

CITY COUNCIL WORK SESSION – AGENDA #37

Si usted necesita esta información en español: 763-424-8000. Yog xav tau kev pab, thov hu rau 763-424-8000 lawv mam li nrhiav ib tus neeg txhais lus rau koj. If you need this information in another language or alternative format, email access@brooklynpark.org or call 763-424-8000.

Our Vision: Brooklyn Park, a thriving community inspiring pride where opportunities exist for all.

Our Brooklyn Park 2025 Goals:

• A united and welcoming community, strengthened by our diversity • Beautiful spaces and quality infrastructure make Brooklyn Park a unique destination • A balanced economic environment that empowers businesses and people to thrive • People of all ages have what they need to feel healthy and safe • Partnerships that increase racial and economic equity empower residents and neighborhoods to prosper • Effective and engaging government recognized as a leader

- A. **CALL TO ORDER – Mayor Hollies Winston**
- B. **GENERAL INFORMATION**
None.
- C. **DISCUSSION ITEMS/GENERAL ACTION ITEMS – These items will be discussion items but the City Council may act upon them during the course of the meeting.**
 - C.1** Metro Transit Network Now Presentation
 - A.** METRO TRANSIT NETWORK NOW EXECUTIVE SUMMARY
 - B.** METRO TRANSIT NETWORK NOW BROOKLYN PARK EXCERPT
 - C.2** Kwik Trip (9400 West Broadway)
 - A.** PLANNING COMMISSION MINUTES
 - B.** STAFF CODE ANALYSIS
 - C.** APPLICANT SUBMISSION
 - C.3** Discussion on Council Relations
 - C.4** 2025 Events Discussion
 - C.5** Domestic Animals Discussion
 - C.6** 2025 Schedule of Fees and Charges
- D. **VERBAL REPORTS AND ANNOUNCEMENTS**
 - D.1** **COUNCIL MEMBER REPORTS AND ANNOUNCEMENTS**
 - D.2** **CITY MANAGER REPORTS AND ANNOUNCEMENTS**
- E. **ADJOURNMENT**

City of Brooklyn Park Council Work Session

Meeting Date:	October 7, 2024	Originating Department:	Community Development
Agenda Item:	C.1	Prepared By:	Tim Gladhill, Community Development Director
Agenda Section:	Discussion Items/General Action Items	Presented By:	Tim Gladhill, Community Development Director
Item:	Metro Transit Network Now Presentation		

Summary:

Metro Transit will present proposed changes and enhancements to Local Routes and Express Services within the City of Brooklyn Park. The Network Now plan aims to focus (consolidate) routes (which may slightly reduce geographic coverage area) while still increasing frequency of routes. This is also the opportunity to discuss east/west connectivity and connections to Brooklyn Park Stations along the Blue Line Extension. Additionally, a new Micro-Transit program, an on-demand type service, is being considered in approximately eight (8) locations in the Region, including Brooklyn Park. There is some degree of east-west connection improvements, but the Council should be ready to discuss if they feel these modifications meet the spirit and intent of comment made to the Blue Line Extension Project.

More information about Network Now can be found on the project webpage at <https://www.metrotransit.org/network-now>. Routes in Brooklyn Park (both Local Service and Express Service) are generally found in the 700 route series (with some additional overlap of other routes).

Attachments:

- C.1A METRO TRANSIT NETWORK NOW EXECUTIVE SUMMARY
- C.1B METRO TRANSIT NETWORK NOW BROOKLYN PARK EXCERPT

NetworkNOW Concept Plan Executive Summary

SEPTEMBER 2024



What is Network Now?

[Network Now](#) is Metro Transit’s vision for bus and rail service investments through 2027. This plan guides improvements to grow ridership, enhance mobility, and meet the travel needs of our region now.

After reviewing customer and community feedback, analyzing network performance since 2019, and reviewing policy guidance we created the [Establishing the Foundation](#) report, which includes a set of principles to shape decision making.

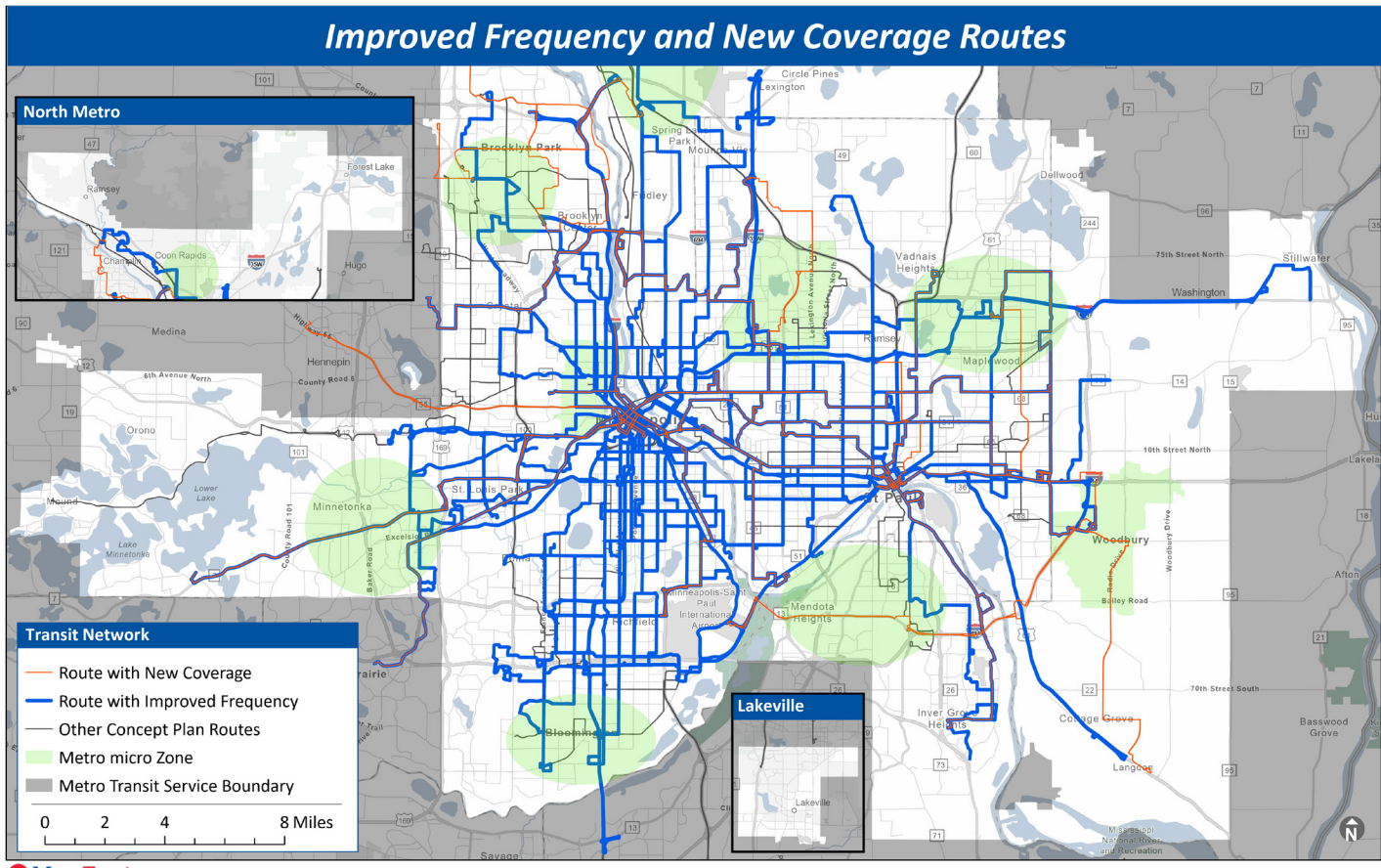
Network Now Principles

Adapt	Adapt service to changes in transit markets and travel patterns.
Prepare	Prepare for new METRO and high-frequency routes.
Maintain	Maintain the reliability of our scheduled service consistently over time.
Build on success	Build on success to grow ridership adding service where people use transit the most.
Provide access	Provide access to opportunities and services with a focus on advancing equity and reducing regional disparities.

The Concept Plan

The Network Now concept plan proposes service improvements that reflect customer priorities. This concept plan includes support for new METRO light rail and bus rapid transit (BRT) lines, enhances local services, and invests in new ways of traveling such as microtransit and frequent, all-day, express corridors. The plan also resolves the status of bus routes and facilities suspended since 2020 and reinvests those resources to best meet travel patterns today.

METRO Network	Local Bus	Express Bus	Metro Micro
<ul style="list-style-type: none"> Green Line Extension light rail 4 new BRT lines by 2027 	<ul style="list-style-type: none"> Improved frequency Expanded geographic coverage 	<ul style="list-style-type: none"> New Key Express Network provides frequent trips in major travel corridors Maintains most express routes currently operating 	<ul style="list-style-type: none"> New coverage in suburban areas 8 new zones by 2027



Date: 7/23/2024

Outcomes

The Network Now concept plan achieves the following improvements:

<p>Expands transit service by more than</p> <p>35%</p>	<p>Improves frequency on</p> <p>60+ bus routes.</p>	<p>Restores light rail to service every</p> <p>10 minutes.</p>	<p>Increases access to jobs by nearly 25% compared to pre-pandemic service.</p>	
<p>Reinvests commuter and express service to meet today's travel patterns.</p>	<p>Improves service equity for low-income residents and communities of color.</p>	<p>Improves access by expanding micro zones.</p>	<p>Builds on workforce hiring in real time.</p>	<p>Reduces carbon emissions by enabling more people to choose transit.</p>

The Network Now concept plan is now available for public comment. To view the full plan and learn how to provide feedback, visit metrotransit.org/network-now. For more information, subscribe to [project updates](#) or contact Metro Transit staff at NetworkNow@metrotransit.org.

Route 702

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

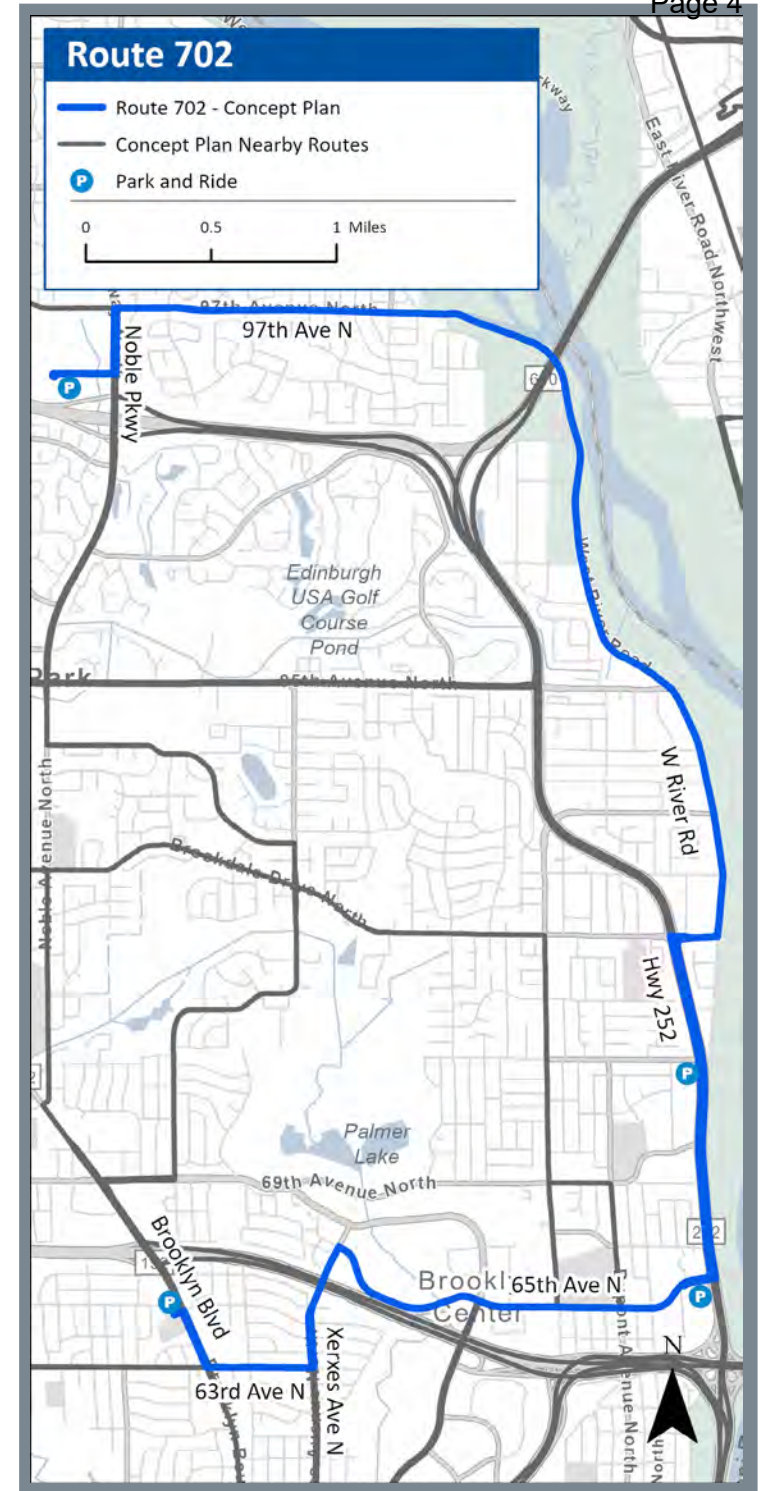
Route Information

Service Changes

- Route 702 will operate on weekdays in the rush hour every 60 minutes.
- Route 702 will replace parts of Route 761, 763, and 766 where there is no alternate service.

