



Comprehensive Municipal Plan

Bricelyn, MN

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Faribault County Comprehensive
Plan Amendment (Appendix C)

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1. Introduction

As stated in MN Statutes 492 as amended; municipalities are faced with mounting problems in providing means of guiding future development of land so as to insure a safer, more pleasant and more economical environment for residential, commercial, industrial and public activities, to preserve agricultural and other open lands, and to promote public health, safety, and general welfare. Municipalities can prepare for anticipated changes and by such preparations bring about significant savings in both private and public expenditures. Municipal planning, by providing public guides to future municipal action, enables other public and private agencies to plan their activities in harmony with the municipality's plans. Municipal planning will assist in developing lands more wisely to serve citizens more effectively, will make the provision of public services less costly, and will achieve a more secure tax base.

The Planning and Zoning Department has been working towards updating the Faribault County Comprehensive Land Use Plan. In that process, it was presented to the cities as part of the planning process for the county, a "baseline plan" that would be consistent with the minimum obligations of a "Comprehensive Municipal Plan" be developed on behalf of each community.

A "Comprehensive Municipal Plan" means a compilation of policy statements, goals, standards, and maps for guiding the physical, social and economic development, both private and public, of the municipality and its environs, and may include, but is not limited to, the following:

- Statements of policies, goals, standards;
- Land use plan, including proposed densities for development;
- Community facilities plan;
- Transportation plan, and recommendations for plan execution;
- Capital improvement program;
- Official map of the city;
- Details identifying any urban growth areas.

The Municipal Plan will work in conjunction the Faribault County Comprehensive Plan. By consolidating these plans, the communities within the county will have a true all-encompassing plan. These two plans work side by side, various sections in the main body of the plan refer to the addendums and the municipal plans refer to sections in the main Comprehensive Plan.

1.1 Process Used

Putting together a plan of this type is a task for any community, let alone communities the size of those in Faribault County. As the County embarked on the updating of the existing 1967 Faribault County Comprehensive Land Use Plan, it only made sense to provide all of the communities with a baseline plan. Organization of the document could not have been done without the help of city staff, public officials and local landowners.

A baseline workbook established to be utilized as a Municipal Plan. Cities were presented with the workbook and were responsible for supplying the Faribault County Planning and Zoning Department with the needed information. All information received was incorporated into the Municipal Plan.

The general Strengths, Opportunities, Weaknesses and Threats (SWOT) analysis done for the County as a whole was utilized for the completion of the Municipal Plans. Cities can progress further than the baseline plan by conducting their own SWOT analysis for a more personalized plan. To keep the main document as up to date as possible, any modifications made to the Municipal Plan need to be forwarded to the Planning and Zoning Department.

1.2 Sections of this Plan

According to MN Statue 462 as amended; each municipality is encouraged to prepare and implement a community-based comprehensive municipal plan. Any municipality that prepares a plan shall coordinate its plan with the plans, if any, of the county and the municipality's neighbors both in order to prevent the plan from having unfavorable impact on the other jurisdictions and to complement the plans of the other jurisdictions. Under the joint exercise of power provisions in MN Statue 471.59, a municipality may establish a joint planning district with other municipalities or counties that are geographically adjacent to adopt a community-based comprehensive plan for the district. At a minimum, plans must address any urban growth areas identified in a county plan and may establish urban growth areas for the municipality. The plan must establish a stated process for boundary adjustments to include the urbanized area within city limits as the urban growth area is developed and provided municipal services. Within the urban growth area, the plan must provide for the staged provision of urban services, including, but not limited to; water, wastewater collection, wastewater treatment, and transportation.

The following sections are included in this plan and once fully completed will meet the needs of MN Statute 462 to serve as a municipal plan.

Each section, excluding the Community Profile, of the plan will include an Introduction, Data (what currently exists and what is needed) and Actions (how the municipality desires move forward).

- Community Profile
- Community Facilities
- Transportation
- Land Use
- Capital Improvement Program
- Funding Options

1.3 Plan Review Process

Before a community-based comprehensive municipal plan is incorporated into a county's plan under MN Statute 394.232, subdivision 3 as amended; a municipality's plan must coordinate with adjacent municipalities in the county. As soon as practical after the development of a community-based comprehensive municipal plan, the municipality shall provide a copy of the draft to adjacent municipalities within the county for review and comment. An adjacent municipality has 30 days after receipt to review the plan and submit written comment. If a city does not plan for growth beyond its current boundaries, the city shall submit its plan to the county for review and comment. A county has 60 days after receipt for review and comment. As provided in MN Statute 394.33, the

town plan may not be inconsistent with or less restrictive than the county plan. The town may amend its plan based on the county's comments.

