue intersection into the commercial properties on the east side of Brooklyn Boulevard (BP Service Station to American Legion Site).
6. The use of a surmountable median that would allow full access movement to the Fire Department (southbound access onto Brooklyn Boulevard).

Exhibit D
Segment from 59th Avenue/Bass Lake Road to 65th Avenue
(continued)

The Commission recommends that consideration be given to the following:

1. The option of an Admiral Lane and 60th Avenue intersection that preserves the vacant commercial lot and provides opportunities to enhance the entrance to the Admiral Lane Neighborhood and improved access for the future redevelopment of the residential properties between 60th Avenue and 61st Avenue.



2. Consider options that could expedite the replacement of the existing wood light poles and removal of the overhead utility service lines.
3. The study reaffirms a minimum front-yard parking setback of 15 feet.

Exhibit E
Segment from 65th Avenue to I-694

The Commission supports the following concepts:

1. The tightening of the free-right movement from the east bound off ramp to reduce the speed of vehicles entering Brooklyn Boulevard.
2. The planning for future acquisition of the residential homes on the west side of Brooklyn Boulevard located north of 63rd Avenue.
3. The placement of a median from the Max Sun shopping center northern drive to 65th Avenue
4. The continuation of the 6-ft. sidewalk on the east side of the right of way with a 10-ft. boulevard area.
5. The continuation of a 10-ft. trail along the west side of the right-of-way with a 10-ft. boulevard area design until it connects to off-road trail improvements at the Metro Transit site.

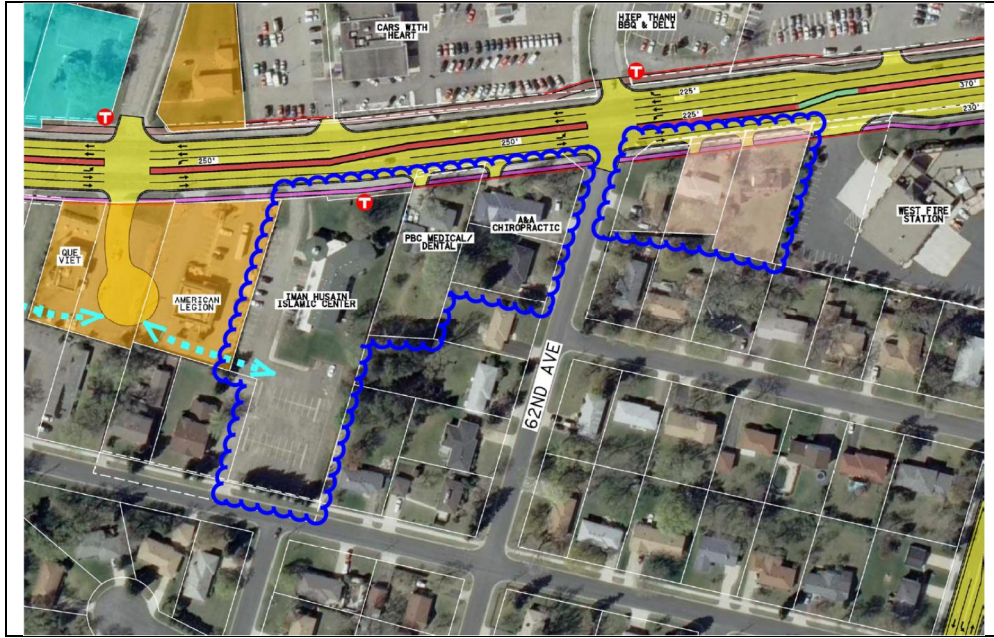
The Commission recommends that consideration be given to the following:

1. Consider improvements to the landscaped buffer for the 3 single family residential properties located in the southeast corner of the I-694 /Brooklyn Boulevard interchange.