Areas the Route Will Serve

- Route 702 is a new local route in Brooklyn Park and Brooklyn Center will serve 65th Ave. and Brooklyn Blvd. Park & Ride and Hwy. 610 and Noble Pkwy. Park & Ride. via 97th Ave., W. River Rd., Hwy 252, 66th/65th/Free-way Blvd. and Xerxes Ave.
- Customers will transfer to Route 760 or 768 for express service to downtown Minneapolis.



Route 703

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	90	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 703 will operate limited service (1-2 trips per direction) in the rush hours on weekdays.
- Route 703 will replace portions of Route 766 north of Hwy. 610 and Noble Pkwy. Park & Ride and will serve new destinations on Hwy. 169.

Areas the Route Serves

- Route 703 is a new local route that will serve downtown Anoka and Hwy. 610 and Noble Pkwy. Park & Ride via Target Northern Campus, Winnetka Ave., Hwy. 169 frontage roads and Cartway Rd. in Champlin and Brooklyn Park.
- Customers will transfer to Route 768 for express service to downtown Minneapolis.



Route 705

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

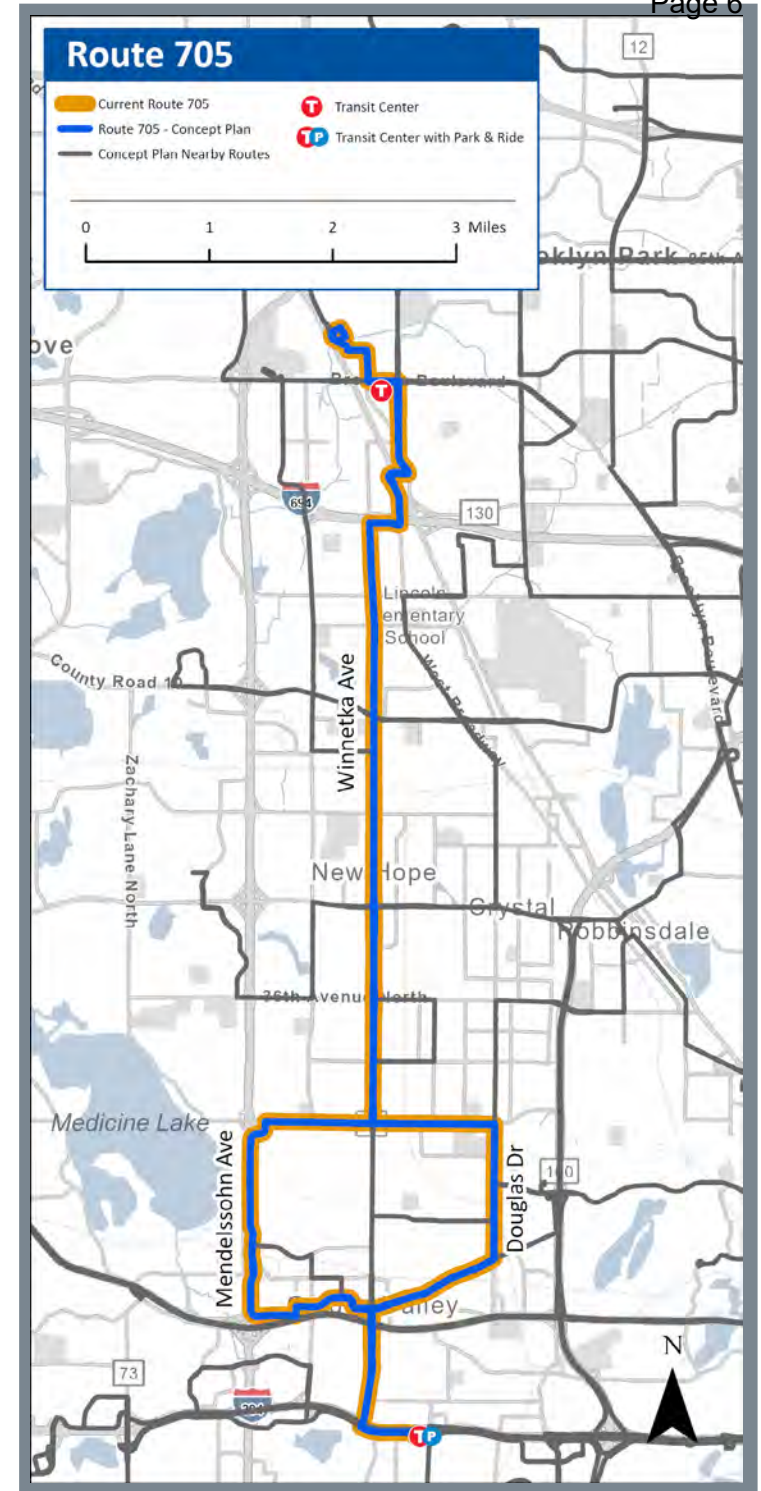
Route Information

Service Changes

- No changes are proposed for Route 705 in Network Now.

Areas the Route Serves

- Route 705 serves Brooklyn Park, Brooklyn Center, New Hope, Golden Valley, and Saint Louis Park via Winnetka Ave.
- Destinations include Starlite Center, New Hope City Center, and Golden Valley City Hall.
- Customers can transfer at Starlite Transit Center and Louisiana Transit Station.



Route 716

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	60	60	60	-
Sunday	60	60	60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

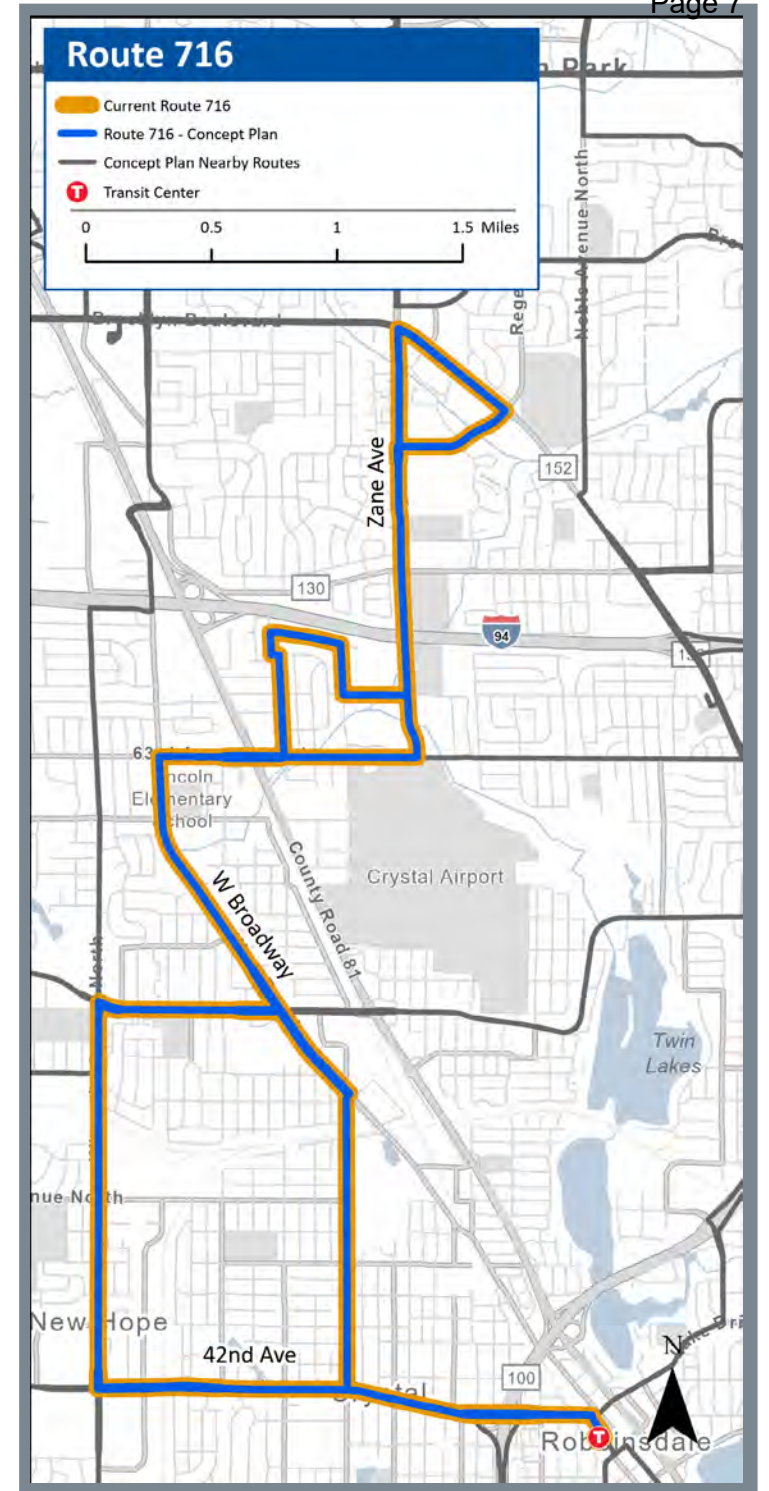
Route Information

Service Changes

- Saturdays: Service span will be extended one hour earlier in the AM and one hour later in the PM.
- Sundays: Service will be added and run every 60 minutes.

Areas the Route Serves

- Route 716 serves Brooklyn Park, Brooklyn Center, Crystal, and Robbinsdale via West Broadway and Douglas Dr.
- Transfer opportunities include Robbinsdale Transit Center.
- Destinations include Crystal Shopping Center, Crystal Community Center, and downtown Robbinsdale.



Route 721

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30 - 60	30	60	60
Saturday	30	30	-	-
Sunday	30	30	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

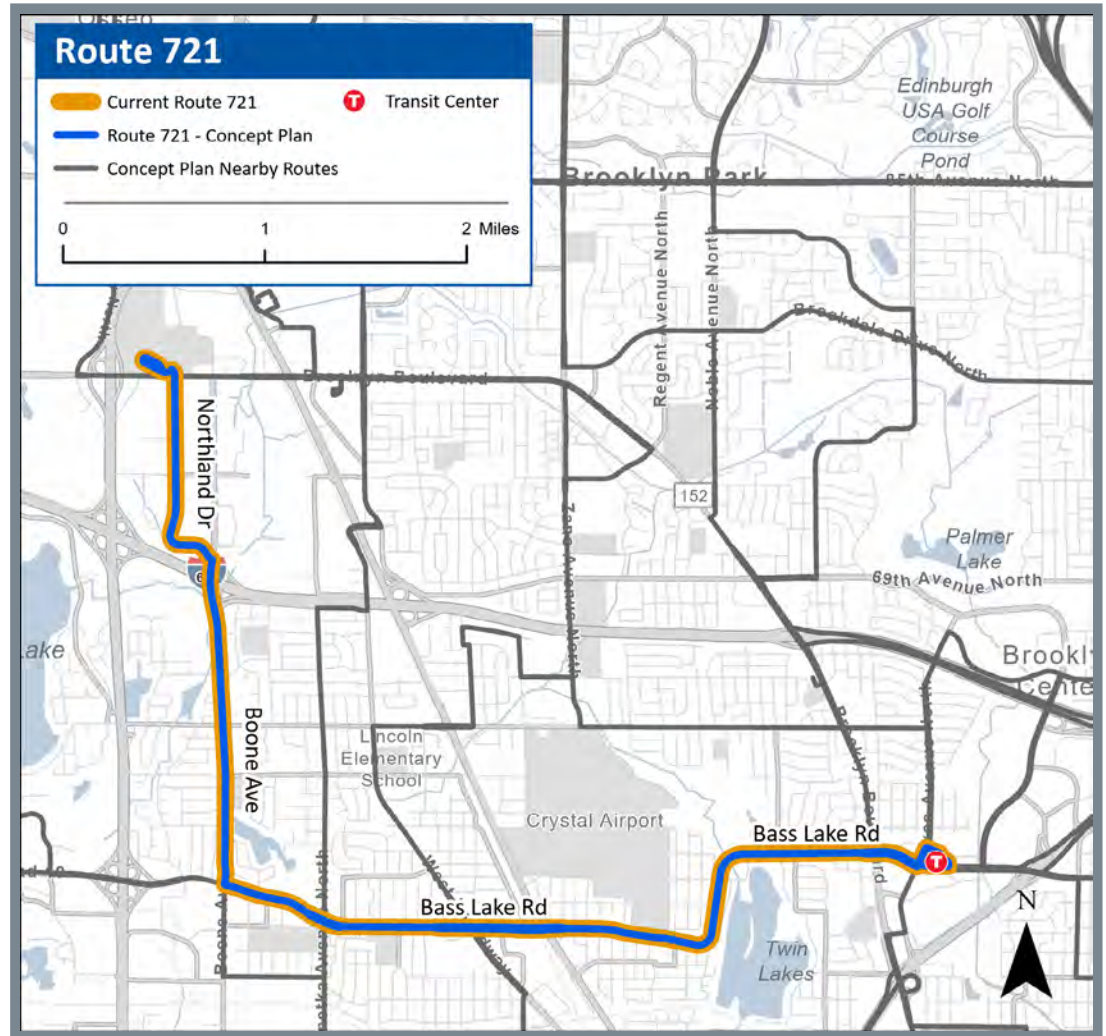
Route Information

Service Changes

- No service changes are proposed for Route 721 in Network Now.

Areas the Route Serves

- Route 721 serves Brooklyn Park, New Hope, Crystal, and Brooklyn Center via Boone Ave. and Bass Lake Rd.
- Destinations include Hennepin Technical College.
- Customers can connect to other routes and C and D Lines at Brooklyn Center Transit Center.