1.4 Approval Process

If a city plans for growth beyond its current boundaries, the city's proposed community-based comprehensive municipal plan and proposed urban growth area must be reviewed and approved by the county before the plan is incorporated into the county's plan. The county may review and provide comments on any orderly annexation agreement during the same period of review of a comprehensive plan.

2. Community Profile

2.1 History

City of Bricelyn: The location of Bricelyn was determined by the Iowa and Minnesota Townsite Company. Land was purchased, plotted and sold starting on September 27, 1899; settlement started immediately. The new town was originally set to be named Brice in honor of W.E. Brice, president of the Iowa, Minnesota and Northwestern Railroad. However, there was fear that Brice would easily be confused with Bruce, Minnesota, an already established town. Under the misconception that Mrs. Brice's name was Evelyn, 'lyn' was added to the name, creating Bricelyn. Rich croplands surrounded the town and two railroads ran through the town for a while, creating a South Bricelyn. Due to its geographic location, when the railroads lost business, the City of Bricelyn saw a quick decline in population.

2.2 General Overview

Bricelyn is located at the intersection of Minnesota State Highway 253 and 50th Street, just a few miles south of Interstate 90 and a few miles north of the Iowa border. There are also two major rail lines that run through the city.

The City of Bricelyn is located in Seely Township, sections 10 and 15. Bricelyn was named after John Brice, who owned and platted the city.

Bricelyn was incorporated on July 15, 1903 and was separated from the township on March 30, 1912. The city was served by rail and a station and post office opened in 1899.


2.3 Adjacent Townships

Seeley Township was named after Philander C. Seeley, one of the earliest settlers of the township in 1857. Seeley was elected Sheriff in 1861, receiving every vote cast in the county. After serving only one year, he returned to farming. The township had a hotel, blacksmith shop, school, store and three post offices. The population of 17 in 1860 grew to 441 in 1880.

2.4 Adjacent Municipalities

The closest geographic municipality to Bricelyn is the City of Kiester to the east and the City of Frost to the west.



	Population (2013)	355
	Population Forecast (2018)	357
	Households (2013)	167
	Labor Force (2012 Q2)	184
	Education (Completed High School)	91.86%
	Education (Bachelor's Degree or Higher)	14.34%
	Median Household Income (2010)	\$39,249

2.5 Economic Development

The Bricelyn Economic Development Authority was formed in June, 1989. The greatest benefit to the local community was a loan agreement between the Bricelyn Economic Development Authority and Tom Hughes, owner of Bud's Café and Market. The loan was established in 1999, which was paid in full in 2009. Proceeds of the loan were used for construction, renovation and start-up costs.

2.6 Housing

There are two apartment properties in Bricelyn, both of which have eight units. There are several rental homes available from time to time, as current tenants move on.

2.7 Community Event

4th of July Celebration

The Bricelyn Community Club sponsors an annual 4th of July Celebration filled with activities for all ages. Some of the traditional activities include a parade, horse show, kids activities, petting zoo, pancake breakfast prepared by the volunteer firefighters, and fireworks at dusk. This event draws people from several communities in the area, including Iowa. The 4th of July Celebration is traditionally held the weekend following the 4th of July.

3. Community Facilities

A Community Facilities Plan is a compilation of policy statements, goals standards, maps and action program for guiding the future development of the public or semipublic facilities of the municipality such as recreational, educational and cultural facilities.

3.1 Introduction

Community facilities play an important role in defining the community and shaping its development. Several elements of relate directly to community facilities.

- Community facilities help define the City of Bricelyn. In many cases, community facilities are keepers of the city's history and heritage.
- Municipal buildings, libraries, schools, churches, health care and a variety of other elements all form the mixture of what residents want and need in the community.
- Residents place value on the quality and variety of educational opportunities available, schools or school districts may become the focal point of the community.

Community facilities also house services and activities provided by government, non-profits or other similar entities. Planning for community facilities is important for several reasons:

- These facilities represent important community services;
- Community facilities are often the locations for community events;
- Facilities should be accessible to residents and visitors;
- These facilities often represent significant elements of the communities heritage and identity;
- Community facilities may influence the pattern of traffic and adjacent land use; and
- The future growth of any city may lead to the expansion of the existing facilities and the need to build new facilities.

3.2 Data

3.2.1 Existing City Facilities

City Hall

Public Safety

The City of Bricelyn contracts with the Faribault County Sheriff's Department.

Public Works Facility

Fire Hall

Water Supply

Wastewater Treatment Plant/Ponds

Storm water Infrastructure

3.2.2 Public Facilities

Community Center

The Bricelyn Community Center, located at City Hall, is available for rental for family gatherings, class reunions, and other events. The kitchen has a microwave, refrigerator, coffee maker, and sink. Multimedia equipment is available upon request. There is a nominal rental fee and refundable damage deposit for use of the Community Center.

