

# APPENDIX

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**BROOKLYN CENTER**

Comprehensive Plan Update 2040

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APPENDIX A:  
Mississippi River Corridor Critical Area Plan







## INTRODUCTION

### Overview of the Mississippi River Corridor Critical Area Plan

The state of Minnesota, pursuant to the Critical Areas Act of 1973 and Executive Orders in the 1970s, established the Minnesota River Corridor Critical Area Plan (MRCCA) to protect and preserve the natural, scenic, recreational, and transportation resources of Mississippi River as it travels through the Twin Cities. The MRCCA covers a 72-mile stretch of the Mississippi River through the Twin Cities Metropolitan Area, comprising 54,000 acres of land in 30 local jurisdictions from Dayton in the north to Hastings in the south.

The purpose of the MRCCA is to:

- Protect and preserve a unique and valuable state and regional resource.
- Prevent and mitigate irreversible damage to the resource.
- Preserve and protect the river as an element in the national, state and regional transportation, sewer, water and recreational systems.
- Protect and preserve biological and ecological functions of the corridor.

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Each city along the Mississippi River is required to prepare and adopt plans, capital improvement programs and special land planning regulations consistent with state standards and guidelines for the Mississippi River Corridor Critical Area. MRCCA regulations are implemented through local plans and ordinances and are required to be consistent with Minnesota Rules, chapter 6106. These rules lay out the land planning and regulatory framework protecting MRCCA resources and came into effect on January 4, 2017, replacing Executive Order 79-19, which previously governed land use in the MRCCA. The rules require local governments to update their MRCCA plans (a chapter of the local comprehensive plan) and MRCCA ordinances for consistency with the rules.



## MRCCA in Brooklyn Center

Generally, the boundaries of the MRCCA in Brooklyn Center extend approximately one-quarter mile or less back from City land bordering the Mississippi River. A majority of this land is used for single-family residential purposes or for public park land. Map A-1 illustrates the MRCCA boundaries for Brooklyn Center.

Since the 2030 Comprehensive Plan, Brooklyn Center has not made any progress toward adopting rules and policies of a MRCCA Plan. As the start of the 2040 Comprehensive Plan Update was approach, the MnDNR was completing their updated rules. The City chose to postpone planning efforts in order to integrate goals and policies related to land use and protection of resources associated with the MRCCA. The City acknowledges the value in adopting rules and ordinances for the MRCCA and coordinating these efforts with local policies and implementation consistent with MnDNR's direction.



## MRCCA DISTRICTS

### General Overview

The Minnesota Rules define six districts within the MRCCA designation. These districts are characterized by the various natural and built features of the river corridor. Most standards and requirements outlined in the rules apply uniformly throughout the corridor. However, certain requirements such as structure setbacks from the ordinary high-water level (OHWL) and bluffs, building height limits, and the amount of open space required for development vary by district.

There are two MRCCA districts present in Brooklyn Center: 1) River Neighborhoods, and 2) Separated from River. According to MR 6106.0100, Subp. 3 to Subp. 8. The descriptions and management purpose for each district is as follows. Figure A-1 shows the two districts and the MRCCA boundary within the City.

- **CA-RN (River Neighborhood)**

**DESCRIPTION:** The river neighborhood district (CA-RN) is characterized by primarily residential neighborhoods that are riparian or readily visible from the river or that abut riparian parkland. The district includes parks and open space, limited commercial development, marinas, and related land uses.

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**MANAGEMENT PURPOSE:** The CA-RN district must be managed to maintain the character of the river corridor within the context of existing residential and related neighborhood development, and to protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas. Minimizing erosion and the flow of untreated storm water into the river and enhancing habitat and shoreline vegetation are priorities in the district.

The DNR Statement of Need and Reasonableness (SONAR) further outlines height limits for the CA-RN District. A 35-foot height limit is proposed for the predominantly residential “river neighborhood” district. The height limit is intended to allow a two-story single-family dwelling without breaking the top of the tree line. This height restriction is consistent with existing structure heights in residentially zoned neighborhoods and height restrictions in most of the local zoning standards that apply in these areas.

- **CA-SR (Separated from River)**

DESCRIPTION: The separated from river district (CA-SR) is characterized by its physical and visual distance from the Mississippi River. The district includes land separated from the river by distance, topography, development, or a transportation corridor. The land in this district is not readily visible from the Mississippi River.

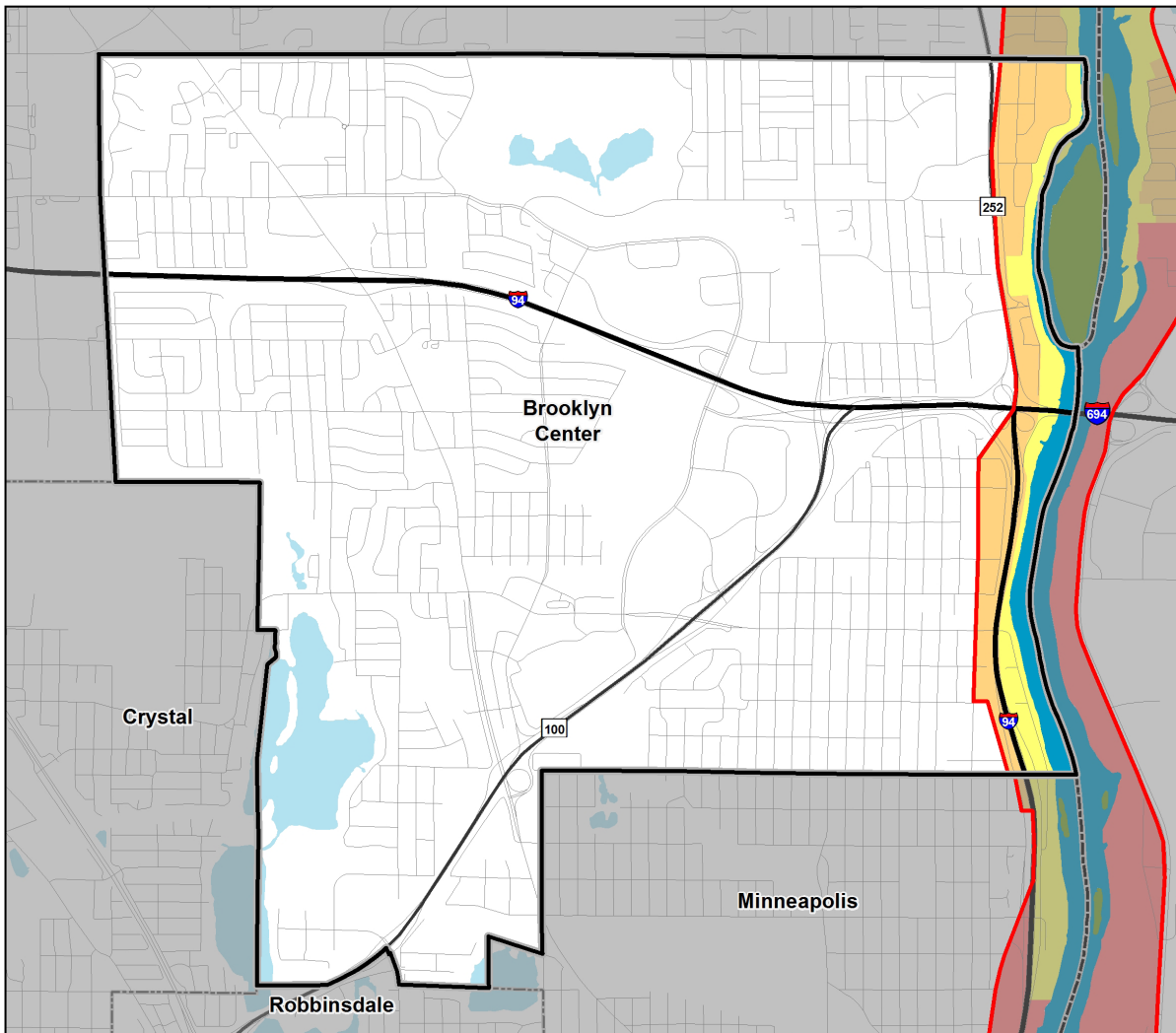
MANAGEMENT PURPOSE: The CA-SR district provides flexibility in managing development without negatively affecting the key resources and features of the river corridor. Minimizing negative impacts to primary conservation areas and minimizing erosion and flow of untreated storm water into the Mississippi River are priorities in the district.

The DNR Statement of Need and Reasonableness (SONAR) further describes height restrictions for the CA-RN District. The “separated from river” district includes non-riparian land that is separated from the Mississippi River by distance, development, or transportation infrastructure. Because of this separation, underlying zoning standards govern height, with the stipulation that structure height must be compatible with the existing tree line, where present, and surrounding development.