Route 722

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30 - 60	30	30	30
Saturday	30 - 60	30	30	30 - 60
Sunday	30 - 60	30	30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

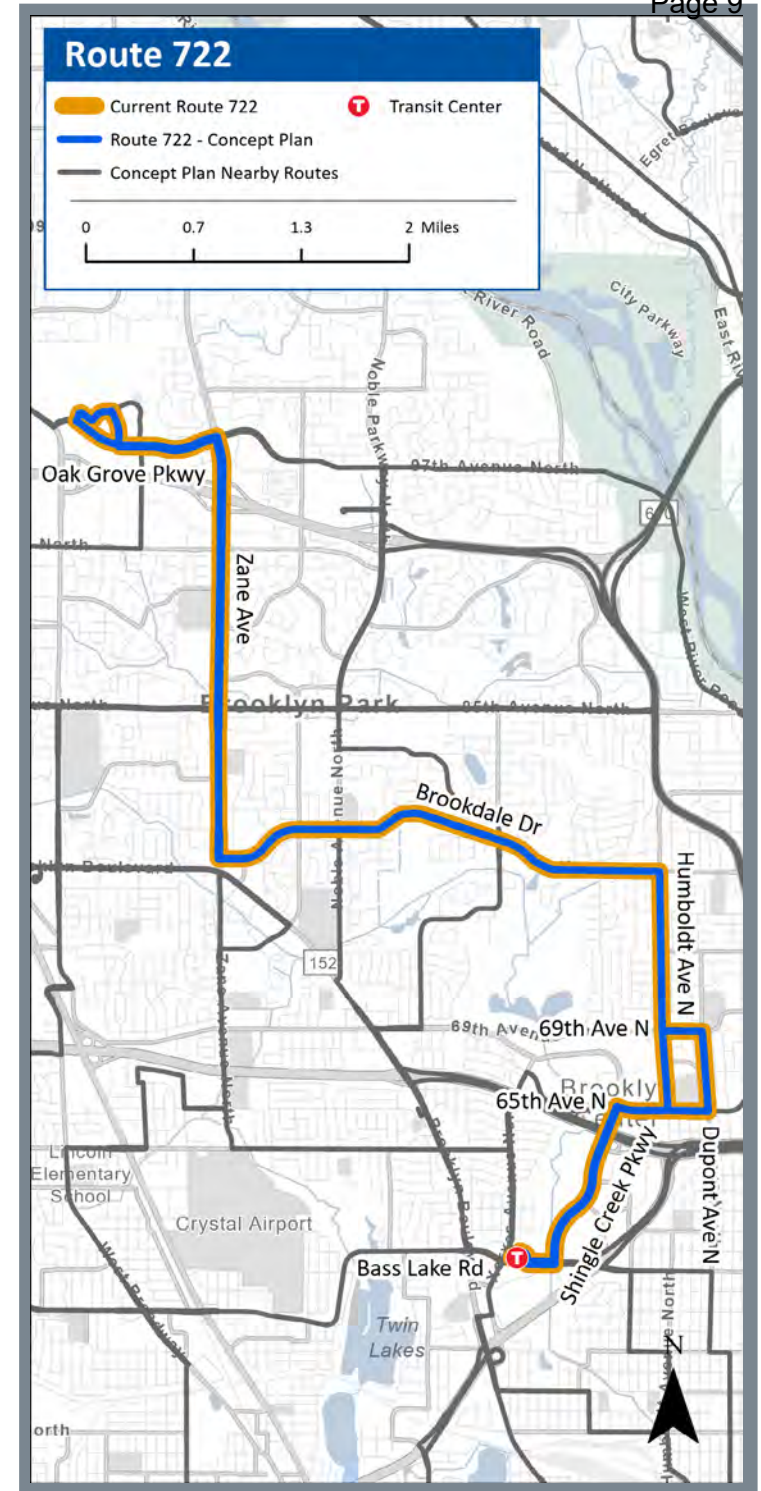
Route Information

Service Changes

- No service changes are proposed for Route 722 in Network Now.

Areas the Route Serves

- Route 722 serves Brooklyn Park and Brooklyn Center via Oak Grove Pkwy., Zane Ave., Brookdale Dr., Humboldt Ave., Dupont Ave., and Shingle Creek Pkwy.
- Destinations include Target Northern Campus, Brooklyn Center High School, and Brookdale Regional Center.
- Customers can connect to other routes and C and D Lines at Brooklyn Center Transit Center.



Route 723

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	60	60
Saturday	60	60	-	-
Sunday	60	60	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

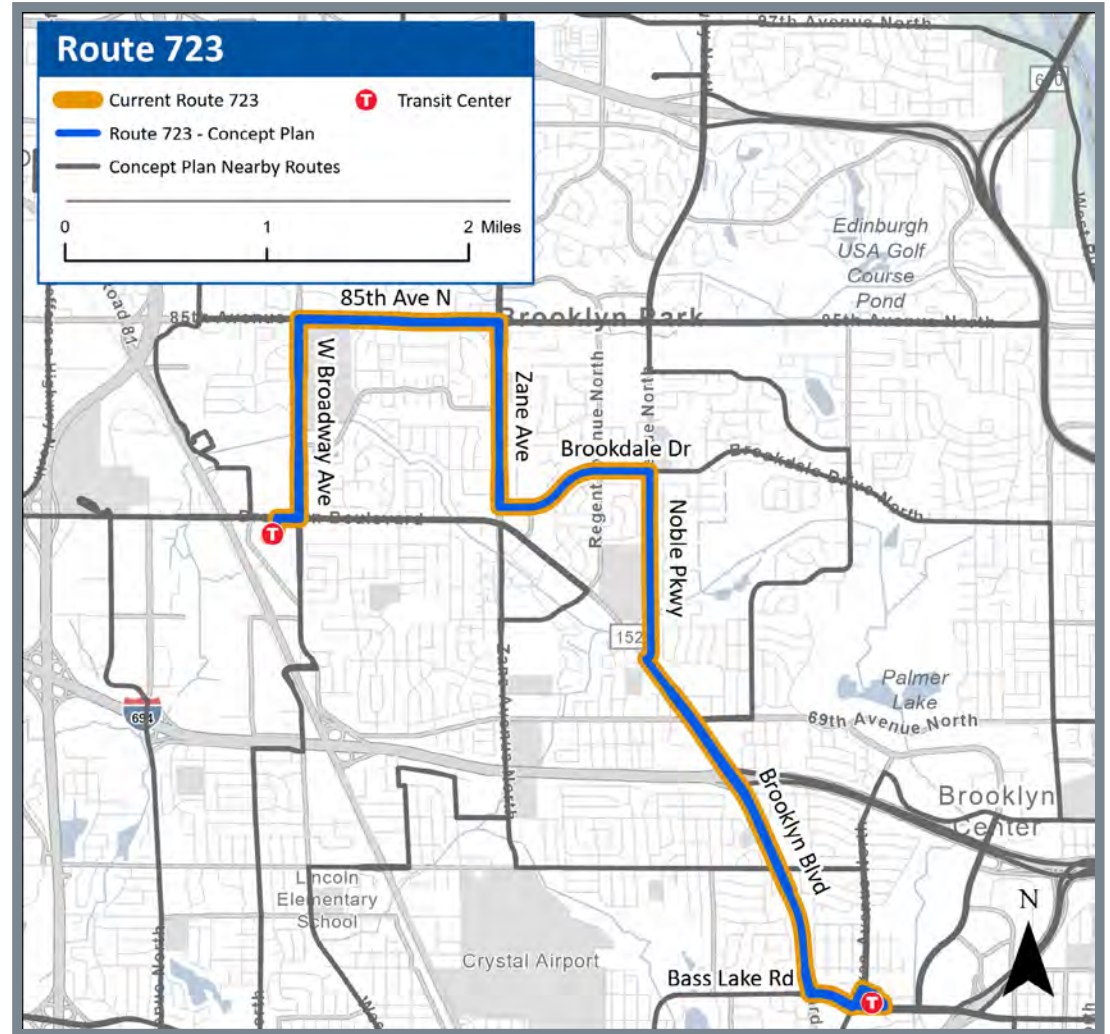
Route Information

Service Changes

- No service changes are proposed in Network Now.

Areas the Route Serves

- Route 723 serves Brooklyn Park and Brooklyn Center via W. Broadway Ave., 85th Ave., Zane Ave., Noble Ave., and Brooklyn Blvd.
- Destinations include North Hennepin Community College.
- Customers connect to other routes and at Starlite Transit Center and C and D Lines at Brooklyn Center Transit Center. Customers transfer to Route 760 at 65th Ave. and Brooklyn Blvd. Park & Ride for express service to downtown Minneapolis.



Route 724

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10 - 30	10 - 15	10 - 15	30 - 60
Saturday	15 - 60	15	15	60
Sunday	15 - 30	15	15	30 - 60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

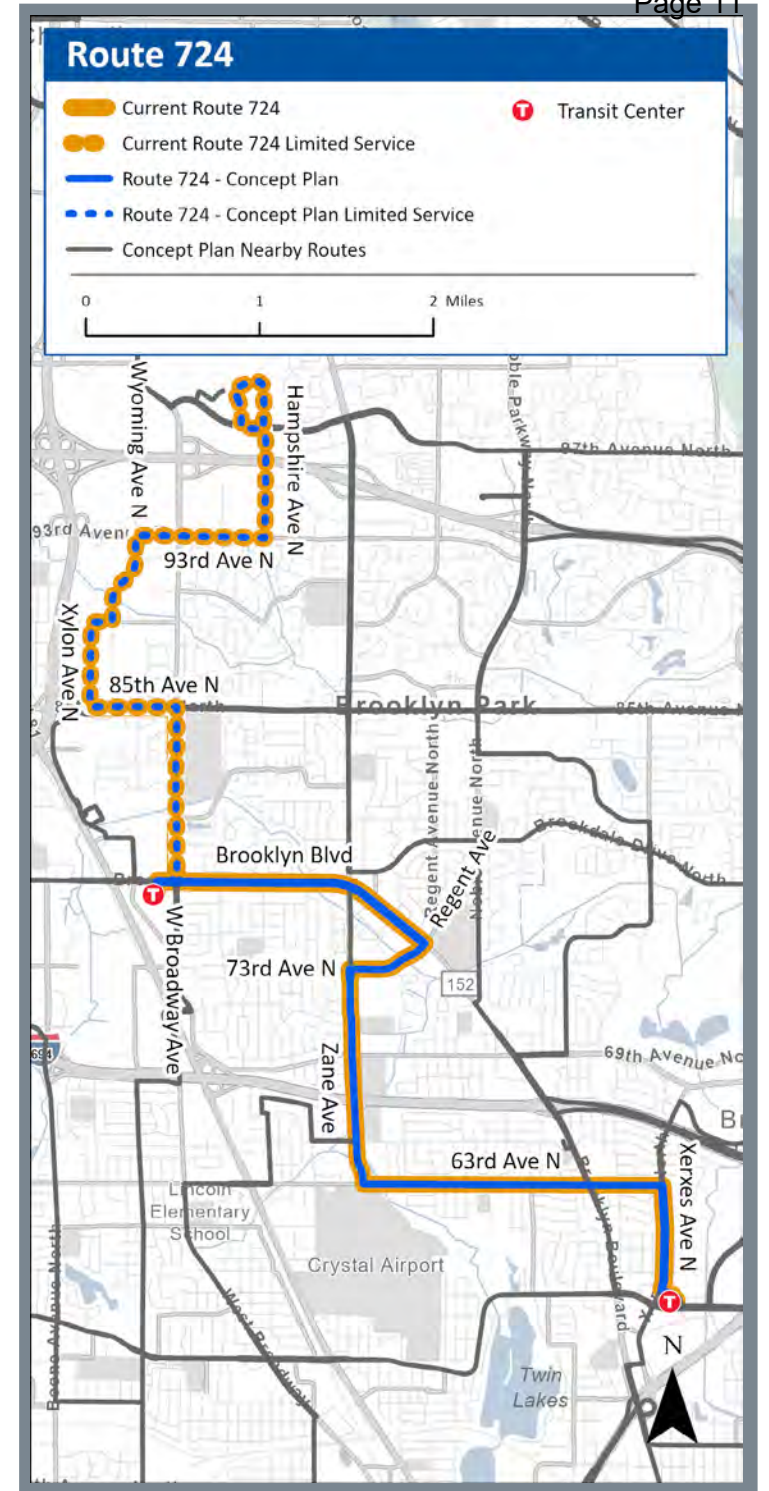
Route Information

Service Changes

- Weekdays: Frequency between Starlite Transit Center and Brooklyn Center Transit Center will improve from every 15 minutes to every 10 minutes in the midday and afternoon rush hour.

Areas the Route Serves

- Route 724 serves Brooklyn Park and Brooklyn Center via Brooklyn Blvd., Regent Ave., Zane Ave., 63rd Ave., and Xerxes Ave. Limited service on Route 724C branch additionally serves Brooklyn Park via W. Broadway Ave., 85th Ave., Wyoming Ave., 93rd Ave., and Hampshire Ave.
- Destinations include Target Northern Campus, North Hennepin Community College, and Park Center High School.
- Customers connect to other routes at Starlite Transit Center and C and D lines at Brooklyn Center Transit Center.



Route 725

NetworkNOW

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	60	60	60	-
Sunday	60	60	60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- New local route 725 will serve Osseo, Brooklyn Park, and Blaine via Jefferson Hwy., 85th Ave., and Hwy 610.
- Route 725 will operate service every 60 minutes daily.

Areas the Route Will Serve

- Destinations will include Hennepin Technical College, Walmart Supercenter, North Hennepin Community College, and Northtown Mall.
- Customers will connect to other routes at Starlite Transit Center and Northtown Transit Center.