Harold Beckman Community Garden

Tracy Beckman, a long-time land owner in Bricelyn, donated land to the City of Bricelyn, and in 2009, the Harold Beckman Community Garden was developed through a grant from Statewide Health Improvement Program (SHIP). Major sponsors included Cannon Valley Foundation and Modern Woodman. The garden is located at the corner of North State Street and North Second Street. Plots are available for a nominal fee to local residents for growing fruits and vegetables. For further information, contact City Hall at 507-653-4367.

Raingarden

Funding for the raingarden was provided through a cost-share assistance contract with the Faribault County Soil and Water Conservation Department in 2011. The raingarden is located in front of the Harold Beckman Community Garden. The main purpose of the raingarden is to reduce ponding of storm water on the road. Other benefits of the raingarden include improvement of water quality in nearby bodies of water and ensuring that rainwater becomes available for plants as groundwater rather than being sent through storm water drains.



3.2.3 Recreational Facilities

Municipal Pool



Bricelyn proudly continues to support the municipal swimming pool. Several fundraisers by local organizations have been instrumental to keeping the pool open each summer. The outdoor pool was built in the mid 1960's and serves the residents of Bricelyn and surrounding communities. Many residents who were kids when the pool was built now have grandchildren who enjoy the pool. Water safety classes are taught by certified instructors every summer. The pool can be reserved for private parties by contacting City Hall.



Parks

The City Park is adjacent to the swimming pool and contains two picnic shelters, playground equipment, volleyball court, and public bathrooms.

3.2.4 Educational Facilities

Library - Located within City hall. Open two days a week.



3.3 Actions

The process of preparing this plan led to the following action goals. These initiatives are actions to be undertaken by the City of Bricelyn to achieve the policy objectives related to community facilities.

- Planning for facilities should occur in conjunction with ongoing management. A proactive approach allows the City to explore solutions and find the most economical and effective option.
- County and State facilities are important parts of a local economy. Strong working relationships and on-going communication encourages successful operation and retention of facilities.

4. Transportation

A transportation plan is a compilation of policy statements, goals, standards, maps, and action programs for guiding the future development of the various modes of transportation of the municipality and its environs, such as streets and highways, mass transit, railroads, air transportation, truck and water transport, and includes a major thoroughfare plan.

4.1 Introduction

Simply stated, transportation is the movement of people and goods. However, modern day transportation systems have evolved into intricate inter-modal networks that provide multi-dimensional service. Transportation contributes to the value-added of goods and services, facilities, economic scales, and influences land (real estate) value. Transportation provides links between regions, economic activities and populations, which makes it one of the most important of all human activities. Transportation and its infrastructure is an indispensable component of the economy and can stimulate growth and development. Consequently, transportation systems have a strong influence on the growth patterns and urban form of a city. Therefore, careful consideration is needed in regard to transportation planning.

The transportation plan identifies the location, character and capacity of transportation facilities, which are compatible with the planned land uses in the city. Road and street plans should encourage optimal community development while allowing for transit in a safe, fast and efficient manner. The transportation network must accommodate the planned pattern of employment, shipping and institutional related facilities. At the same time, transportation improvements should not be construction, which produces severe and lasting impacts on the city's residential and commercial areas. Each street improvement should be given careful design attention to ensure compatibility with the scale and quality of the city and its neighborhoods. Heavy through-traffic can be a nuisance and a distraction from an otherwise quiet and safe neighborhood. Advance knowledge of the designation and location of major traffic arteries can result in greater neighborhood stability in which residents have the assurance that traffic conditions will remain relatively consistent in future years.

Early knowledge of planned major streets and their locations permits the proper arrangement of other elements to the Municipal Plan. This includes the prescription of the land uses and provisions of public facilities such as schools, parks, and utility improvements. Thus, the public sector and private developers must know the future locations of streets and highways in order to proceed intelligently with individual project plans.

4.2 Actions

The process of preparing this plan led to the following action goals. These initiatives are actions to be undertaken by the City of Bricelyn to achieve the policy objectives related to transportation.

- Inventory and prioritize repairs, upgrades and reconstructions projects.



City of Bricelyn Official Transportation Map

Insert city logo here

5. Land Use

A Land Use Plan is a compilation of policy statements, goals, standards, maps, and action programs for guiding the future development of private and public property. The term includes a plan designating types of uses for the entire municipality, as well as a specialized plan showing specific areas or specific types of land uses, such as residential, commercial, industrial, public or semipublic uses or any combination of such uses. A land use plan may also include proposed densities for development.

5.1 Introduction

Zoning allows a city to control development of land within the community; both the type of structures that are built and the uses to which the land is put. Most buildings in a community are constructed by private individuals and businesses seeking to develop property for their own private use, whether this is residential, commercial or industrial. Zoning is one important tool for guiding private development, so that land is used in a way that promotes both the best use of the land and the prosperity, health, and welfare of the city's residents.