Map A-1. Brooklyn Center MRCCA District MRCCA with Future Land Use and Zoning



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- MRCCA Boundary
- MRCCA Districts**
- CA-RN (River Neighborhoods)
- CA-ROS (Rural and Open Space)
- CA-RTC (River Towns and Crossings)
- CA-SR (Separated from River)
- CA-UC (Urban Core)
- CA-UM (Urban Mixed)
- Water
- County Boundaries
- City and Township Boundaries
- NCompass Street Centerlines



## MRCCA with Future Land Use and Zoning

The existing planned land uses within the MRCCA districts are a mix of residential and public recreation/open space uses. The planned land uses guided a portion of existing low density residential (LDR) located within the River Neighborhood (CA-RN) for high density residential use. The strip of land is located south of the I-94 and Highway 252 split, and given the narrow depth of the existing lot configuration and presence of significant right-of-way due to I-94 the use of the property is limited and better suited for a high-density residential product. The proposed use would allow for a better site design and potential for relationship with the river. As an implementation step of this Plan, the City will fully evaluate its preferred dimensional requirements for the property for redevelopment and will work with the DNR on proper steps to incorporate flexibility within the MRCCA ordinance to address this particular area. With the exception of this area, the remaining parcels within the City are guided for low density residential uses which are primarily developed with single-family uses. The City will work with property owners through the MRCCA ordinance preparation process to understand existing conditions of the property within the CA-RN district and identify any potential conflicts with the existing standards and how to address non-conforming uses within the district.

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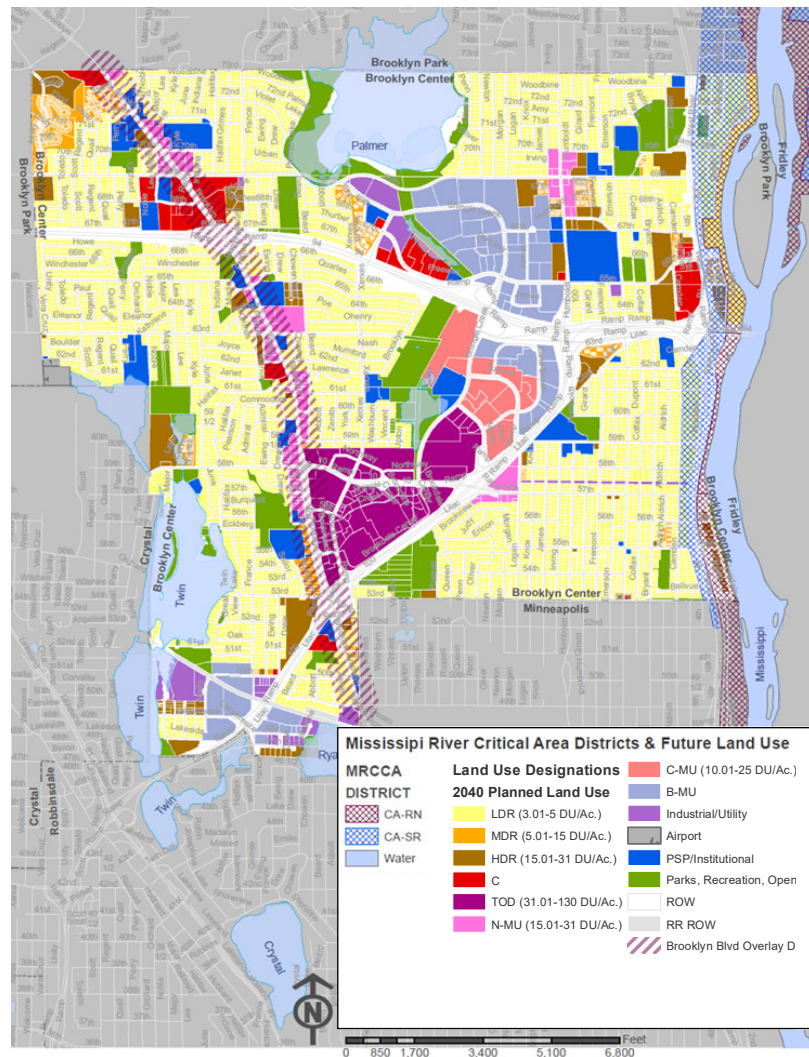


Figure A-2. District Overlay on Future Land Use Plan







Table A-1. Category Comparisons

MRCCA District	Future Land Use Map Categories	Existing Land Uses
CA-RN River Neighborhood District	<ul style="list-style-type: none"> <li>• Low Density Residential</li> </ul>	<ul style="list-style-type: none"> <li>• Single Family Residential</li> <li>• Park / Open Space</li> </ul>
CA-SR Separated from River District	<ul style="list-style-type: none"> <li>• Low Density Residential</li> <li>• Medium Density Residential</li> <li>• Right of Way</li> </ul>	<ul style="list-style-type: none"> <li>• Single Family Residential</li> <li>• Medium Density Residential</li> <li>• Park, Recreational or Preserve</li> <li>• Right of way</li> </ul>

### District Policies

- Guide land use and development and redevelopment activities consistent with the management purpose of each district.

### District Implementation Actions

- A-10
- Adopt a new MRCCA ordinance overlay district compliant with the goals and policies of the MRCCA plan, and with Minnesota Rules, part 6106.0070, Subp. 5 - Content of Ordinances; and work with the Minnesota DNR on flexibility with the ordinance as noted in previous sections of this Plan.
  - Update zoning map to reflect new MRCCA districts.
  - Ensure that information on the new MRCCA districts and zoning requirements is readily available to property owners to help them understand which ordinance requirements - such as setbacks and height requirements - apply to their property for project planning and permitting.
  - Allow flexibility for OHWL setback requirements where existing development encroaches prior to adoption of MRCCA ordinances and overlay zoning implementation.
  - Work with the MnDNR on height standards to determine appropriate height restrictions, particularly on redevelopment areas with existing site constraints.





## PRIMARY CONSERVATION AREAS (PCAS)

### General Overview

As the DNR's Statement of Needs and Reasonableness defines it, the term "primary conservation areas" (PCAs) addresses the key natural and cultural resources and features managed by MRCCA rules. These features are given priority consideration for protection with regard to proposed land development, subdivision, and related activity. PCAs include shore impact zones (SIZ), bluff impact zones (BIZ), floodplains, wetlands, gorges, areas of confluence with tributaries, natural drainage routes, unstable soils and bedrock, native plant communities, cultural and historic properties, significant existing vegetative stands, tree canopies and "other resources" identified in local government MRCCA plans.

### Shore Impact Zone

Shore impact zones (SIZs) apply to the Mississippi and all of its backwaters, as well as to its four key tributaries, including the Crow, Rum, Minnesota, and Vermillion rivers. They include land along the river's edge deemed to be environmentally sensitive and in need of special protection

from development and vegetation removal. The shore impact zone (SIZ) is a "buffer" area between the water's edge and the area where development is permitted (see Figure A-4) and is the focus of many of the MRCCA rule standards for land alteration and vegetation management. Defined boundaries for the shore impact zone (SIZ) are derived from the state shoreland rules. Minn. R. 6120.2500, subp. 14.c. (2015). The depth of the SIZ on these rivers varies by district. See Figure A-5 which illustrates the SIZs in Brooklyn Center.