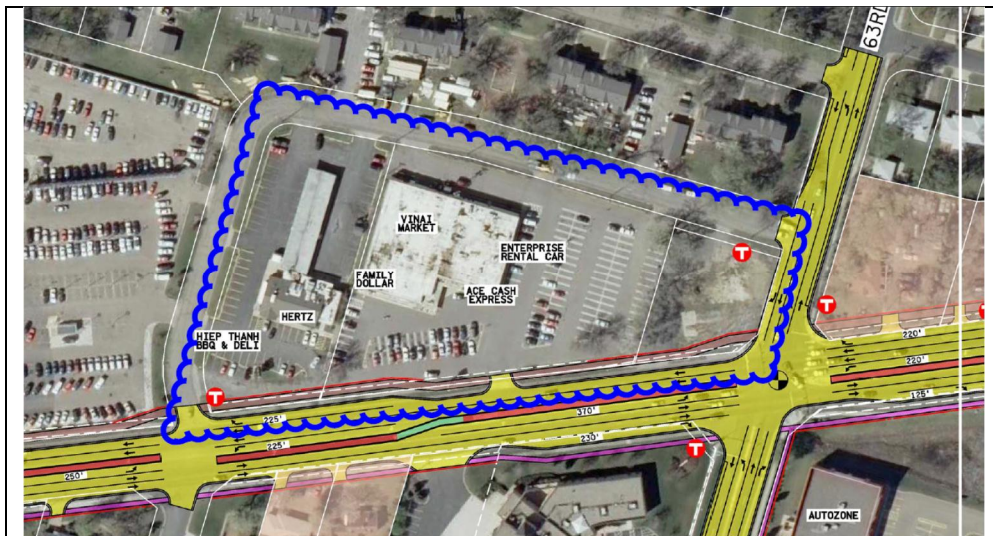
Exhibit F Future Land Use and Redevelopment Considerations

The Commission encourages and recommends the continued planning and analysis of this corridor, specifically addressing future land use and redevelopment opportunities in select areas, noted as follows:

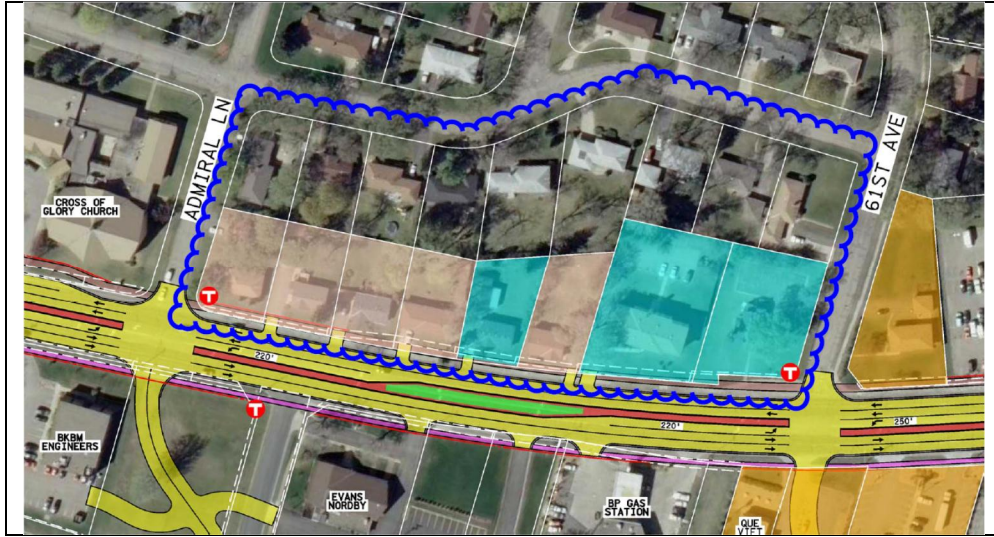
1. The conceptual planning for the east side of Brooklyn Boulevard be expanded to include the 3 existing residential properties south of the fire station and the 2 residential properties south of the 62nd Avenue (identified as A & A Chiropractic and PBC Medical/Dental) and the Iman Husain Islamic Center.