Zoning is normally accomplished by dividing the land in the city into different districts or zones and regulating the uses of land within each district. Generally, specific districts are set aside for residential, types of commercial, and various industrial uses. The city can also use zoning to further agriculture and open space objectives.

By creating zoning districts that separate uses, the city assures that adequate space is provided for each use and that a transition area or buffer exists between distinct and incompatible uses. Adequate separation of uses prevents congestion, minimizes fire and other health and safety hazards, and keeps residential areas free of potential commercial and industrial nuisances such as smoke, noise and light.

Zoning regulations may also constrain the types and locations of structures. The regulation must be the same within each district, but may vary from district to district. These regulations often control:

- Building location, height, width, bulk
- Type of building foundation
- Number of stories, size of buildings and other structures
- The percentage of lot space which may be occupied
- The size of yards and other open spaces
- The density and distribution of population
- Soil, water supply conservation
- Access to direct sunlight for solar energy systems
-

5.2 Resolutions

5.2.1 Resolution 103

The City Council of the City of Bricelyn, Minnesota adopted an interim agency designated as the Planning Commission pursuant to Minnesota Statute 462.354, signed January 6, 2003.

5.3 Ordinances

5.3.1 Ordinance 1700

An Ordinance for the purpose of promoting health, safety, order, convenience, and general welfare, by regulating the use of land, the location of use of buildings and the arrangement of building lots in the City of Bricelyn, MN. Established July 1, 1995 and amended June 14, 2007.

5.3.2 Ordinance 1800 - Land Use Permits

An amendment to Chapter 1800 of the Bricelyn City Code of Ordinances ordains the following sections on September 8, 2008:

- Permit Need
- Application
- Issuance
- Fee
- Site Survey
- Building Provisions
- Trailer Homes
- Trailer Homes Foundation and Skirting
- Applicable Provisions
- Violations
- Repeal and Inconsistent Ordinances

5.4 Zoning Districts

5.4.1 Agricultural

For the purpose of these regulations, agricultural shall be considered to mean the growing of soil crops and the raising of farm animals in the customary and accepted manner. In the Agricultural Zone, unless otherwise provided in this ordinance, no building or land shall be used and no building shall hereafter be erected or structurally altered except for one or more of the following uses:

- Residences of farm owners, tenant farm operators, members of their families, and their employees, occupying not less than forty acres.
- Raising of field and truck crops.
- Forestland and pastures.
- Dairy farms.
- Poultry farms.
- Livestock farms.

5.4.2 Residential Zone

In the Residential Zone, unless otherwise provided in this ordinance, no building or land shall be used and no building shall hereafter be erected or structurally altered except for one or more of the following uses:

- One or two family immobile dwellings and their accessory buildings, and uses customarily associated with private urban residences.
- Apartments or other multiple dwellings and their accessory buildings.
- Farming or truck gardening; plant nurseries or greenhouses.
- Parks and playgrounds.

- Churches, schools, libraries, clubs, lodges, museums.
- Boarding and lodging homes.
- Home occupations.

5.4.3 Regulations for Rural Zone

In the Rural Zone, unless otherwise provided in this ordinance, no building or land shall be used and no building shall hereafter be erected or structurally altered except for one or more of the following uses:

- All uses permitted in the Agricultural Zone.
- All uses permitted in the Residential Zone.
- All uses customarily incident to suburban residences, such as farming, gardening, home workshops, and keeping of fowl and livestock.
- Other uses will be permitted in the Rural Zone only on special permit from the City Council.

5.4.4 Regulations for Commercial Zone

In the Commercial Zone, unless otherwise provided in this ordinance, no building or land shall be used and no building shall hereafter be erected or structurally altered except for one or more of the following uses:

- All uses permitted in the Residential Zone.
- Retail shops and stores.
- Hotels, motels and tourist homes.
- Theatres, financial institutions, telephone and carpenter, furniture, repairing or upholstering shops, dress making shops, shoe repairing and dyeing shops, newspaper or job printing establishments, electrical, metal working, tinsmithing, plumbing, water, gas, or steam fitting shops, paint or paper hanging shops.

5.4.5 Regulations for Industrial Zone

In the Industrial Zone, buildings and land may be used for any use not prohibited by law; provided however, that none of the following uses shall be established in the Industrial Zone until a special use permit shall first have been secured for such uses as provided in Section 10 of this ordinance:

- Private dwellings
- Distillation of bones
- Garbage, offal or deal animal reduction or dumping
- Fat rendering
- Hog feeding
- Stock yards or slaughter of animals
- Junk yards
- Mobil homes

5.5 Actions

The process of preparing this plan led to the following action goals. These initiatives are actions to be undertaken by the City of Bricelyn to achieve the policy objectives related to land use.

- Reviewing and updating zoning districts and ordinances.