A-11

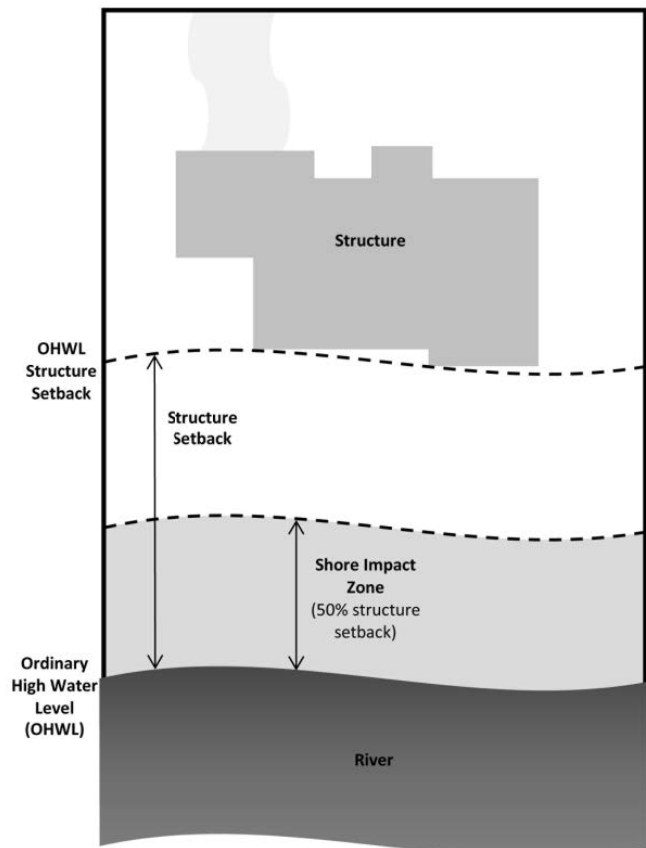
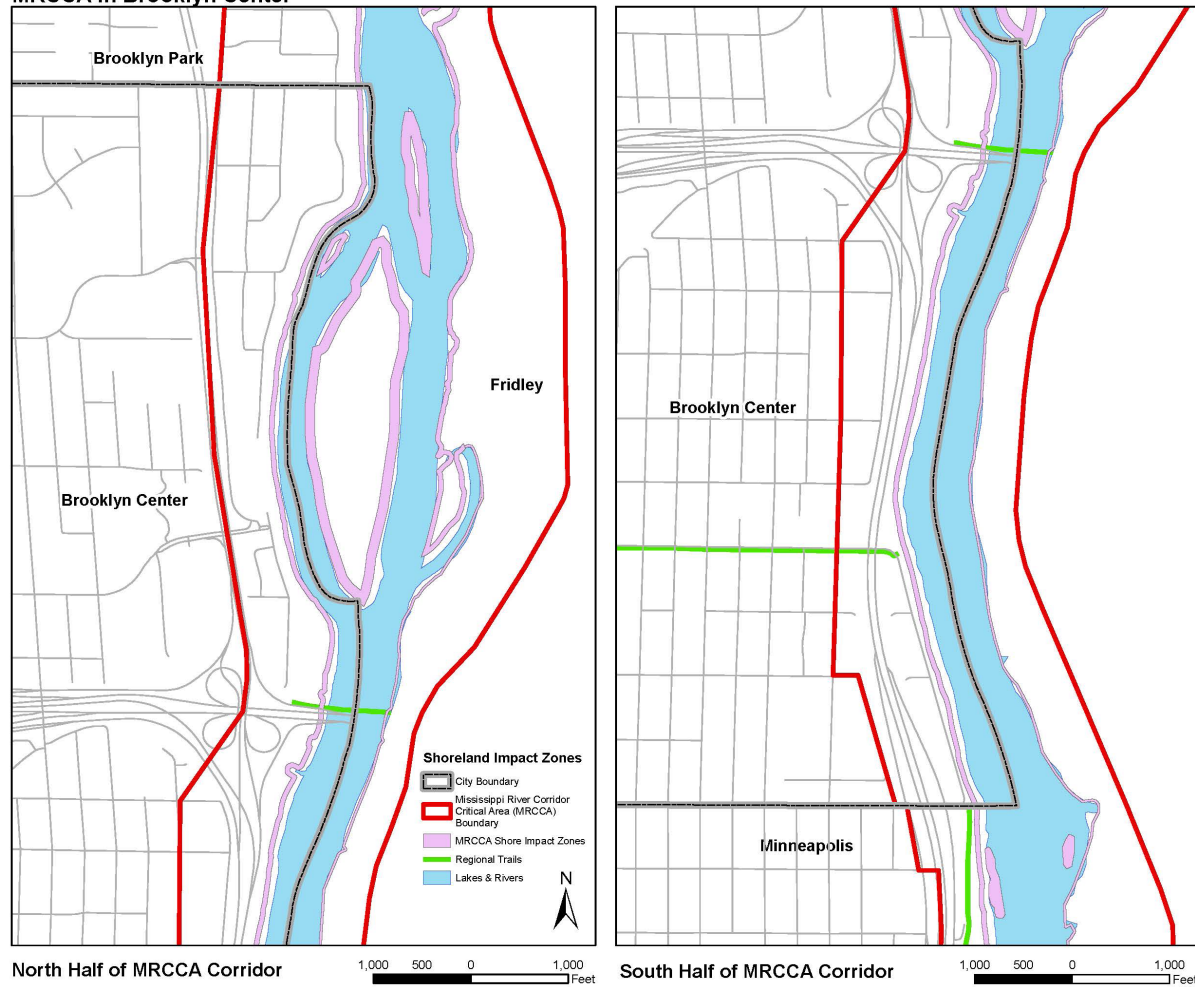


Figure A-4. Shoreland Impact Diagram

Figure A-5. Shoreland Impact Zone Map

MRCCA in Brooklyn Center



A-12

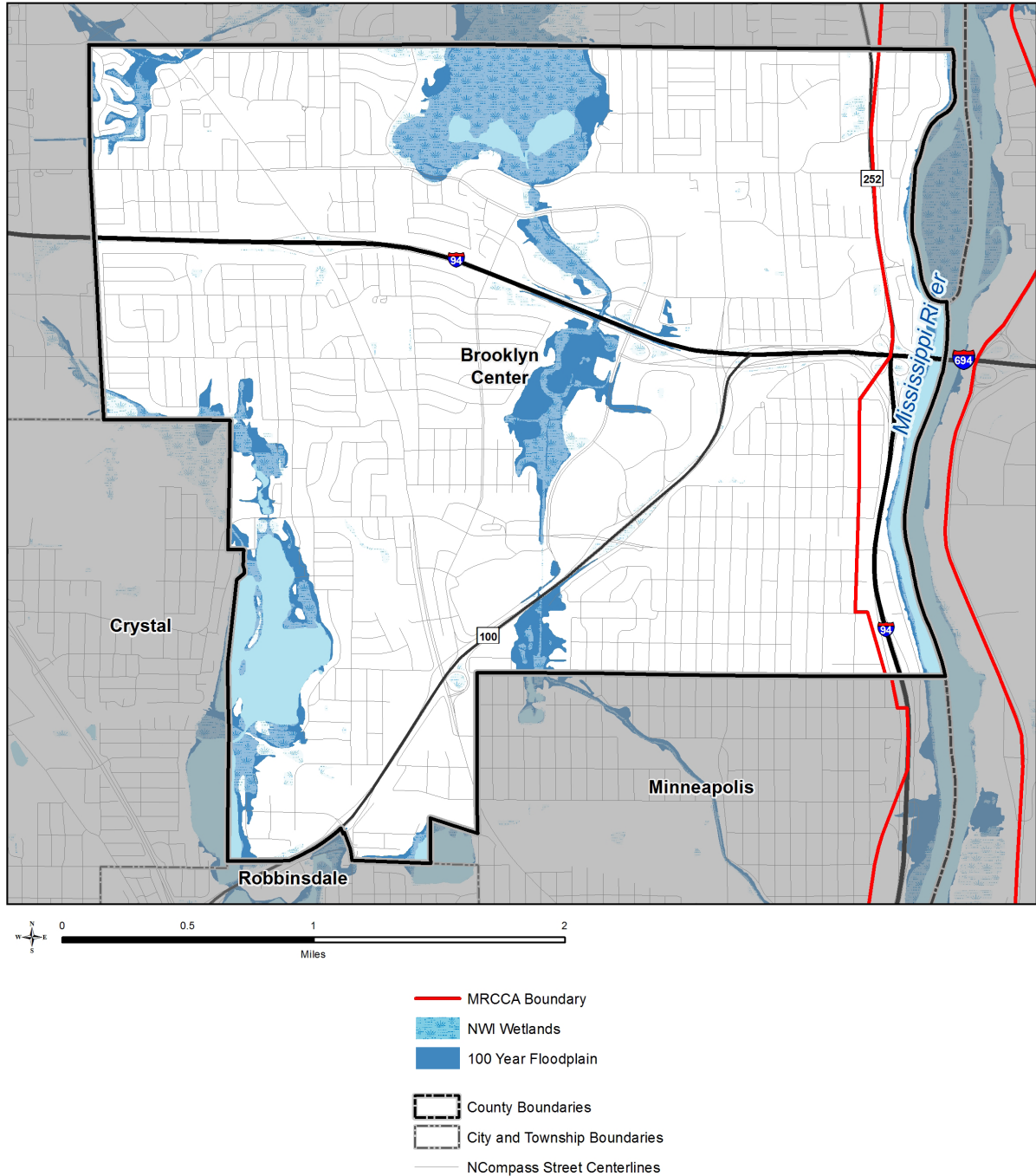
Brooklyn Center’s zoning map delineates the boundary of the MRCCA, however, there is no additional shore impact zone or shoreland regulations currently identified or included in the City’s zoning ordinance. Recognizing a shore impact zone will highlight the importance of protecting the river shore from development and vegetative removal, maintaining a buffer area between the river banks and urban development. Adding ordinance requirements for the shore impact zone will be included by the City in the upcoming zoning ordinance update.



## Floodplains & Wetlands

There are no known wetlands identified within the MRCCA boundary in Brooklyn Center. A small corridor of 100-year floodplain is mapped in several areas and contained along a narrow strip adjacent to the river's edge. See Figure A-6.