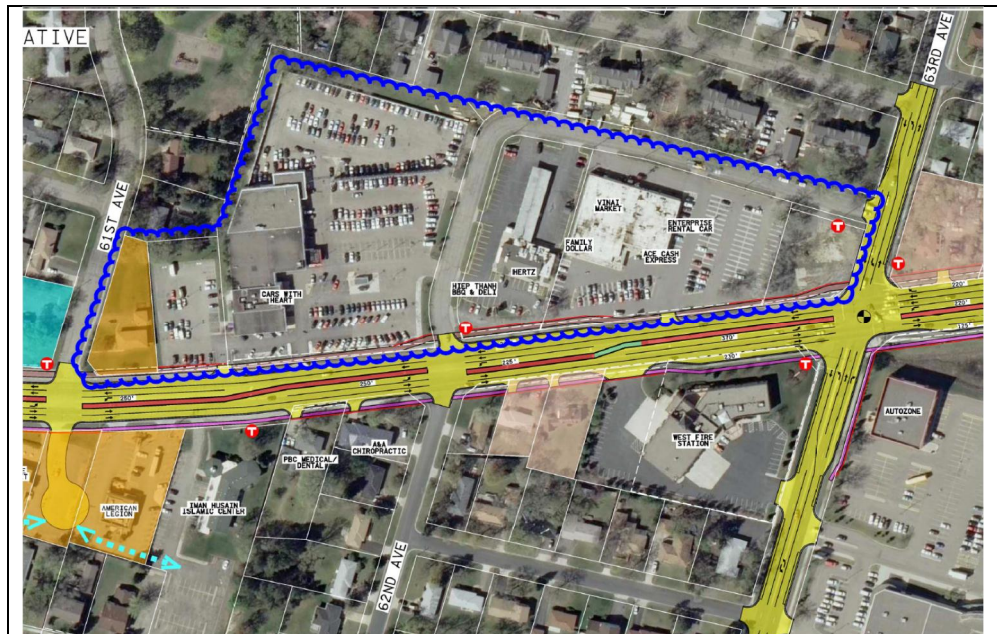
2. Develop a conceptual plan for a revised parking layout and access drive for the commercial properties between 62nd Avenue and 63rd Avenue to accommodate the boulevard treatment and trail system ó AND ó the EDA considers the acquisition of the vacant commercial lot in the southeast quadrant of 63rd and Brooklyn Boulevard to promote the redevelopment of these 3 commercial properties, comprising 3.85 acres in area into a unified PUD.



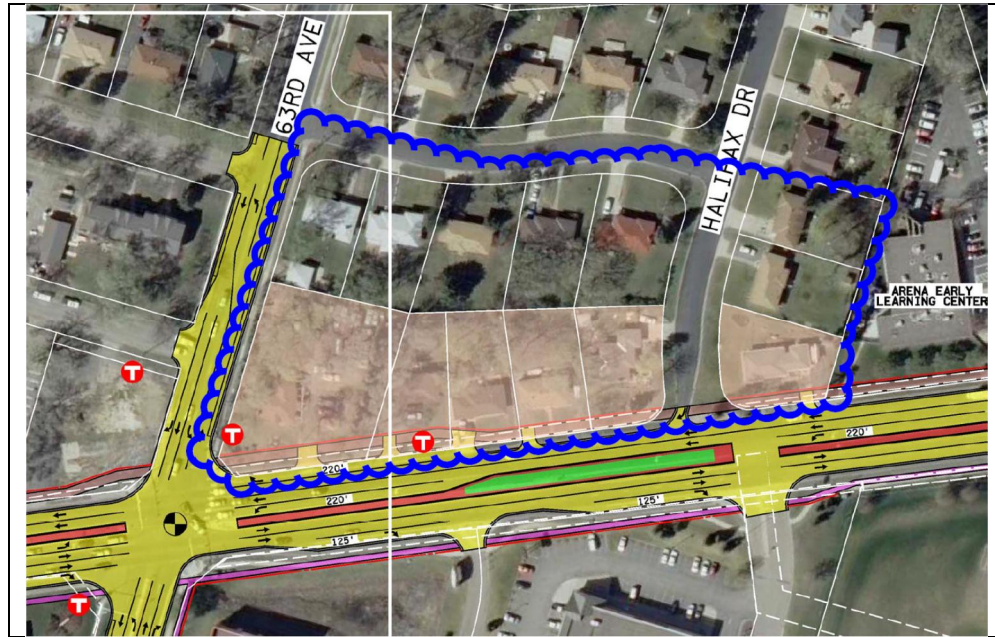
3. That conceptual development alternatives for the single family properties between Admiral Avenue and 61st Avenue include:
- a. alternative types of senior housing and assisted care housing options;
 - b. limited use office condominiums; and
 - c. temporary open space with future plans for redevelopment with the remaining adjacent properties to the west (those fronting onto Ewing Avenue).



