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Comprehensive Plan 2030

IMPLEMENTATION PROGRAM

Implementation of the recommendations proposed in this plan can be accomplished using a variety of tools. The city can regulate land, offer incentives for its (re)development and undertake improvement projects. These powers fall into three categories:

- Official controls
- Development/Redevelopment
- Capital improvement program

OFFICIAL CONTROLS

The City's zoning and subdivision ordinances are already in place, and only minor text amendments are needed to implement the *Comprehensive Plan*:

- Adopt and incorporate Shoreland District regulations. Very few parcels of land would be affected by this District since nearly all the lake and river edges in Brooklyn Center are already developed.
- Adopt a Critical Area Overlay District after the *Mississippi River Critical Area and MNRRRA Plan* is updated.

The Brooklyn Center Zoning Ordinance includes a wide variety of residential, commercial and industrial districts and a flexible planned-unit district.

Zoning map changes will be considered when land use changes consistent with this plan are proposed. In the few locations where the zoning map becomes inconsistent with the Land Use Plan map (Figure 2-3) either when the plan is adopted or in the future, the zoning map will be amended to be consistent with the intentions of the land use plan.

The City has adopted a Critical Area Plan but not a Critical Area Overlay District Ordinance governing the Mississippi River Corridor. The City will soon update its Critical Area Plan and incorporate policies in response to the federal *Mississippi River National Recreation Area Management Plan*. Until a Critical Area Overlay District Ordinance is adopted, the City will continue to use the Interim Development Regulations to ensure that all developments are consistent with Critical Area guidelines. The river corridor is largely protected as parkland (the North Mississippi Regional Park) or fully developed with low-density housing.

MISSISSIPPI RIVER CRITICAL AREA

The state of Minnesota, pursuant to the Critical Areas Act of 1973 and Executive Order 7949, requires that each city along the Mississippi River prepare and adopt plans, capital improvement programs and regulations consistent with state standards and guidelines for the Mississippi River Critical Area corridor as designated in the Executive Order. The purpose of this requirement is to:

- A. Protect and preserve a unique and valuable state and regional resource
- B. Prevent and mitigate irreversible damage to the resource

- C. Preserve and protect the river as an element in the national, state and regional transportation, sewer, water and recreational systems
- D. Protect and preserve biological and ecological functions of the corridor.

Generally, the boundaries of the Critical Area extend approximately one-quarter mile or less back from each side of the river in Brooklyn Center.

Each City along the Mississippi River from Dayton to Hastings can choose to amend its *Critical Area Plan* to come into conformance with the policies of the *MNRRRA Management Plan*.

The City of Brooklyn Center has an approved and adopted Mississippi River Critical Area Plan (1981). The City also prepared an overlay zoning district to help implement its Critical Area Plan, but the zoning ordinance has not been amended to incorporate the district.

MISSISSIPPI NATIONAL RIVER AND RECREATION AREA

The Critical Area Plan update will aid the City in its efforts to address both the Tier I and Tier II provisions of the MNRRRA Comprehensive Management Plan, which is necessary to qualify for MNRRRA implementation grants.

In 1988, the United States Congress passed legislation creating the Mississippi National River and Recreation Area (MNRRRA) as a unit of the national park system. The legislation calls for the National Park Service (NPS) to assist state and local units of government "to protect, preserve and enhance the significant values of the waters and land of the Mississippi River Corridor within the Saint Paul-Minneapolis Metropolitan Area." This new area encompasses a 72-mile stretch of the Mississippi, including Brooklyn Center.

The *Comprehensive Management Plan* for MNRRRA was approved by the Secretary of the Interior in 1995. This plan details goals that the Park Service has identified for the area and the coordinating role that the agency will pursue with local governments.

Unlike a traditional *national park* such as Voyageurs or Yellowstone, the Park Service owns little land. Instead, federal funds could become available to local governments that have plans certified as consistent with the MNRRRA plan for river corridor projects.

CURRENT REQUIREMENTS AND RELATIONSHIP TO COMP PLAN

The City of Brooklyn Center updated its *Critical Area Plan* on February 10, 2003. This plan aids the City in its efforts to comply with both the Tier I and Tier II requirements of the *Management Plan*, which is necessary to qualify for land acquisition and development grants.

This *Critical Area Plan* is hereby adopted into the *Comprehensive Plan* by reference and thus has the full force of the rest of this plan.

The *Comprehensive Plan* already contains many policies and plans that are highly supportive of the Critical Area and MNRRRA objectives. Through this plan, Brooklyn Center recognizes the river as a major amenity and a key element in its overall efforts toward improvement. Consequently, this plan continues the previous policy of low density housing along the riverfront north of 1-694 and maintenance of North Mississippi Regional Park (in conjunction with Three Rivers Park District) south of 1-694. An important new initiative in this

comprehensive plan is the creation of a greenway in the vicinity of 57th Avenue leading across I-94 to North Mississippi Regional Park.

DEVELOPMENT/REDEVELOPMENT

Several redevelopment project areas (RPAs) have been created within the City of Brooklyn Center where the City's Economic Development Authority may exercise redevelopment powers including acquiring, clearing and selling property for redevelopment. It will be necessary to create additional RPAs if redevelopment recommended in this plan is to be implemented. Parcels of land on which redevelopment powers are to be exercised will be put in RPAs when the EDA desires to exercise its redevelopment powers.

Redevelopment activities are usually public-private partnerships, in which City involvement is usually initiated in response to private development initiatives. Financing of redevelopment projects is often accomplished through tax increment finance districts that are created at the same time as RPAs are created.

CAPITAL IMPROVEMENTS PROGRAM

The 2009 Capital Improvements Program (CIP) (See Appendix C) outlines the capital improvements proposed in this *Comprehensive Plan*, their approximate costs and a general time frame for implementation. It is recognized that this plan is intended as a guide and does not commit the city to specific expenditures or dates. Nearly all of the cost estimates were estimated without preparing engineering or design studies and, therefore, are open to much refinement. It is updated and refined annually.

Most of the activities listed are park, street and streetscape improvements. Several roadway projects that are the responsibility of the Minnesota Department of Transportation or Hennepin County have been included to acknowledge the need for coordination with the City. The CIP suggests general time frames for implementation of these activities, while recognizing that the costs and feasibility of each project must be determined individually. It does not include cost estimates for redevelopment activities in which the EDA may become involved. Redevelopment activities are usually public-private partnerships, in which City involvement is usually initiated in response to private development initiatives. Likewise, the financing of redevelopment projects is often accomplished through tax increment finance districts, which are outside the usual avenues of municipal funding.