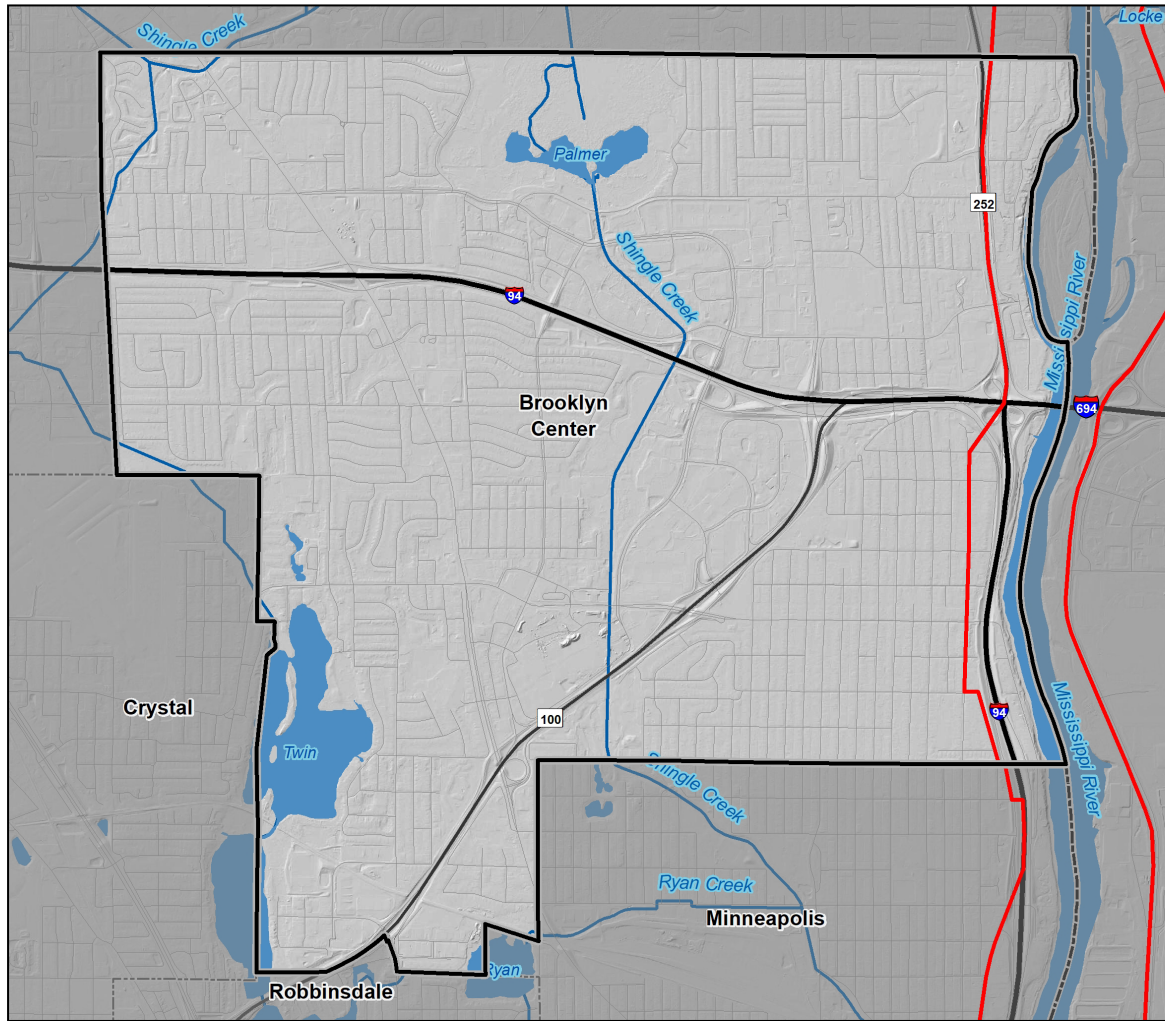
Figure A-6. MRCCA Floodplains & Wetlands Map



## Natural Drainage Ways

Natural drainage ways are linear depressions that collect and drain surface water. They may be permanently or temporarily inundated. There are no natural drainageways that flow toward the Mississippi River within City boundaries. Interstate 94 acts as a significant barrier to natural drainage in this area. See Figure A-7.

A-14



- MRCCA Boundary
- Background Layer: MnGEO Hillshade (LIDAR)
- ~ Streams (All Types - Perennial & Intermittent)
- Lakes and Major Rivers
- County Boundaries
- City and Township Boundaries
- NCompass Street Centerlines





## Bluffs & Bluff Impact Zones

According to Minnesota Rules (Minn. R. 6106.0050, subp. 10) a “bluff” is defined as a natural topographic feature having either of the following characteristics:

1. A slope that rises at least 25 feet above the ordinary high water level or toe of the slope to the top of the slope; and the grade of the slope from the ordinary high water level or toe of the slope to the top of the slope averages 18 percent or greater, measured over a horizontal distance of 25 feet; or
2. A natural escarpment or cliff with a slope that rises at least 10 feet above the ordinary high water level or toe of the slope to the top of the slope with an average slope of 100% or greater.

The development and land use standards tied to the bluff impact zone (BIZ) in the MRCCA rules are more restrictive than those in the shoreland rules. They prohibit the placement of structures, land alteration, vegetation clearing, stormwater management facilities, and most construction activities in the BIZ. However, some limited exceptions to these restrictions, such as for public utilities and recreational access to the river, are allowed. This greater degree of protection is necessitated by development pressures on bluffs throughout the river corridor and the susceptibility of these features to erosion and slope failure.

Brooklyn Center has several small areas of BIZ within the MRCCA boundary along the river. See Figure A-8 which illustrates the BIZ within the City.

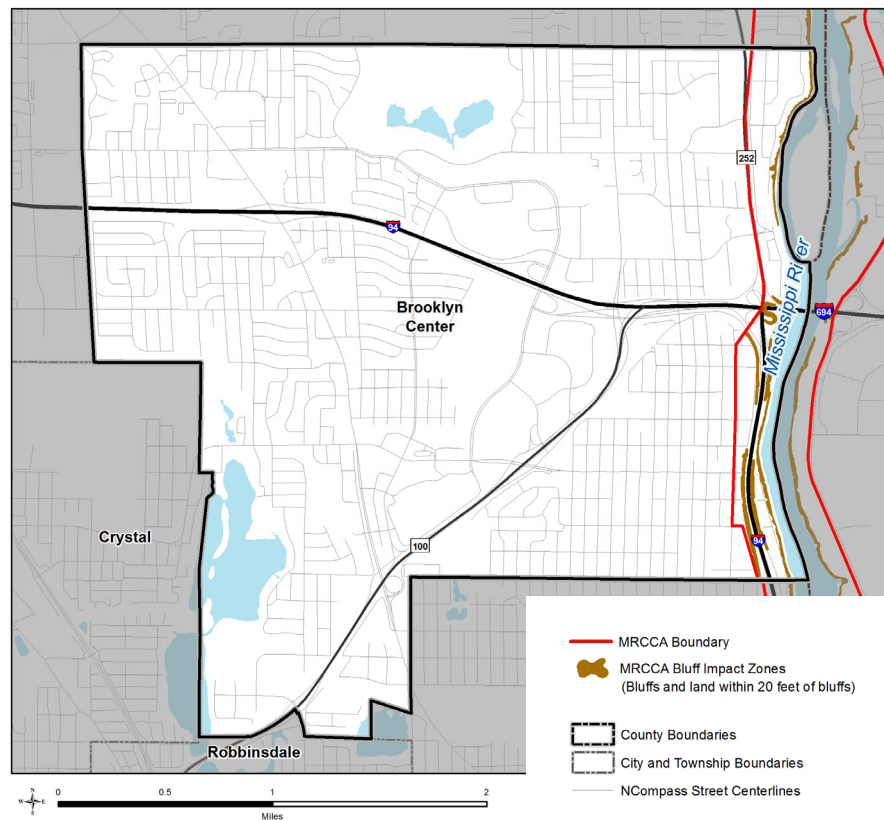
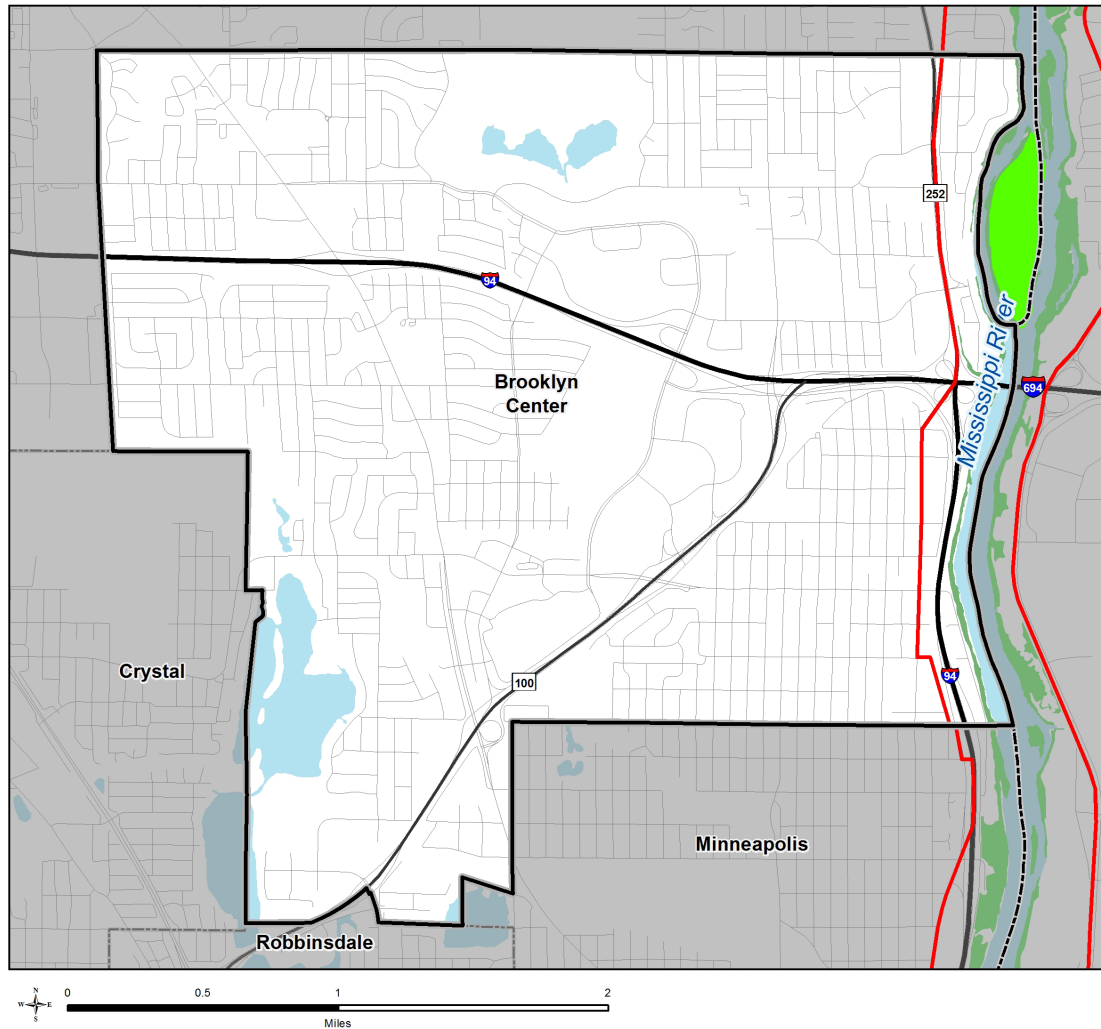