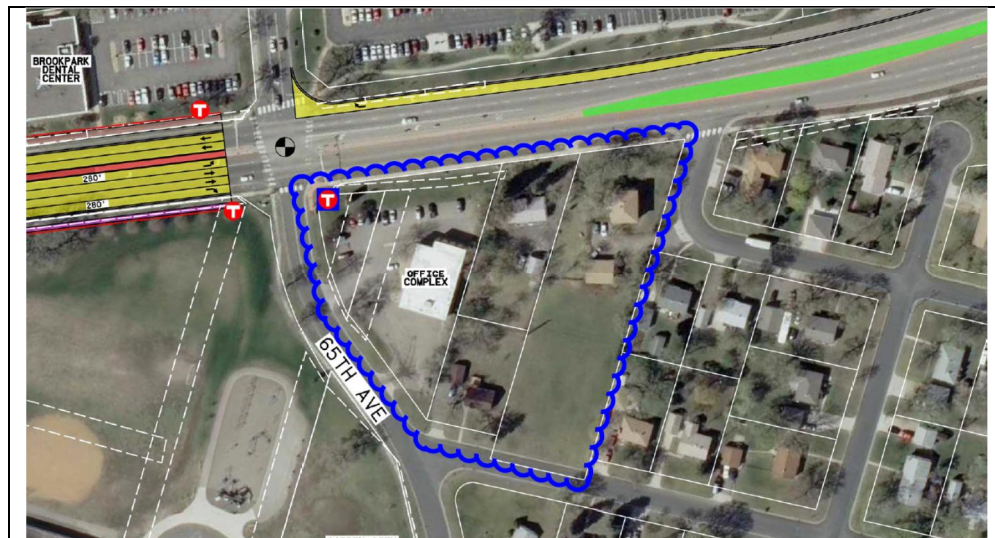
4. That conceptual development alternatives for the properties between 61st Avenue and 62nd Avenue include:
- d. the option of a large scale senior housing project; and
 - e. a commercial concept for all properties from 61st Avenue to 63rd Avenue that would provide opportunities to relocate existing Brooklyn Boulevard businesses into an overall PUD.



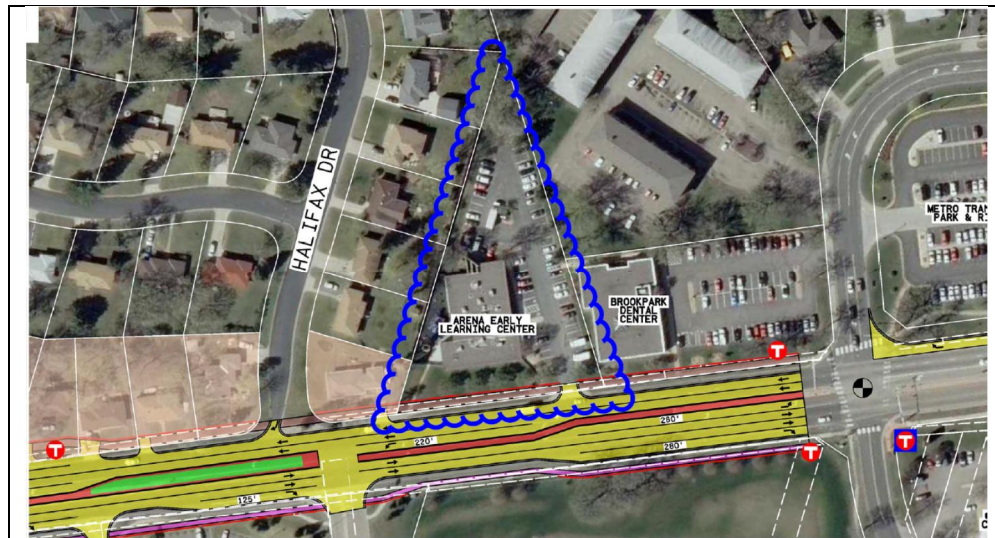
5. Consider alternate development concepts for the 6 single family residential lots north of 63rd Avenue that would include the following:
- a. limited use office condominiums; and
 - b. temporary open space with future plans for redevelopment with the adjacent properties to the west (Note: this concept should include the alignment of the France Avenue intersection with 63rd Avenue).