Route 755

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

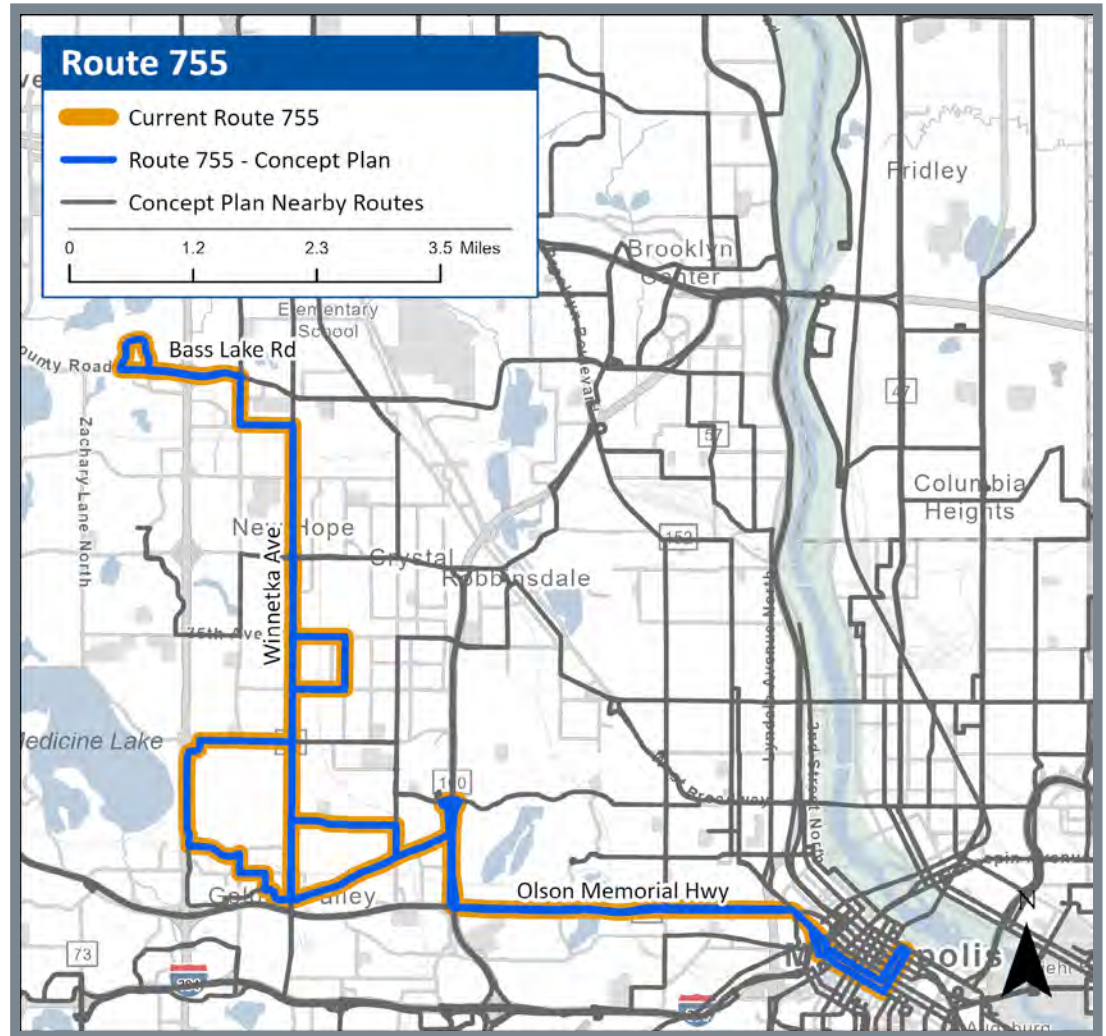
Route Information

Service Changes

- No changes are proposed to Route 755 in Network Now.

Areas the Route Serves

- Route 755 serves New Hope, Golden Valley and downtown Minneapolis via Winnetka Ave.
- Service runs during AM and PM rush hours.
- Customers can connect to Blue, Green, Orange, C, D, and E, Lines in downtown Minneapolis.



Route 760

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Service will be improved from two trips in each direction to every 30 minutes during rush hours.
- Service on Candlewood Dr., Setzler Pkwy., Nedderson Pkwy., and Douglas Dr. will be discontinued.
- Alternate service on 63rd Ave., Zane Ave., 85th Ave. and W. Broadway will be available on routes 722, 723 and 724.

Areas the Route Serves

- Route 760 currently serves Brooklyn Park, Brooklyn Center, and downtown Minneapolis via I-94, Marquette Ave., and 2nd Ave. S.
- Route 760 will exclusively operate non-stop express service between the 65th Ave. and Brooklyn Blvd. Park & Ride in Brooklyn Center and downtown Minneapolis.



Route 761

Network**NOW**

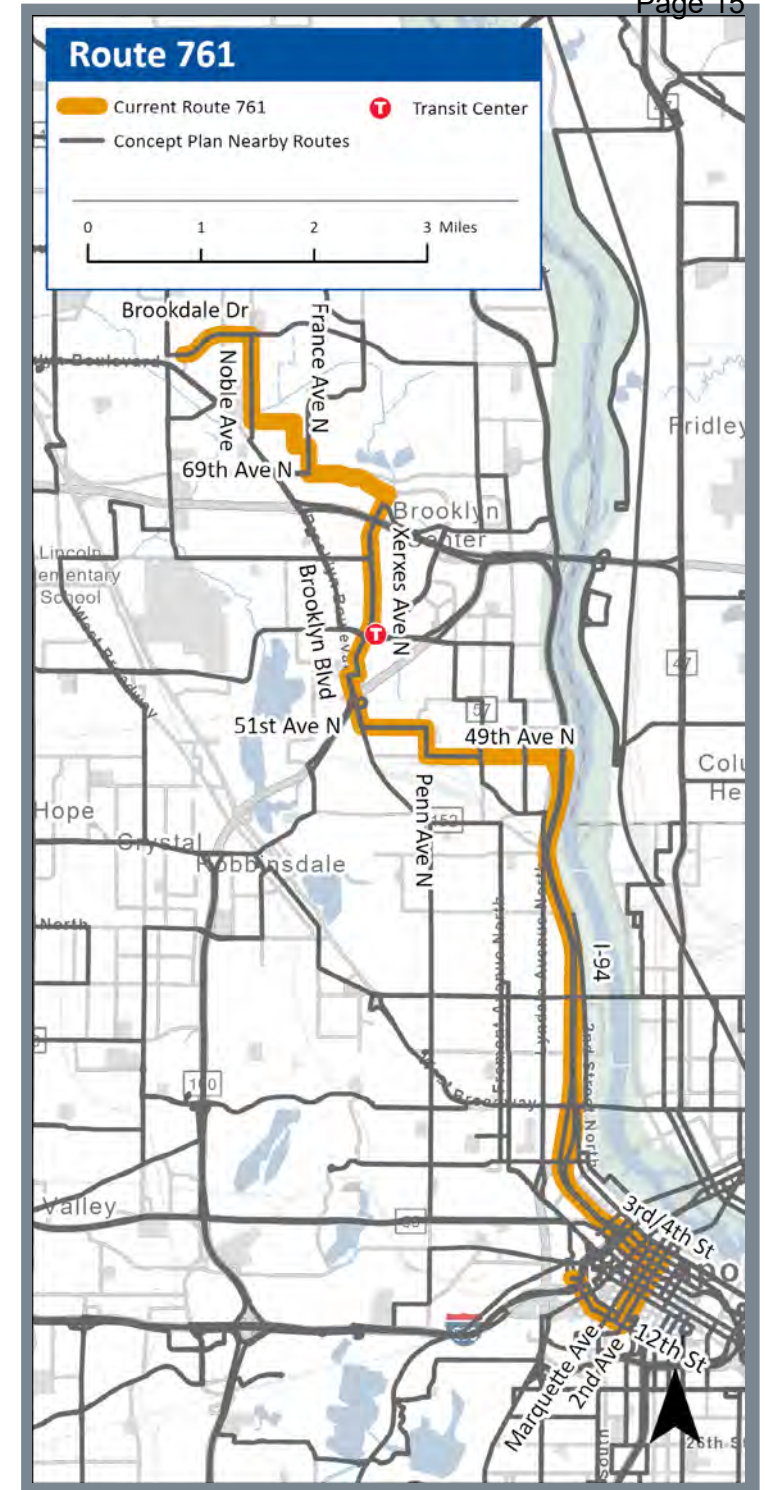
Route Information

Service Changes

- Route 761 will be discontinued.
- Alternate service on Brookdale Dr. and Noble Ave. will be available on Routes 722 and 723, with connections to C and D Line at Brooklyn Center Transit Center.
- Replacement service on Woodbine Ln., France Ave. and 69th Ave. will be provided by new Route 701 with a transfer at the 65th Ave. and Brooklyn Blvd. Park & Ride with Route 760 to downtown Minneapolis.
- Alternate service on 51st Ave., Penn Ave., and 49th Ave. will be available on Route 22.

Areas the Route Served

- The route currently serves Brooklyn Park, Brooklyn Center, and downtown Minneapolis via I-94.



Route 764

NetworkNOW

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	1 trip	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

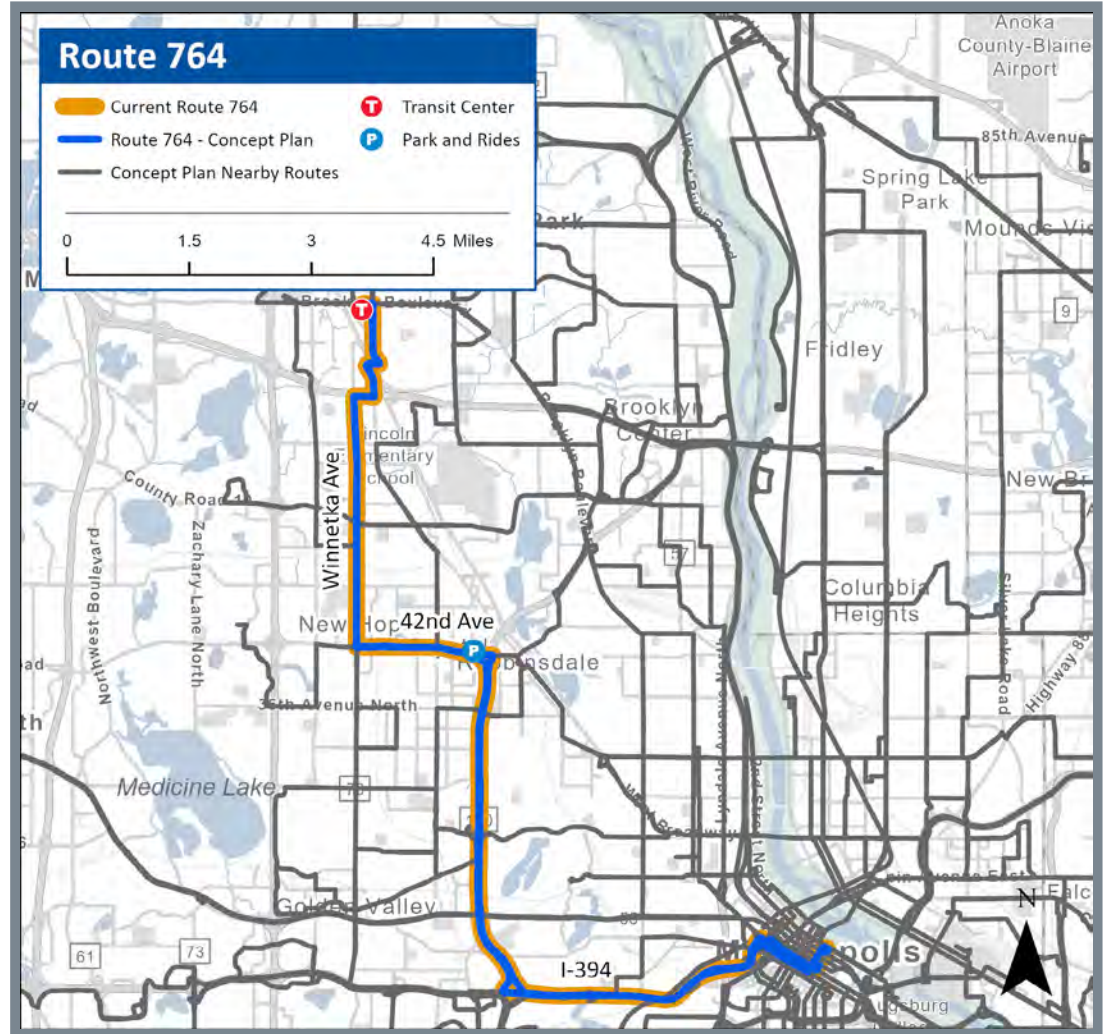
Route Information

Service Changes

- No changes are planned for Route 764 in Network Now.
- Route 764 will run during the AM and PM rush hours.

Areas the Route Serves

- Route 764 serves Brooklyn Park, New Hope, Crystal, and downtown Minneapolis via Winnetka Ave. and 42nd Ave.