Figure A-8. MRCCA BIZ Map

## Native Plant Communities & Significant Existing Vegetative Stands

Native plant communities are There are no DNR native plant communities identified within Brooklyn Center. However, significant stand of vegetation within the MRCCA are mapped in Figure A-9. These stand are generally located right along the edge of the river bank and contribute ecological and scenic value to the MRCCA.

Figure A-9. MRCCA Native Plant Communities & Vegetation Map



- MRCCA Boundary
- DNR Native Plant Communities
- MRCCA Significant Existing Vegetative Stands
- County Boundaries
- City and Township Boundaries
- NCompass Street Centerlines

A-16



## Cultural & Historic Properties

There are no known cultural or historic properties with the MRCCA in Brooklyn Center.

## Gorges (if applicable)

Brooklyn Center is not located within the MRCCA associated with the Mississippi gorge.

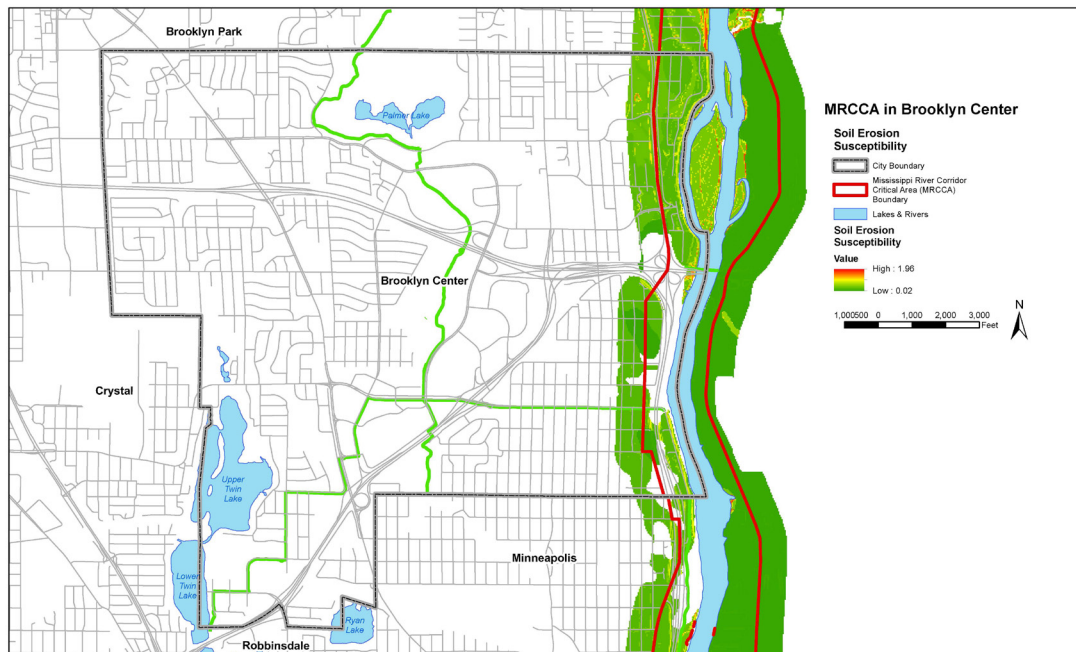
## Unstable Soils & Bedrock

The stability of soil can be attributed to the mix of sand, gravel, silts, clay, water, air and other attributes that contribute to how susceptible the soil is to frost action, high saturation, ponding, and high shrink-swell rates. Characteristics such as steep slopes and low soil strength also contribute to unstable soils. Figure A-10 illustrates areas in Brooklyn Center's MRCCA that have higher erosion susceptibility.

Unstable soils is not a significant concern in the Brooklyn Center portion of the MRCCA. In the last 10 years, efforts were completed to stabilize the riverbank in one location experiencing some erosion. This location was at private residential property along Willow Lane near 66th Avenue. The residential and park land uses in this area has generally remained unchanged between the river and interstate, limiting the likelihood of increased erosion. The City – in partnership with other agencies – continues to monitor locations of potential erosion along the riverbanks.

A-17

*Figure A-10. MRCCA Soil Erosion Susceptibility Map*



## PCA Policies

- Protect PCAs (shore impact zones (SIZ), bluff impact zones (BIZ), floodplains, wetlands, natural drainage routes, unstable soils and bedrock, native plant communities, significant existing vegetative stands) and minimize impact to PCAs from public and private development and land use activities (landscape maintenance, river use, walking/hiking, etc.).
- Support mitigation of impacts to PCAs through, subdivisions/PUDs, variances, CUPs, and other permits.
- Make restoration of removed Native Plant Communities and natural vegetation in riparian areas a high priority during development.
- Support alternative design standards that protect the LGU's identified PCAs, such as conservation design, transfer of development density, or other zoning and site design techniques that achieve better protections or restoration of primary conservation areas.
- Make permanent protection measures (such as public acquisition, conservation easement, deed restrictions, etc.) that protect PCAs a high priority.

A-18

## PCA Implementation Actions

- Ensure that information on the location of PCAs is readily available to property owners to understand how PCA-relevant ordinance requirements, such as vegetation management and land alteration permits, apply to their property for project planning and permitting.
- Establish procedures and criteria for processing applications with potential impacts to PCAs, including:
  - Identifying the information that must be submitted and how it will be evaluated,
  - determining appropriate mitigation procedures/methods for variances and CUPs,
  - establishing evaluation criteria for protecting PCAs when a development site contains multiple types of PCAs and the total area of PCAs exceed the required set aside percentages.
- Developing administrative procedures for integrating DNR and local permitting of riprap, walls and other hard armoring.

(Note: Application procedures are a required element of MRCCA ordinance review and approval.)





## **PUBLIC RIVER CORRIDOR VIEWS (PRCVS)**

### General Overview

The MRCCA describes public river corridor views (PRCVs) as views toward the river from public parkland, historic properties, and public overlooks. Also included are views toward the bluffs from the ordinary high-water level (OHWL) of the opposite shore, as seen during the summer months. PRCVs are valuable to the MRCCA as they contribute to the aesthetic and scenic value of the river corridor.