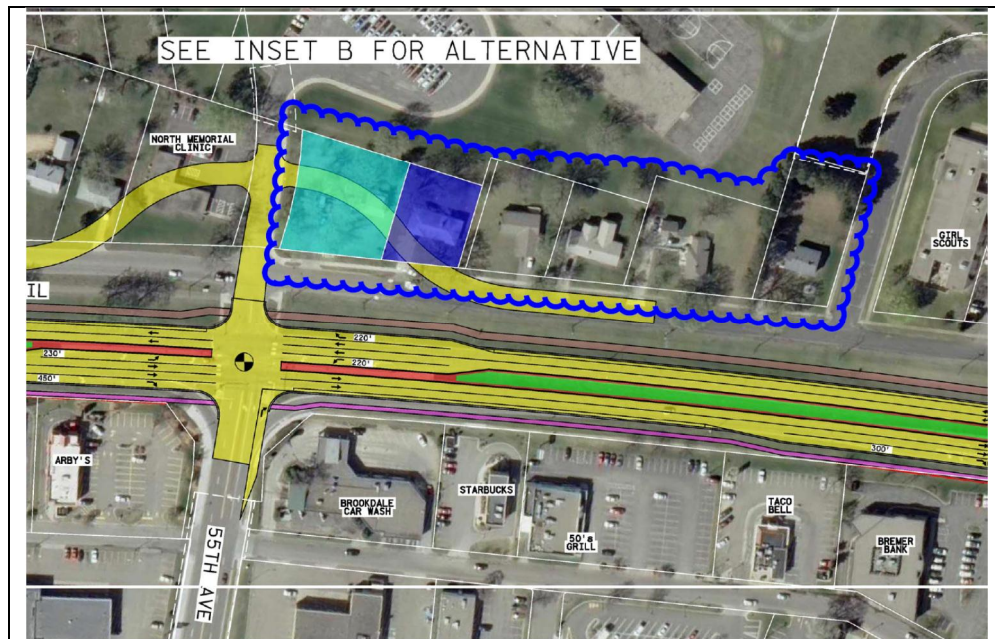
6. Consider a development concept for the 4 commercially zoned properties in the Northeast quadrant of Brooklyn Boulevard and 65th Avenue.



7. Consider options to replace the current Brooklyn Boulevard access to the existing Arena Learning Center lot.



8. Consider options to redevelop the residential lots between Northport Elementary School entry drive and Northport Drive.



9. Consider identifying the single-family residential units located south of 57th Avenue and those between 57th Avenue and 58th Avenue/Bass Lake Road for potential acquisition, and further identifying said units as primary vs. secondary. Options for redevelopment may include:
- a. redevelop the primary areas only with low-density, multiple family residential development, such as senior townhomes or similar; or
 - b. redevelop the primary and secondary areas together with mid-density, multiple-family residential developments, such as owner-occupied condominiums, market-rate rentals and/or workforce housing; or
 - c. a 3-story, mixed-use, low intensity commercial/office development (first floor) with 1-2 upper floors reserved for multiple-family residential.