Route 765

Network**NOW**

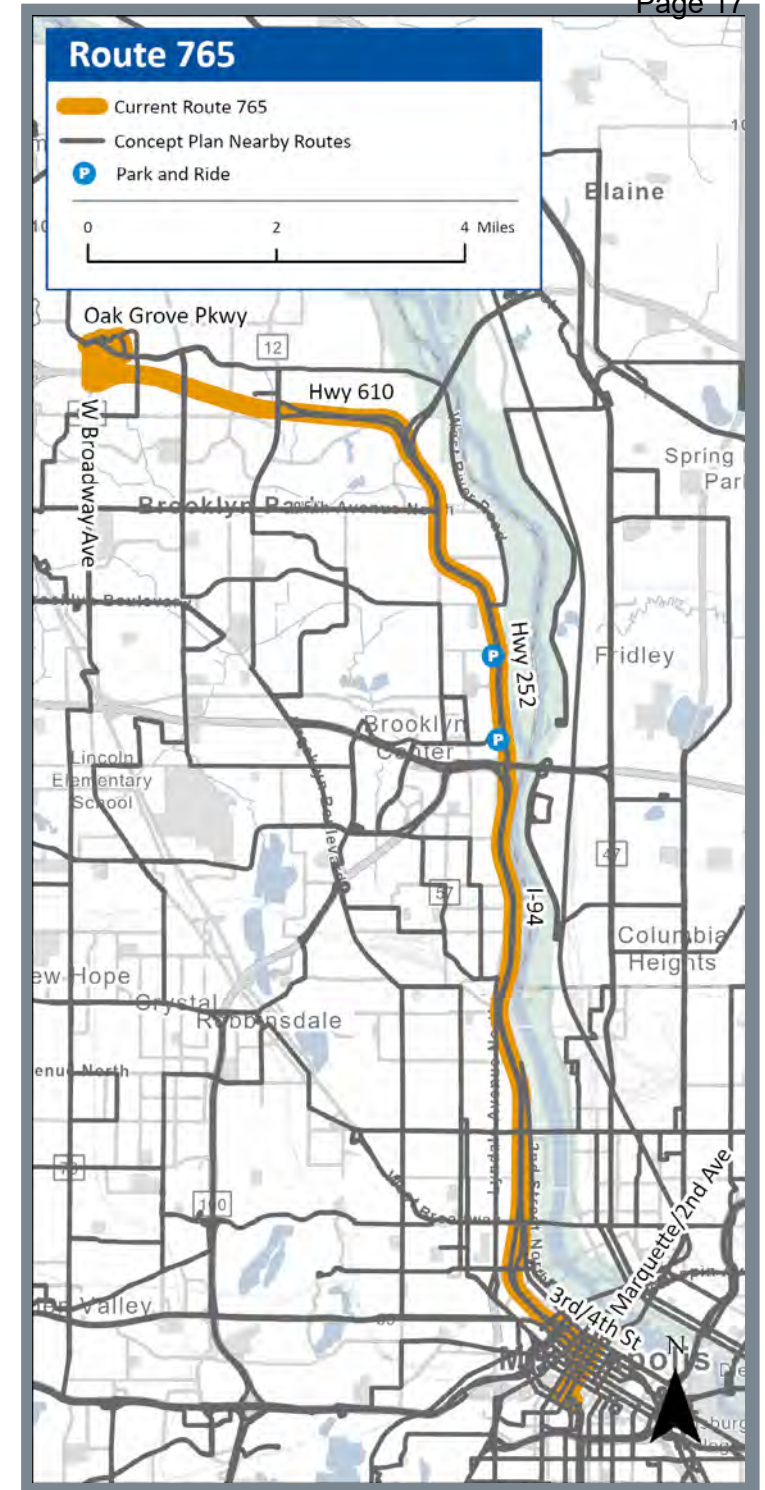
Route Information

Service Changes

- Route 765 will be discontinued.
- Alternate service to Target Northern Campus will be available on routes 722, 724 and new Route 703 (with a transfer from express Route 768 at Hwy 610 and Noble Pkwy. Park & Ride).

Areas the Route Served

- Route served reverse-commute trips from downtown Minneapolis to Brooklyn Park via I-94.



Route 766

Network**NOW**

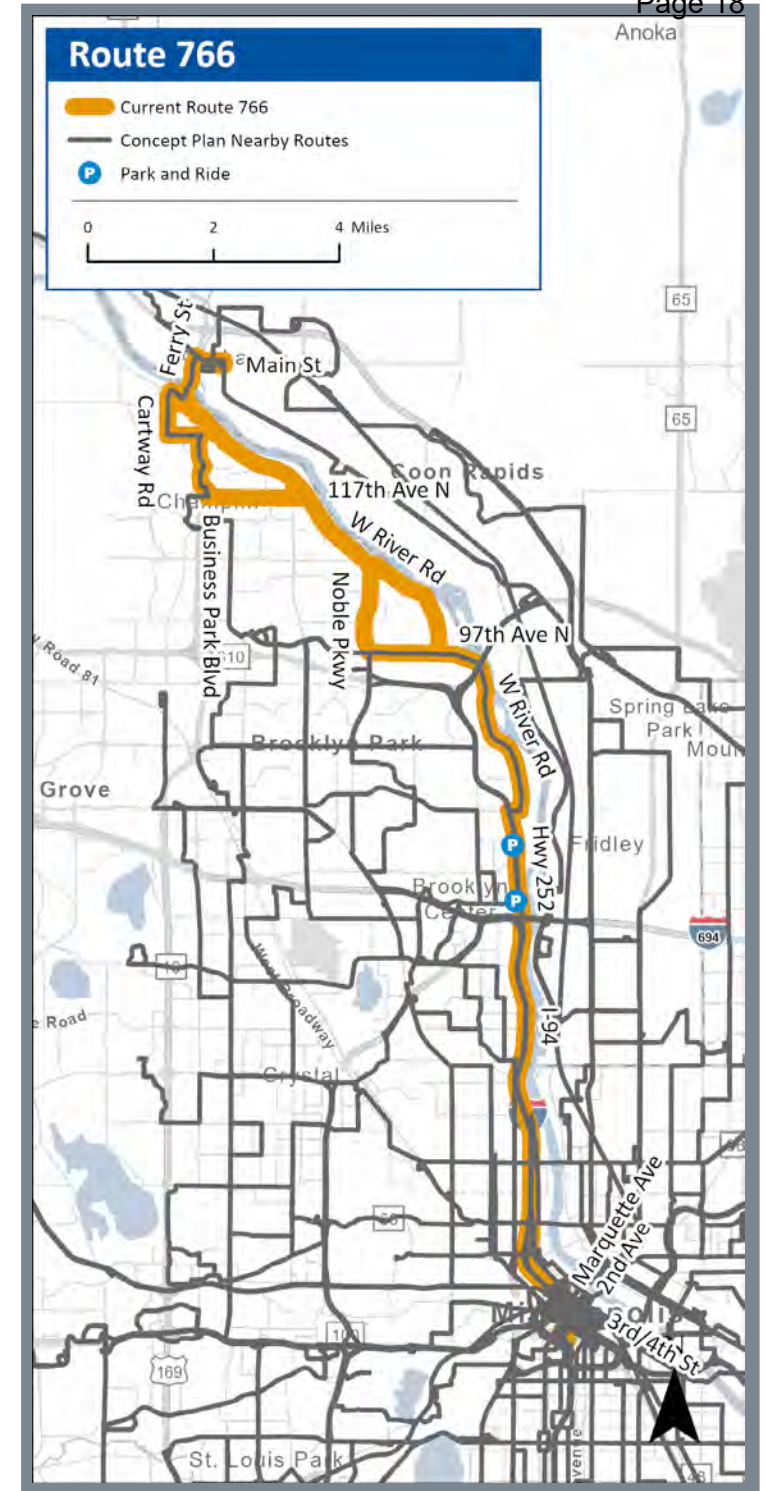
Route Information

Service Changes

- Route 766 will be discontinued.
- Replacement service on W River Rd. south of 97th Ave. will be available on new Route 702 with connections to Routes 760 at 65th Ave. and Brooklyn Blvd. Park & Ride and to Route 768 at Hwy. 610 and Noble Pkwy. Park & Ride, Church of the Nazarene Park & Ride, and Hwy. 252 and 66th Ave. Park & Ride to downtown Minneapolis.
- Replacement service on Cartway Dr., Hayden Lake Rd. and Business Park Blvd. will be available on new Route 703 with a connection to Route 768 at Hwy. 610 and Noble Pkwy. Park & Ride to downtown Minneapolis.

Areas the Route Served

- The route currently serves Champlin, Brooklyn Park, Brooklyn Center, and downtown Minneapolis via I-94.



Route 767

Network**NOW**

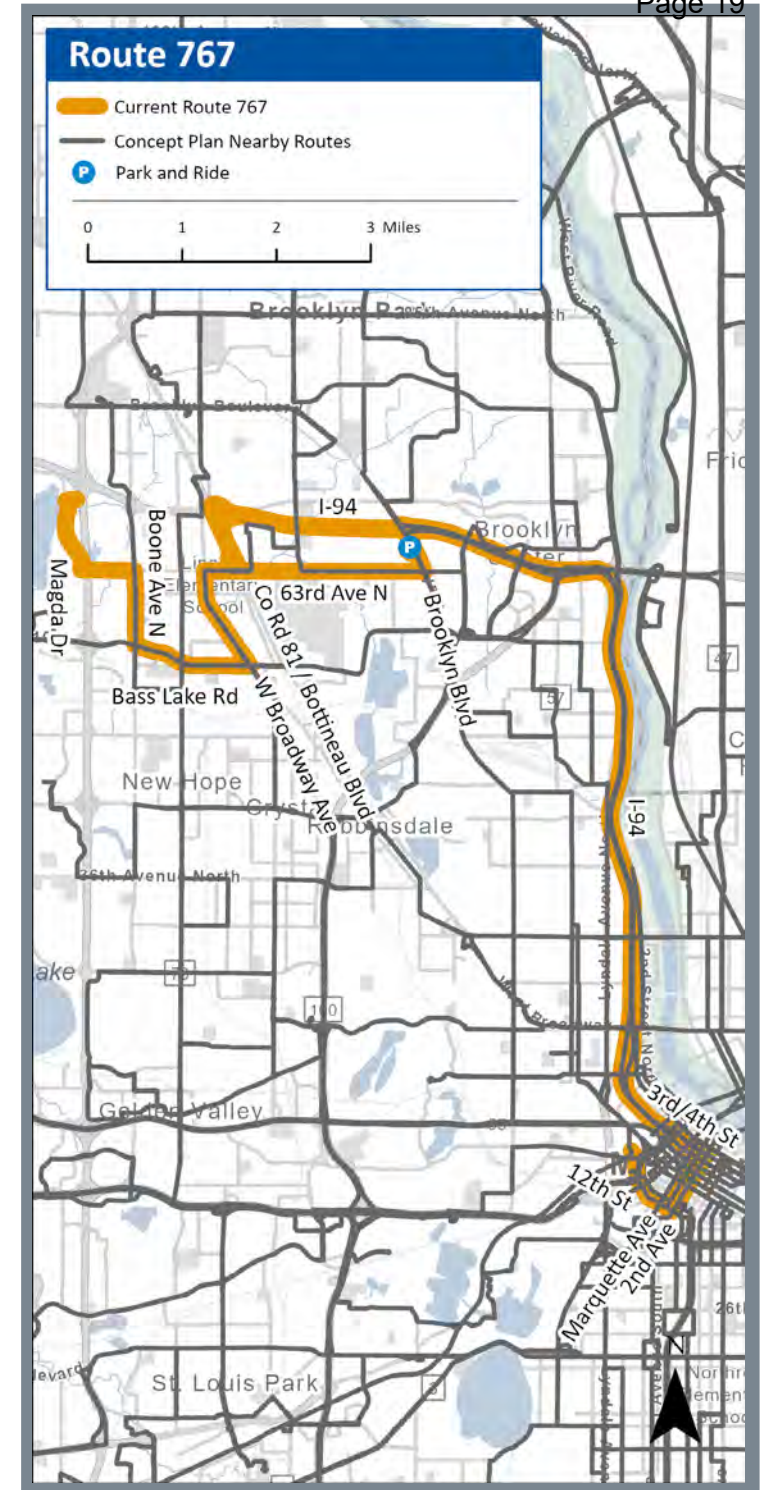
Route Information

Service Changes

- Route 767 will be discontinued.
- Alternate service on W Broadway Ave. and part of 63rd Ave. is available on Route 716 with a connection to Route 764 at Fail Lilac Way Lutheran Church Park & Ride to downtown Minneapolis.
- Alternate service on Boone Ave. and part of Bass Lake Rd. is available on Route 721 with connections to C and D Lines at Brooklyn Center Transit Center.
- Alternate service on part of 63rd Ave. is available on Route 724 with connections to C and D Lines at Brooklyn Center Transit Center.

Areas the Route Served

- Route 767 served Maple Grove, Brooklyn Park, New Hope, Crystal, Brooklyn Center, and downtown Minneapolis via I-94.