### Views Toward River from Public Places

As defined by the DNR's Statement of Needs and Reasonableness (SONAR), the term "public river corridor views" was developed to assist local governments and other stakeholders to identify and protect scenic resources through their planning processes. It recognizes that many of the most highly valued views within the river corridor are "views toward the river from public parkland, historic properties, and public overlooks," as well as views towards bluffs from the opposite shore (a subset of the "readily visible" definition below). The definition is intended to provide local governments with an opportunity to identify specific views deemed important to that community, and to protect such views through the development review process.

A-19

Running parallel to the river, Interstate 94 and Highway 252 form a barrier between the river and most of the community of Brooklyn Park. East of the arterials is a narrow corridor of land which is most all in single-family residential land use with scattered properties of medium-density development. Other land use in this area is park, open space and trails. Public views of the river are really only seen from the park and open space land along Lyndale Avenue between 53rd Avenue and 57th Avenue and north within the North Mississippi Regional Park (managed by Three Rivers Park District). The regional park is located between 57th Avenue and the I-694 crossing and includes a fishing pier, parking, and picnic area. The Mississippi River Trail (MRT) / West Mississippi River Regional Trail (WMRRT) runs through the park and is managed in this stretch by Three Rivers Park District. Heavy vegetation blocks much of the river views in leafy seasons, opening up more in the winter months. Breaks in the vegetation offer peaks at the river along the trail corridor.

As part of the process for this MRCCA Plan, the City has identified 4 locations with significant public views of the river. All are located along the river's edge between 53rd and the I-694 bridge. Scattered interrupted views are present along a portion of Lyndale Avenue and the MRT trail corridor. Figure A-11 maps the locations of these views. As part of the implementation process, the City will engage the public to identify additional PRCVs, if any, and prioritize the views for protection and/or improvement.

PUBLIC VIEWS OF THE MISSISSIPPI RIVER WITHIN THE MRCCA IN BROOKLYN CENTER

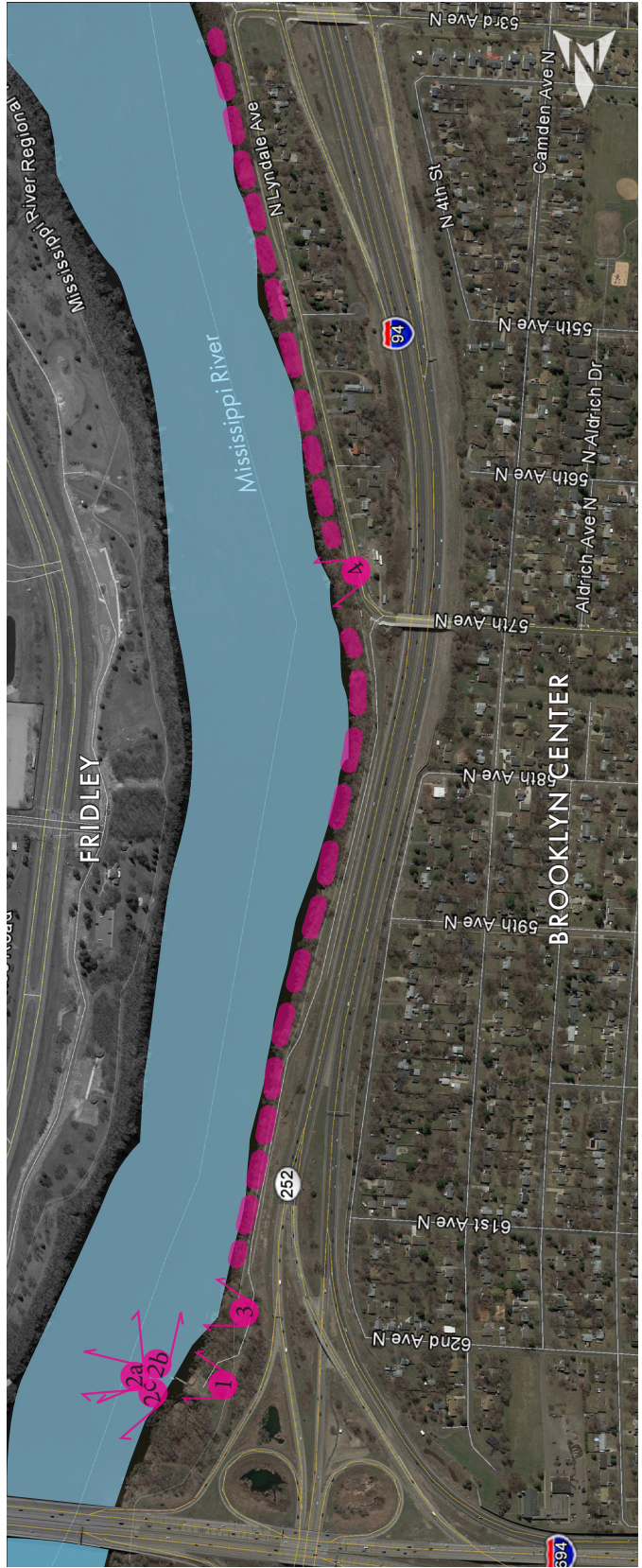
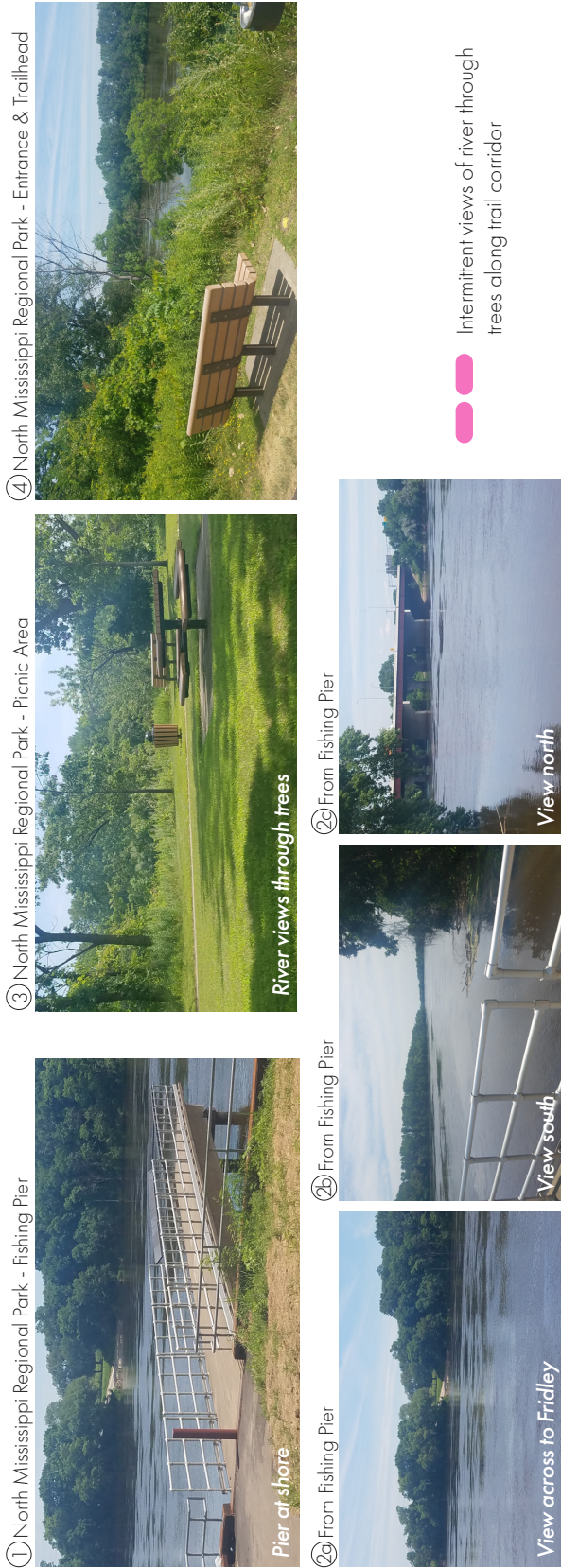


Figure A-11. Public Views of River Map



## Values of River Views

Figure A-11 depicts key valued views of the river from public land. More information about each view location is listed below.