Route 768

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15 - 30	75	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

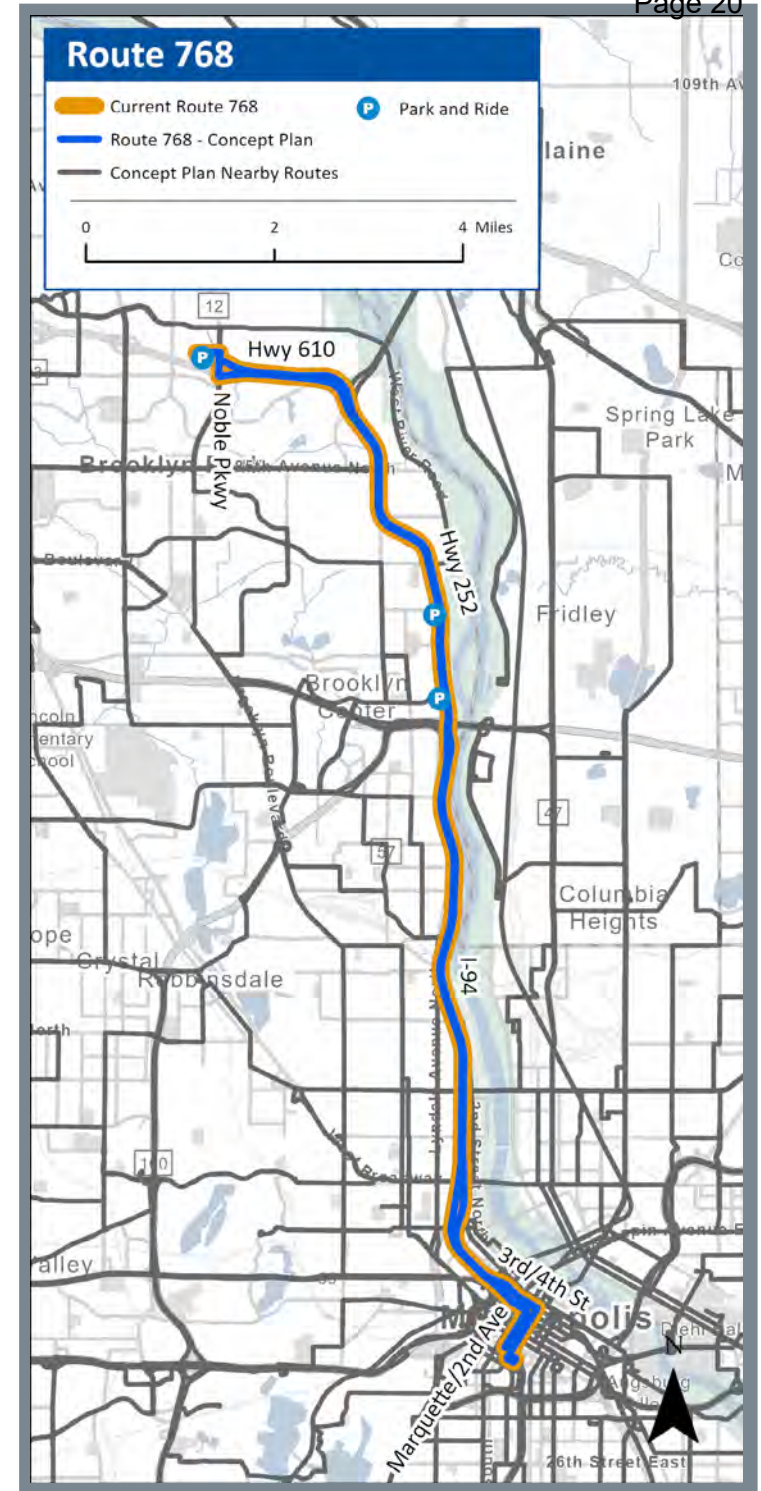
Route Information

Service Changes

- Route 768 will be part of the new Key Express Network.
- Service will be improved from every 30 minutes to every 15 minutes during rush hours.
- Service will be improved from 3 trips to every 75 minutes in both directions midday.

Areas the Route Serves

- Route 768 serves Brooklyn Park, Brooklyn Center, and downtown Minneapolis via Hwy 610, I-94, Marquette Ave., and 2nd Ave. S.
- Customers can park and ride from Hwy. 610 and Noble Pkwy. Park & Ride, Church of the Nazarene Park & Ride, and Hwy. 252 and 66th Ave. Park & Ride.



City of Brooklyn Park Council Work Session

Meeting Date:	October 7, 2024	Originating Department:	Community Development
Agenda Item:	C.2	Prepared By:	Erin McDermott, Senior Planner
Agenda Section:	Discussion Item	Presented By:	Erin Perdu, Interim Planning Director
Item:	Kwik Trip (9400 West Broadway)		

Summary:

Kwik Trip is proposing a convenience store and fuel station on the undeveloped property located at 9400 West Broadway. This property is owned by Midas Brooklyn Park, LLC who developed two hotels on the properties to the north, both finished construction in late 2016.

The subject property was located within the development moratorium area established by Interim Ordinance 2023-1287. The property is zoned TOD-E Transit Oriented Development – Employment, and is located within the 93rd Avenue Station Area Plan for the BLRT project. The future land use designated for this property by the Brooklyn Park 2040 Comprehensive Plan is Community Commercial with an LRT Station Area overlay. Interim Ordinance 2023-1287 resulted in the 610 Corridor Study, in which it was established that a priority for the mixed-use zoning districts was a minimum floor area ratio (FAR). While a minimum FAR is not explicitly stated within the TOD zoning districts in the way it is established within the Mixed Use (MU) zoning district, the code establishes density requirements through the minimum frontage build out and minimum depth of structures. The TOD-E zoning district requires a 70% minimum frontage build out to encourage dense development to enhance the station area and meet the established goal of increasing tax base within the city.

The use of a fuel station in the TOD-E zoning district is a conditional use, the general retail of a convenience store is permitted within this zoning district.

Staff identified 12 variances would be necessary for the development of the project as proposed, they are as follows:

Parking (152.1018)

- Screening of parking from all public streets and sidewalks
- Driveway accesses are limited to 20 feet

TOD-E (152.707)

- Front property line abutting West Broadway exceeds the maximum setback of 16 feet
- Side street setback along the private drive exceeds the maximum setback of 16 feet
- Side property line to the north exceeds the maximum setback of 6 feet
- Façade type
- Entrance Placement
- 70% frontage buildout along the front property line adjacent to West Broadway
- 40 foot frontage buildout along the side street not met
- Parking encroachment into the 30 foot minimum setback from the front property line along West Broadway
- Parking encroachment into the 12 foot minimum setback from the side property line
- 30% glazing along the side of the structure not met by provided plan set

Planning Commission discussed this item at the September 25, 2024 Work Session, the meeting minutes are attached. Code citations included within the initial staff review changed as a result of the July 29, 2024 adoption of the Zoning Code amendment, however, the content of the code has not changed.

Attachments:

- C.2A PLANNING COMMISSION MINUTES
- C.2B STAFF CODE ANALYSIS
- C.2C APPLICANT SUBMISSION

**UNAPPROVED MINUTES****MINUTES OF THE BROOKLYN PARK PLANNING COMMISSION
Work Session – September 25, 2024****III. DISCUSSION ITEMS/GENERAL ACTION ITEMS****1. Kwik Trip 1741 | 9400 West Broadway**

Interim Planning Director Perdu shared a presentation with the Commissioners about a potential Kwik Trip application at 9400 West Broadway. Her presentation included an overview of the current zoning designation (Transit Oriented Development – Employment (TOD-E)) and requirements for the property. Specifically, Interim Planning Director Perdu noted the following TOD-E design standards that the application did not meet: 1) 1ft minimum and 12ft maximum setback requirement; 2) glazing and architectural standards; 3) 70% frontage build out on front street; 4) 40% frontage build out on side street; and 5) pedestrian separation from parking facilities. The application would include requests for multiple variances and a conditional use permit (CUP). Interim Planning Director Perdu concluded her presentation by giving an overview of the variance criteria and the Three Factor Test that each variance request application would need to achieve.

Representatives from Kwik Trip and owner of the property then shared a presentation with the Commissioners, giving an overview of the proposed project and previous projects that have been completed around the project area. The presentation included an overview of how their proposal did not meet the zoning designation requirements and their interpretation about how their requests were reasonable. An overview of the draft site plan included a presentation of the following items that Kwik Trip interpreted as may requiring variance requests: 1) that they include two accesses whereas only one is permitted; 2) that the site access drive proposal widths exceed the 20 ft maximum; 3) that the TOD-E front and side building setback standards are not met; 4) that the TOD-E front and side parking setback standards are not met; 5) that the TOD-E 70% minimum building frontage requirement is not met; and 6) that the TOD-E window glazing standards are not met.

The discussion concluded with Planning Commissioners expressing that they would like Staff to work the potential Applicants and with some Planning Commissioners sharing that the requests were reasonable.

September 17th, 2024

We are here today to request a variance for the design and overall build out of a new Kwik Trip store at the site of 9400 West Broadway, Brooklyn Park. The current site plan is attached as to what we would desire to build based on our prior experience with our neighboring communities and our own two stores in Brooklyn Park on Noble Ave / 610 and Zane Ave/ 610.

We are asking for multiple variances and feedback regarding our site. The supporting documentation is below, along with a site plan showing our concerns.

Our objective is present to you the challenges the current site faces, regarding the TOD-E (152.608) development standards and to show you the possibilities we would like to be considered to move the project forward.

We would like to further explain:

1. Why we meet the 3 main factors for considering a variance request
2. Address the specific site standards under TOD-E overlay district
3. Answer any questions regarding the site functionality, potential safety issues and overall aesthetic and environmental considerations.

Preliminary Review of Kwik Trip plan set:

Development Standards (152.605):

Below is a code analysis of this sections with concern to not meeting the various standards.

Parking:

- Site plan does not include required screening of parking from public streets and sidewalks. This includes the sidewalk on the eastern side of the site, and all parking areas proposed to the southern portion of the building.

We understand why it might be important to screen certain businesses based on the overall aesthetic or functionality of a building. The vitality of a convenience store is based on the visibility of a site and the access to the site. Patrons use a convenience store because of the specific location and it easy to locate when trying to find it. Screening hides our store from potential vehicle and walkable traffic that would not realize we are there until it is too late.

1. **Site Functionality:** It prohibits potential patrons, in a vehicle to make an immediate decision to stop and use our site.
2. **Safety Consideration:** It potentially creates a safety issue for a couple of reasons. Having a well lit and visible site deters potential crimes of theft, vandalism and assault because it is open from all angles. It also is important, so that patrons don't make a haste decision when trying to stop or turn into the site. If they do not see it visible until they are either right at the entrance, or already past our entrance.

3. **Aesthetic Considerations:** Screening covers up the high quality building materials that carefully choose use for our stores to create a top end brand and appearance for our site.
 - Access driveways are limited to 20ft.

We understand that the current requirement is for a single 20-foot wide access. However, our project necessitates two separate accesses, each at 40 feet wide, to ensure adequate traffic flow and safety for both vehicles and pedestrians.

Having two 40-foot wide accesses is crucial for the following reasons:

1. **Traffic Management:** Multiple wide accesses will help distribute traffic more evenly, reducing congestion and improving overall efficiency.
2. **Emergency Access:** Wider accesses are essential for emergency services to navigate the site quickly and effectively.
3. **Safety Considerations:** Two wide accesses allow for better visibility and maneuverability, which enhances safety for all users.

We respectfully request reconsideration of the requirement to accommodate these needs. We are open to discussing this further to find a solution that aligns with both city regulations and our project goals.

TOD-E (152.608):

Building setbacks:

- Front street – exceeds maximum setback (2 ft min – 16 ft max)

We believe that the maximum building setback of 16 feet is too restrictive for our project. Our design and operational needs require a greater setback for the following reasons:

1. **Site Functionality:** A larger setback is necessary to accommodate [specific operational needs, e.g., loading docks, parking requirements, landscaping, etc.], which are critical for the functionality and efficiency of the building.
 2. **Safety and Accessibility:** Increased distance from the property line will improve safety by allowing for better vehicle maneuverability and pedestrian access around the building.
 3. **Aesthetic and Environmental Considerations:** A larger setback will enable us to incorporate more green space and landscaping, enhancing the overall visual appeal and contributing positively to the environment.
- Side street – exceeds maximum setback (2 ft min – 16 ft max)

We currently have the building placed 16 feet from the West Broadway property line.

- Side property line - exceeds maximum setback (0 ft min – 6 ft max)

The maximum building setback of 6 feet poses a significant challenge for our project, as this area is designated for guest parking. A setback of 6 feet is insufficient to accommodate our parking needs effectively, which include:

1. **Parking Space Requirements:** Adequate space is needed to ensure that parking areas are functional and accessible for guests, while also complying with parking regulations.
 2. **Vehicle Maneuverability:** A larger setback would provide necessary space for vehicles to maneuver in and out of parking spots comfortably, which is crucial for both safety and convenience.
 3. **Guest Experience:** Ensuring sufficient space for parking will enhance the overall guest experience by reducing congestion and making the parking area more user-friendly.
- 152.604(F)(4) addresses façade types, and the placement of the awning at the entrance of the building

Minimum frontage buildout:

- Does not meet 70% minimum frontage buildout

Other neighboring properties currently do not comply with this standard, our site presents unique challenges that affect our ability to meet the 70% frontage buildout:

1. **Site Constraints:** Our property has specific constraints such as [describe any relevant constraints, e.g., irregular shape, topographical issues, existing structures, etc.] that make it challenging to achieve the full 70% buildout while maintaining functional and aesthetic integrity.
 2. **Design Considerations:** The proposed design for our project aims to enhance [e.g., pedestrian connectivity, green space, architectural character] in a manner that might not fully align with the 70% buildout but is beneficial to the overall vision for the area.
 3. **Contextual Compatibility:** We have reviewed neighboring properties and note that the buildout requirements have been applied with some flexibility based on context. We believe a similar approach could be applied to our project to accommodate these unique aspects.
- Does not meet side street buildout (40ft required)

The proposed store exceeds the 40 feet in width requirement. Unsure if it meets the standard needed to appease city staff due to other setback challenges.

- For clarification ,please see 152.604

Parking and Storage setbacks:

- Encroaches on 30ft minimum front setback

We have encountered a challenge with the current setback requirements: the 30-foot minimum parking setback exceeds the 16-foot maximum building setback. This discrepancy presents a few issues for our project:

1. **Design Feasibility:** Adhering to a 30-foot parking setback while being restricted to a 16-foot building setback significantly complicates the site design. It limits our ability to utilize the space efficiently and impacts the overall functionality of the site.
 2. **Operational Efficiency:** The larger parking setback would encroach upon areas needed for essential site operations, including [vehicle maneuvering space, access routes, landscaping]. Balancing both setbacks within the existing constraints is proving to be challenging.
 3. **Consistency and Practicality:** Aligning the parking and building setbacks in a manner that reflects the practical use of the site will help ensure that the development is both functional and compliant with city planning objectives.
- Encroaches on 12ft minimum side setback

We are facing considerable challenges with the 12-foot setback requirement as it impacts the burial and functionality of our underground storage tanks. Specifically:

1. **Operational Constraints:** The 12-foot parking setback substantially reduces the area available for the proper installation and operation of the underground storage tanks. Adequate space is necessary to ensure that the tanks can be buried safely and function optimally, in accordance with both safety and environmental regulations.
2. **Design Limitations:** This setback requirement imposes constraints on our site layout, making it challenging to position the tanks effectively. This could negatively impact the overall efficiency and functionality of the site.
3. **Compliance Issues:** Ensuring proper installation and access for maintenance of the underground storage tanks is crucial for compliance with regulatory standards. The 12-foot setback may compromise our ability to meet these requirements effectively.