1. The photo is taken at the terminus of the park drive in North Mississippi Regional Park where a small parking lot provides ample parking for visitors to the site. From the parking lot, there are open views of the river and fishing pier at water level. This area benefits from some tree clearing for the parking lot. Proper maintenance of this site will preserve the strong scenic characteristics of this site. However, if poorly maintained, litter and shoreline pollution could negatively impact this view.
2. Views from the end of the fishing pier bring the visitor out over the river, providing a unique and valuable location to observe a scenic naturalized corridor of a major river in an urban setting. Very little urban development is visible from this location except for the bridge crossing of I-694. The crossing is a valuable view to remind visitors of the relationship between modern development and natural systems. The location also provides an accessible retreat to observe and interact with those natural systems and features. Poor maintenance of the fishing pier would negatively impact the open water views and experience of the fishing pier.
3. The location of the view is a picnic area within the North Mississippi Regional Park that sits higher than the water level of the river. Views are framed by large trees. Some tree removal may open the views more visible water, however, the trees also provide the natural vegetated characteristic of the river corridor and provides shade, shelter, and enclosure to the picnic area.
4. The overlook is located at the trailhead of the MRT and entrance to the park drive of the North Mississippi Regional Park. Large trees are cleared between the overlook and river to provide wide vistas of the water. Proper vegetative management will preserve this open view.

A-21

## Views Toward Bluffs from River

As defined by the DNR's Statement of Needs and Reasonableness (SONAR), the term "readily visible" was developed to create a performance-based standard to clarify visual standards and replace the outdated and vague term "visual intrusion" from Executive Order 79-19. This clarification was requested by local governments and other stakeholders. The term refers to development that is easily seen from the ordinary high water level at the opposite shore of the Mississippi River. Proposed Minn. R. 6106.0050, subp. 60. This term is used throughout the proposed MRCCA rules, and the definition describes an appropriate level of visibility for structures from a specified vantage point and during specified conditions. The definition is not used to prohibit development, but to ensure that visual resources are considered in development review by local governments.

Readily visible views of bluffs in Brooklyn Center are limited to non-existent. Topography change is gradual in this area of the river corridor and any bluffs have been interrupted by development of the interstate and other infrastructure.

A-22

Roughly north of 57th Avenue, Durnham Island sits in the middle of the Mississippi between the shores of Brooklyn Center and Fridley. Accessible only by boat, the island is part of Anoka County's Riverfront Regional Park and Islands of Peace Park and therefore has no development. Due to its size, the island nearly entirely blocks views between the two communities of Brooklyn Center and Fridley, instead providing natural views from each community of the island.

South of 57th Avenue, Brooklyn Center is directly across from the Riverfront Regional Park in Fridley. Similar vegetation lines the river bank on the Fridley side providing some focused and occasional views of the natural riverfront in Brooklyn Center.

## PRCV Policies

- Protect and minimize impacts to PRCVs from public and private development activities.
- Protect and minimize impacts to PRCVs from public and private vegetation management activities.
- Protect PRCVs located within the community and identified by other communities (adjacent or across the river).



## PRCV Implementation Actions

- Conduct community engagement to confirm and identify public river view locations.
- Ensure that information on the location of PRCVs is readily available to property owners to understand how PRCV-relevant ordinance requirements, such as vegetation management and land alteration permits, apply to their property for project planning and permitting.
- Establish procedures for processing applications with potential impacts to PRCVs, including:
  - identifying the information that must be submitted and how it will be evaluated,
  - developing visual analysis approach for CUPs for additional height in the RTC and UM districts (if applicable), as well as for proposed PUDs and variances, and
  - determining appropriate mitigation procedures/methods for variances and CUPs.
- Actively communicate with other communities to protect views other communities have identified in your community that are valuable, and vice versa.

A-23

(Note: Application procedures will be a required element of MRCCA ordinance review and approval.)



# PRIORITIES FOR RESTORATION

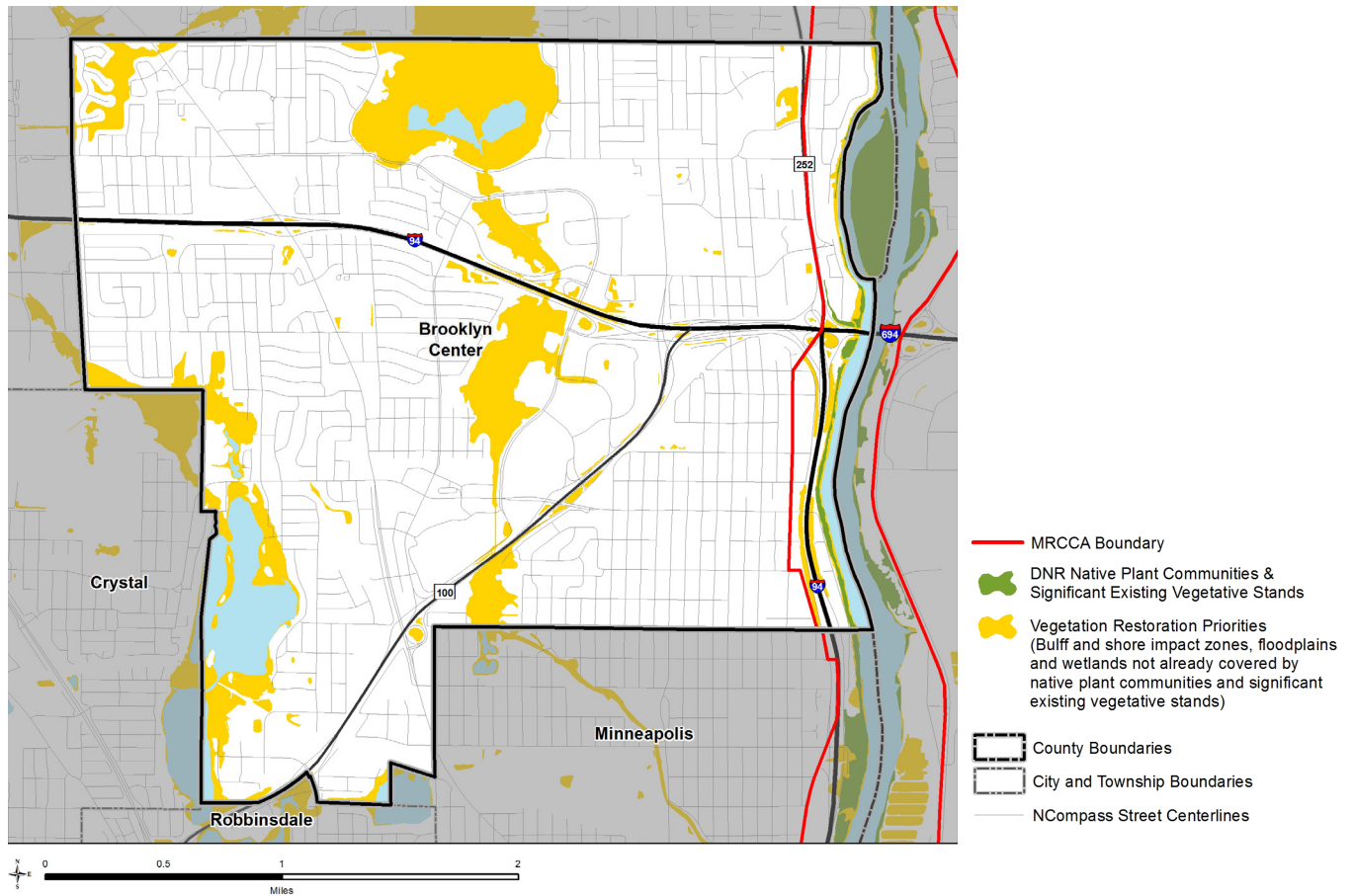
## General Overview

Natural vegetation is critical to the health of the ecosystem along the Mississippi River corridor, providing important habitat for area wildlife and natural function of plant and waterway systems. Areas of high priority for restoration of natural vegetation are identified in this plan. These areas were determined based on identifying existing significant stands of vegetation, areas of erosion, and areas of needed stabilization.

MRCCA requires communities identify areas that are priorities for restoration due to poor quality natural vegetation or bank erosion issues. Much of the river bank in Brooklyn Center is vegetated open space and park or vegetated residential land. There are no identified locations for restoration at this time. If development or redevelopment occurs within MRCCA, protection of existing vegetation or restoration will be required in accordance with MRCCA ordinance requirements. Mapping for Brooklyn Center was completed by MnDNR and Metropolitan Council. See Figure A-12.

A-24

Figure A-12. Priorities for Restoration Map





## Restoration Policies

- Protect native and existing vegetation during the development process and require restoration if any is removed by development. Priorities for restoration shall include stabilization of erodible soils, riparian buffers and bluffs or steep slopes visible from the river.
- Seek opportunities to restore vegetation to protect and enhance PRCVs identified in this plan.
- Seek opportunities to restore vegetation in restoration priority areas identified in this plan through the CUP, variance, vegetation permit and subdivision/PUD processes.
- Sustain and enhance ecological functions (habitat value) during vegetation restorations.
- Evaluate proposed development sites for erosion prevention and bank and slope stabilization issues and require restoration as part of the development process.