Minimum glazing:

- Glazing percentages not included in plan set (60% at front street, and 30% at side street)

We are currently close to meeting the 60% glazing coverage on the front of the building and should be able to meet the remaining 30% at the side street per conversation with our architect.

Uses:

Fuel stations are conditional, conditional use permit is required for the development of a fuel station

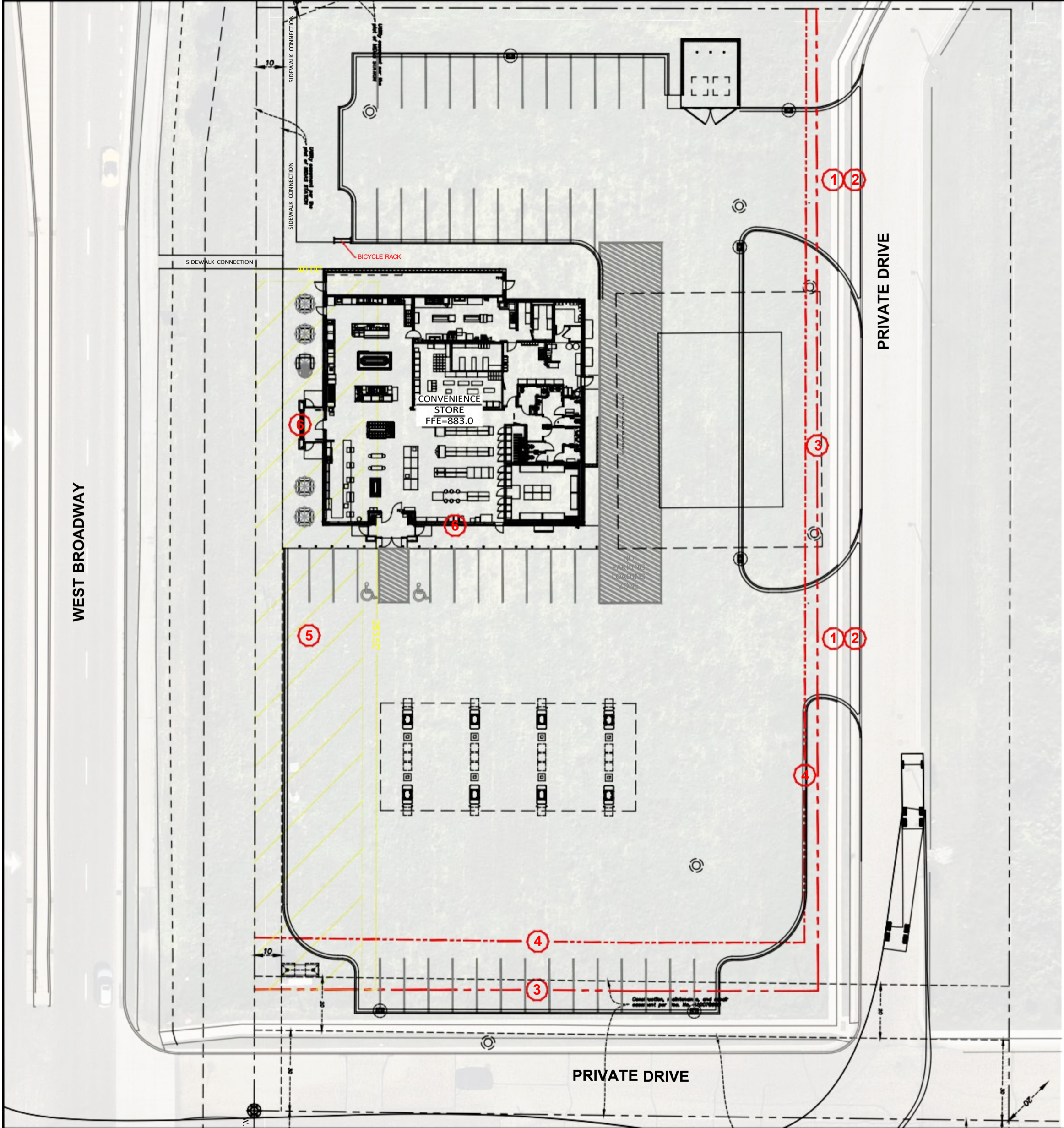
Conditional Use Permit (152.035)

Provide a code analysis of this section with application

Lighting (152.111)

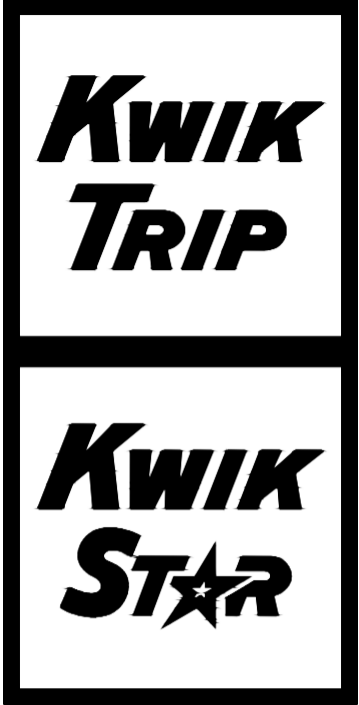
Minimum intensity of 10 foot candles on private sidewalks and other pedestrian walkways not met

Will be addressed by our lighting engineer with our future submittal.



VARIANCE KEYNOTES

1. TWO SITE ACCESSES SHOWN WHERE ONLY ONE IS PERMITTED.
2. EXCEEDS MAXIMUM WIDTH OF 20' FOR SITE ACCESS DRIVES.
3. DOES NOT MEET FRONT AND SIDE BUILDING SETBACK STANDARDS PER TOD-E CODE (152.608)
 - 3.1. FRONT YARD SETBACK PER CODE: 2 FEET MIN. - 16 FEET MAX.
 - 3.2. SIDE YARD SETBACK PER CODE: 0 FEET MIN. - 16 FEET MAX.
4. DOES NOT MEET FRONT AND SIDE PARKING SETBACK STANDARDS PER TOD-E CODE (152.608)
 - 4.1. FRONT YARD SETBACK PER CODE: 30 FEET MIN.
 - 4.2. SIDE YARD SETBACK PER CODE: 12 FEET MIN.
5. DOES NOT MEET REQUIRED 70% MINIMUM BUILDING FRONTAGE. APPROXIMATE SIZE OF REQUIRED BUILDING SIZE HIGHLIGHTED IN YELLOW.
6. DOES NOT MEET THE REQUIRED AMOUNT OF WINDOW GLAZING PER CODE:
 - 6.1. FRONT STREET GLAZING REQUIRED: 60%
 - 6.2. SIDE STREET GLAZING REQUIRED: 30%

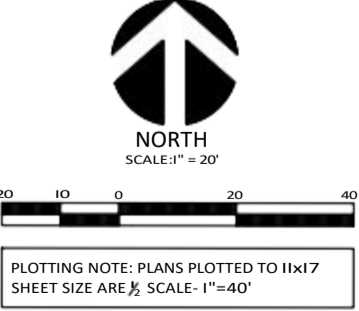


KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

SITE VARIANCE KEYNOTE PLAN
CONVENIENCE STORE 1741
BROOKLYN PARK, MINNESOTA

NO.	DATE	DESCRIPTION
1	09MAY24	SUBMITAL
2	23MAY24	COMMENTS

DRAWN BY _____ SCALE _____ GRAPHIC
 PROJ. NO. 24-1741
 DATE 10MAY2024
 SHEET C100



Variance Request Future Kwik Trip Store

OCT. 7TH, 2024

9400 WEST BROADWAY



Agenda

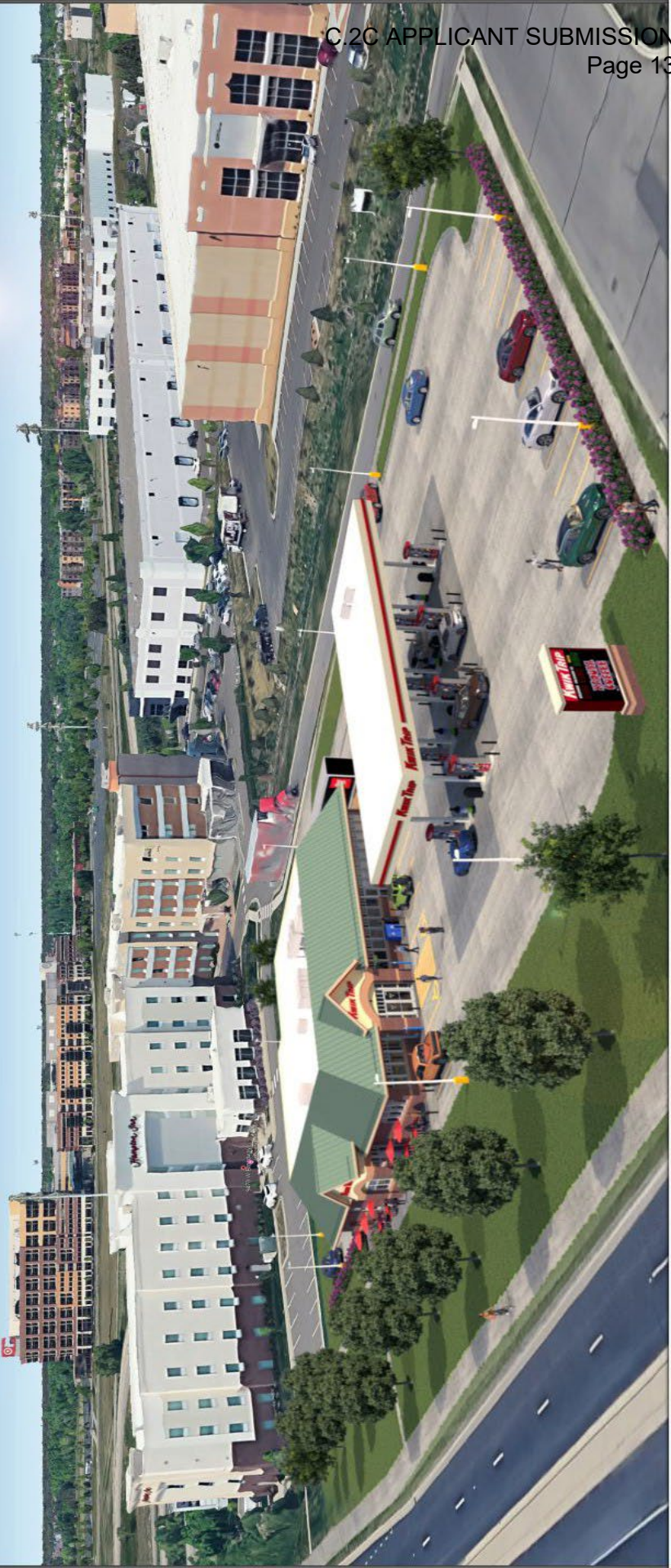
- 1. Current State of the Union**
- 2. Discuss variance factors to consider**
- 3. Address site specific concerns**
- 4. Answer questions relating to the project**

Neighborhood Overview Brooklyn Park, MN

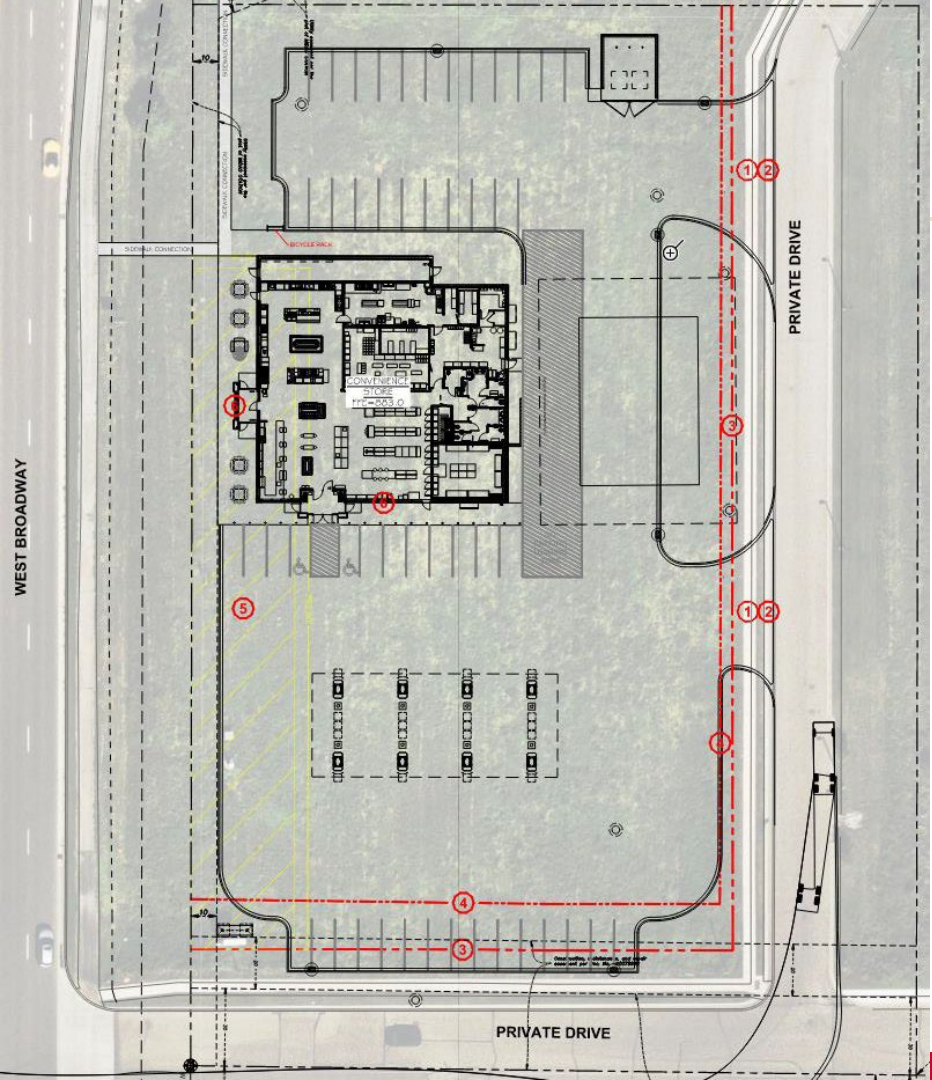
Overall site plan P& Z Work Session Comments:

1. Try to expand outside sitting /patio area for more patrons to use
2. Would like to see lighted path from hotel walkway to store
3. Would like to see an access on the south end of the lot- help relieve any car congestion





Site Plan – Kwik Trip



1. Two site accesses shown where only one is permitted.
2. Exceeds maximum width of 20' for site access drives.
3. Does not meet front and side building setback standards per TOD-E Code (152.608)
 - a) Front yard setback per code: 2 feet min. - 16 feet max.
 - b) Side yard setback per code: 0 feet min. - 16 feet max.
4. Does not meet front and side parking setback standards per TOD-E Code (152.608)
 - a) Front yard setback per code: 30 feet min.
 - b) Side yard setback per code: 12 feet min
5. Does not meet required 70% minimum building frontage. Approximate size of required building size highlighted in yellow.

Preliminary Review Feedback

1. Parking- Screening of parking from public streets and sidewalks

- Specifically eastern side and southern portion of the building

2. Building Setbacks

- Front Street
- Side Street
- Side Property Lines
- 152.604(F)(4) Address façade types and placement of the awing at the entrance of the building

3. Minimum Frontage buildout

- Does not meet 70%
- Does not meet side street buildout(40 ft required)

4. Parking and Storage Setbacks

- Encroaches on 30ft minimum front setback
- Encroaches on 12ft minimum side setback

Variance Factors for Consideration

- 1. Test of Reasonableness**
- 2. Circumstances Unique to Property**
- 3. Would not alter character of the neighborhood**

Test of Reasonableness

- **Definition : Land owner would like to use the property in a practical way but cannot do so under the rules of the ordinance**

Build to and Set back Requirements are too restrictive and all surrounding businesses do not meet this criteria.

Site Functionality: A larger setback is necessary to accommodate [specific operational needs, loading docks for daily deliveries, parking requirements, landscaping requirements], which are critical for the functionality and efficiency of the building.

Safety and Accessibility: Increased distance from the property line will improve safety by allowing for better vehicle maneuverability and pedestrian access around the building.

Aesthetic and Environmental Considerations: A larger setback will enable us to incorporate more green space and landscaping, enhancing the overall visual appeal and contributing positively to the environment.

Circumstances Unique to Property

Definition : The uniqueness generally relates to the physical characteristics of the particular piece of property, and not the personal characteristics or preferences of the land owner

Site is currently not developable under the overlay TOD-E district due to the following constraints:

- Other businesses in the area are non- conforming to the TOD-E standards.
- Site is land locked.
- 70 ft minimum frontage buildout is excessive for this type of use
 - The C store use is allowed per the zoning, however a CUP is required.
- Size of driveways on the access road only affects hotel patrons

Existing Conditions – Takeda

Noncompliance Notations to Transit Oriented District Code

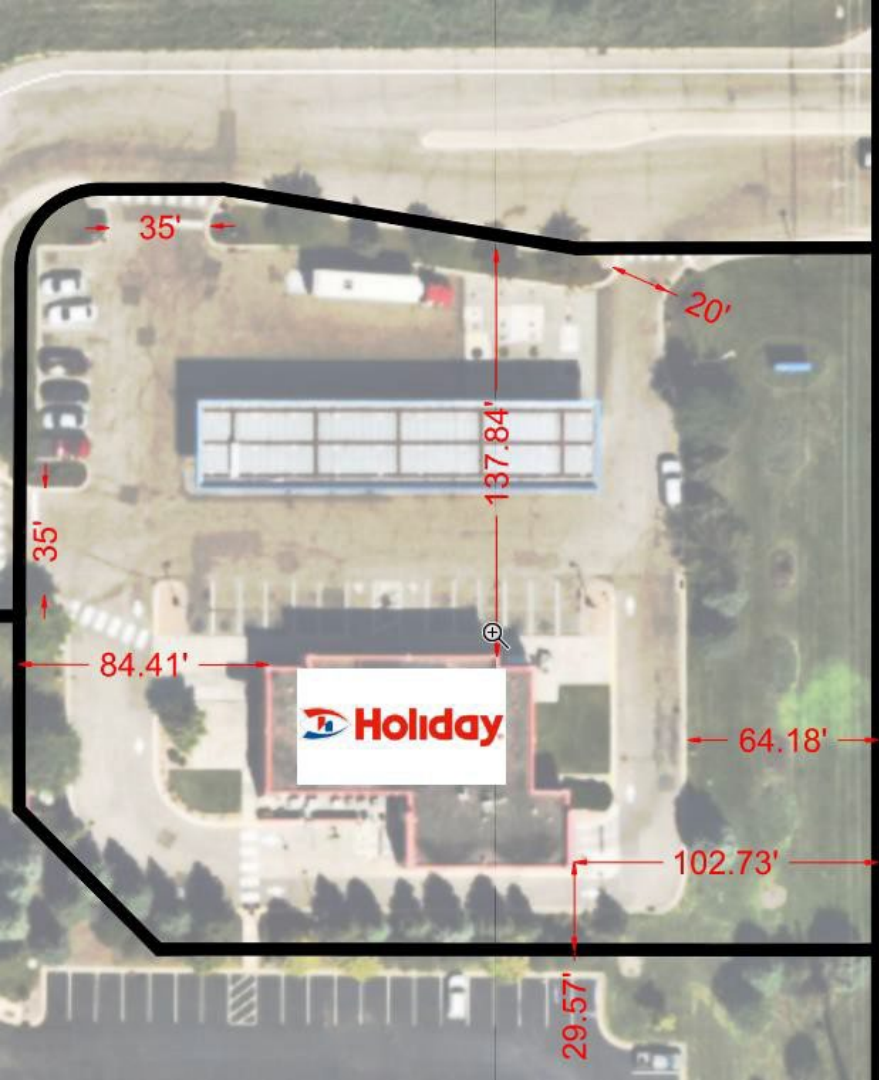
1. Building setbacks further than allowed
 1. Front
 2. Street Side
 3. Side
 4. Rear
2. Parking setbacks further than allowed
 1. Front
 2. Street Side
 3. Side
 4. Rear
3. 70% building frontage not met
4. Access width exceeds 20 feet maximum width
5. Multiple accesses
6. Required window glazing not meeting requirement



Existing Conditions – Holiday

Noncompliance Notations to Transit Oriented District Code

1. Building setbacks further than allowed
 1. Front
 2. Street Side
 3. Side
 4. Rear
2. Parking setbacks further than allowed
 1. Front
 2. Street Side
 3. Side
 4. Rear
3. 70% building frontage not met
4. Access width exceeds 20 feet maximum width
5. Multiple accesses
6. Carwash present on site
7. Required window glazing not meeting requirement



Existing Conditions – Steris

Noncompliance Notations to Transit Oriented District Code

1. Building setbacks further than allowed
 1. Front
 2. Street Side
 3. Side
 4. Rear
2. Parking setbacks further than allowed
 1. Front
 2. Street Side
 3. Side
 4. Rear
3. 70% building frontage not met
4. Required window glazing not meeting requirement



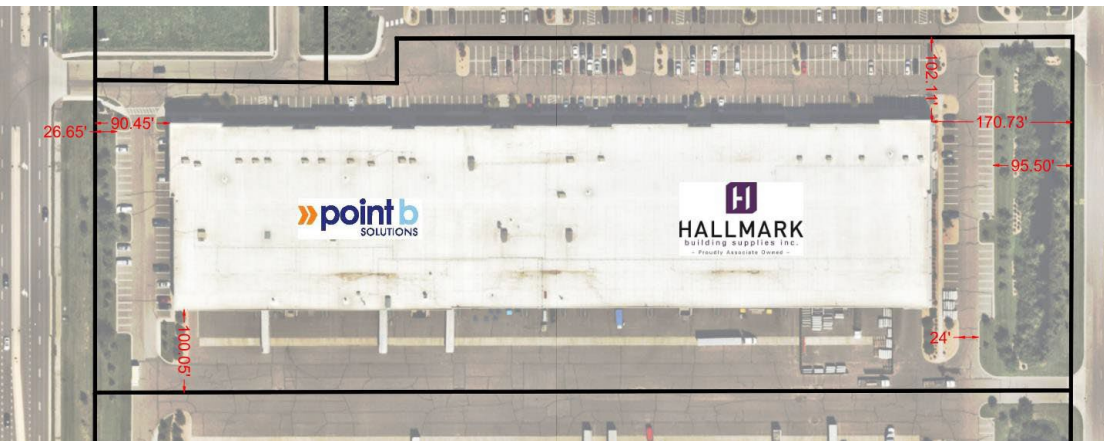
Existing Conditions – Mixed Use 1



Noncompliance Notations to Transit Oriented District Code

1. Building setbacks further than allowed
 1. Front
 2. Street Side
 3. Side
 4. Rear
2. Parking setbacks further than allowed
 1. Front
 2. Street Side
 3. Side
 4. Rear
3. 70% building frontage not met
4. Access width exceeds 20 feet maximum width
5. Multiple accesses
6. Required window glazing not meeting requirement

Existing Conditions – Mixed Use 2



Noncompliance Notations to Transit Oriented District Code

1. Building setbacks further than allowed
 1. Front
 2. Street Side
 3. Side
 4. Rear
2. Parking setbacks further than allowed
 1. Front
 2. Street Side
 3. Side
 4. Rear
3. 70% building frontage not met
4. Access width exceeds 20 feet maximum width
5. Multiple accesses
6. Required window glazing not meeting requirement

Would not alter character of neighborhood

Definition : Whether the resulting structure will be out of scale, out of place or otherwise inconsistent with the surrounding area.

As you will see, the existing buildings in the direct area:

2 Hotels, Another C- Store, Industrial Warehouse and Combined office space

Our property will have green space, visual interesting details that warehouses lack, provide outside amenities to surrounding patrons, provide safe walking access and bike racks , provide convenient groceries and food access for the hotel patrons

Our store provides a classic and modern look, which will help enhance the overall feel of the existing neighborhood.

Feedback & Questions

Thank you!

KWIKTRIP™ | ***KWIKSTAR***®

City of Brooklyn Park Council Work Session

Meeting Date:	October 7, 2024	Originating Department:	Administration
Agenda Item:	C.3	Prepared By:	Jay Stroebel, City Manager
Agenda Section:	Discussion Items/General Action Items	Presented By:	Mayor Hollies Winston
Item:	Discussion on Council Relations		

Summary:

Discussion on Council relations.

City of Brooklyn Park Council Work Session

Meeting Date:	October 7, 2024	Originating Department:	Recreation & Parks
Agenda Item:	C.4	Prepared By:	Jen Gillard, Recreation Services Manager Brad Tullberg, Recreation & Parks Director
Agenda Section:	Discussion Items/ General Action Items	Presented By:	Jen Gillard, Recreation Services Manager Brad Tullberg, Recreation & Parks Director
Item:	2025 Events Discussion		

Summary:

Over the years the community events offered by the City of Brooklyn Park have changed frequently to meet the changing needs of the community. In 2023, an Events Task Force developed the following parameters they would like to see implemented in events:

- Increase opportunities to gather and create shared sense of community
- Use performances & food to authentically celebrate different cultures of Brooklyn Park at events
- Collaborate with community groups in city-wide events

In 2024, the Recreation and Parks Department added an events specialist to support additional events that celebrate the diversity of Brooklyn Park and allow residents to gather and create a united community using the parameters set forth by the Events Task Force

Staff will present a review of the event offerings from 2024 and seek input from City Council on the possible opportunities to expand those events in 2025 and additional ways to support other community gatherings.

City of Brooklyn Park Council Work Session

Meeting Date:	October 7, 2024	Originating Department:	Police
Agenda Item:	C.5	Prepared By:	Chief Mark Bruley
Agenda Section:	Discussion Items/General Action Items	Presented By:	Chief Mark Bruley
Item:	Domestic Animals Discussion		

Summary:

The current PUPS (Pets Under Police Protection) facility located in Maple Grove is making operational changes, including handling all animal releases. The Police Department would like to discuss potential ordinance changes related to impounding fees and redemption to adhere with the new PUPS requirements. We are considering an ordinance change to require identification and vaccinations, to help address some of the recent dog issues in Brooklyn Park, including citing owners when necessary. We will also provide an update on the dangerous and potentially dangerous dogs in our city.

Attachments: N/A

City of Brooklyn Park Council Work Session

Meeting Date:	October 7, 2024	Originating Department:	Finance
Agenda Item:	C.6	Prepared By:	Cheryl Keene Financial Assistant I
Agenda Section:	Discussion Items/ General Action Items	Presented By:	LaTonia Green Dr. Angel Smith Brad Tullberg Greg Hoag Tim Gladhill Chief Shawn Conway Chief Mark Bruley
Item:	2025 Schedule of Fees and Charges		

Summary:

In this presentation, staff will provide an overview of the 2025 Schedule of Fees and Charges, focusing on how these fees align with the city's financial strategy.

The goal of this discussion is to give a comprehensive understanding of existing fees and charges for 2025 and to seek direction from the City Council on the overall financial approach for the upcoming year. Key elements will be highlighted to illustrate how these fees support the city's objectives.

Following is a link to the 2024 Fee and Charges Resolution:

https://www.brooklynpark.org/wp-content/uploads/2024/10/Resolution-2023-136-11_13_2023.pdf