## Restoration Implementation Actions

- Ensure that information on the location of natural vegetation restoration priorities is readily available to property owners to understand how relevant ordinance requirements apply to their property for project planning and permitting.
- Establish a vegetation permitting process that includes permit review procedures to ensure consideration of restoration priorities identified in this plan in permit issuance, as well as standard conditions requiring vegetation restoration for those priority areas. (Note: A vegetation permitting process is a required element of MRCCA ordinance review and approval.)
- Establish process for evaluating priorities for natural vegetation restoration, erosion prevention and bank and slope stabilization, or other restoration priorities identified in this plan in CUP, variances and subdivision/PUD processes. (Note: A process for evaluating priorities is a required element of MRCCA ordinance review and approval.)

A-25



## **SURFACE WATER USES**

Brooklyn Center has little surface water use in the MRCCA other than recreational motorboats and paddle craft such as canoes and kayaks. There are no public boat launches or marinas in Brooklyn Center. There is a public boat launch across the river in Fridley, just south of the I-694 crossing and part of Anoka County's Riverfront Regional Park. A paddle share location is also located just south of Brooklyn Center in the North Mississippi Regional Park managed by the Minneapolis Park & Recreation Board.

There is no barge traffic in this part of the Mississippi River corridor.

There are no present conflicts or negative impacts to surface water use in Brooklyn Center. No additional policies or implementations actions are applicable for surface water use for MRCCA in the Brooklyn Center. The City is not regulating and does not plan to regulate surface water use under Minnesota Statute 86B.

## **WATER-ORIENTED USES**

A-26

### **General Overview**

Water-oriented uses are limited within Brooklyn Center. Most of the land adjacent to the river is single-family residential land use, and many properties have docks for boating access. Other land use is public park and open space. One location with water-oriented use is in the North Mississippi Regional Park (Three Rivers Park District) where a fishing pier is located and picnic area overlooks the river; there is no boat access at this location. There are no proposed new water-oriented uses for the City in the 2040 planning period.

### **Water-oriented Policies**

- Acknowledge existing and future water-oriented uses and provide for their protection. The only use in Brooklyn Center is the fishing pier within the North Mississippi Regional Park managed by Three Rivers Parks District.
- Minimize potential conflict of water-oriented uses with other land uses.

### **Water-oriented Implementation Actions**

- Provide for water-oriented uses in the ordinance.



## OPEN SPACE & RECREATIONAL FACILITIES

### General Overview

Open space and recreational facilities, such as parks, trails, scenic overlooks, natural areas, islands, and wildlife areas add to the quality of a community and increase opportunities for the public to access the river. One purpose of a MRCCA plan is to promote the protection, creation, and maintenance of these features and locations in each community along the metropolitan Mississippi River corridor.

Brooklyn Center benefits from the presence of the North Mississippi Regional Park and related open space along approximately half of the length of river bank in the City extending from 53rd Ave in the south to the I-694 river crossing. Within Brooklyn Center, this regional park runs between 57th Avenue north to the interstate crossing and is managed by Three Rivers Park District. Open space and trail corridor located south of 57th Avenue between Lyndale Avenue and the river, directly linking to – and functioning as an extension of – the North Mississippi Regional Park managed by the Minneapolis Park & Recreation Board just south of 53rd Avenue in Minneapolis.

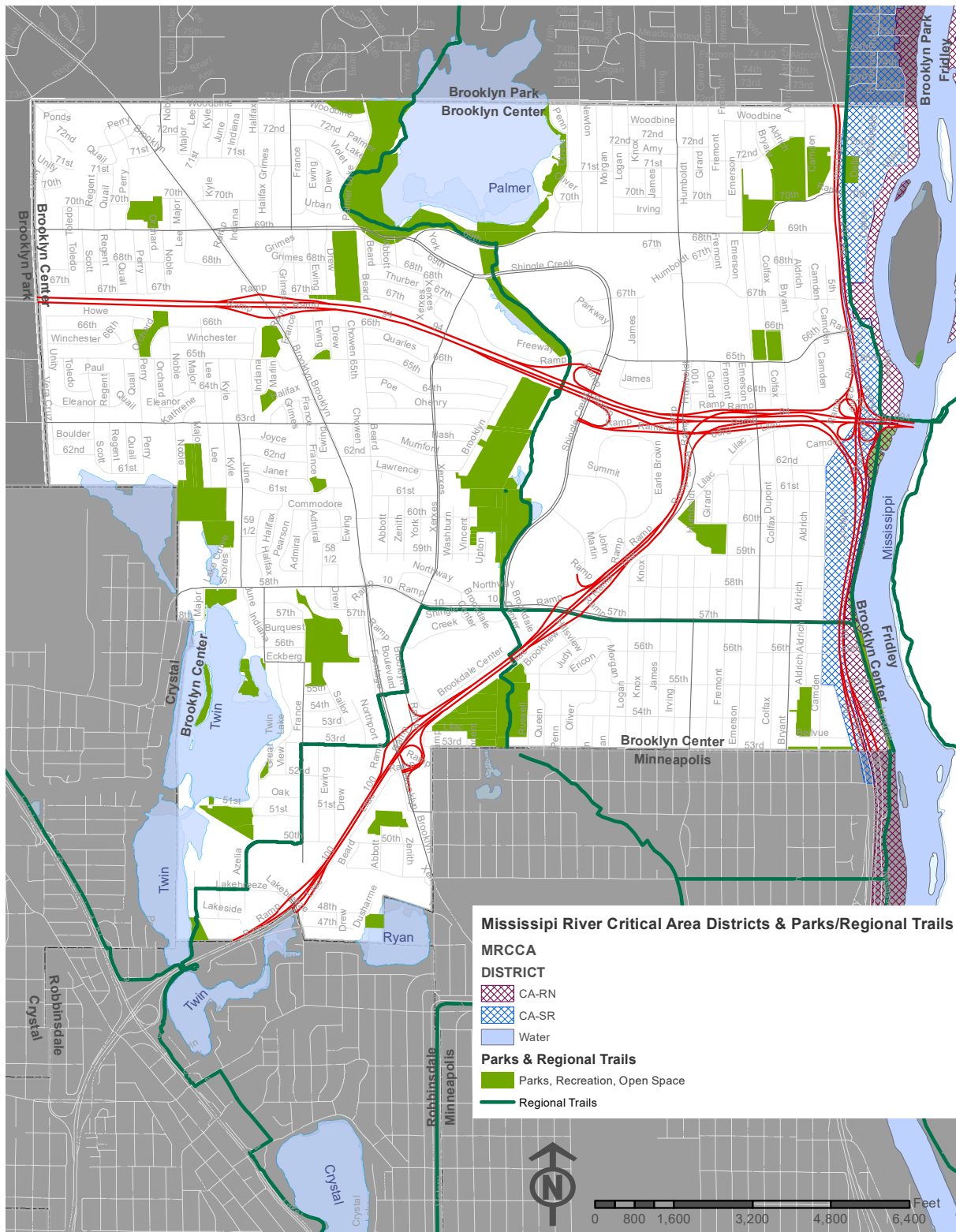
The MRT/WMRRT runs as an off-road paved trail along most of the river corridor in the City. From the south border at 53rd Avenue to the I-694 crossing, the trail is managed by Three Rivers Park District. North of I-694, there is a gap of separated trail where the route runs along Willow Lane within the roadway. North of 57th Avenue, a separated paved trail carries on to the north and is managed by the City. The trail in this section runs parallel to Highway 252 and is separated from the Mississippi River both physically and visually.

A-27

Figure A-13 illustrates the park and recreation locations in relation to the MRCCA boundary and identifies the gap of separated trail for the MRT. As part of the implementation process of this plan, it is recommended the City identify actions to establish a continuous separated paved trail experience for users of the MRT through Brooklyn Center.

In order to connect MRT trail users more to the river north of I-694, the City should look into opportunities for public access to the river. This area is directly across from Durnham Island with views of natural landscape and wildlife habitat. Public connection in this area of the City would help promote the goals of the MRCCA. Efforts should be taken to preserve these views and enhance the opportunity for the public to access these views.

Figure A-13. MRCCA and Parks and Recreation Map



A-28



## Open Space & Recreational Policies

- Encourage creation, connection, and maintenance of open space, recreational facilities, including public access to the river.
- Identify and encourage connection of CA-SR district land to existing and planned parks and trails, for LGUs with developable land in CA-SR districts.
- Encourage that land dedication requirements be used to acquire land suitable for public river access.

## Open Space & Recreational Implementation Actions

- Include facilities in the capital improvement program for parks and open space facilities.
- Develop a system for reviewing, tracking, and monitoring open space required as part of the subdivision process.
- Identify opportunities and budget for construction of road-separated paved trail between 57th Avenue and 66th Avenue along Willow Lane to complete the connection of the MRT along the west river bank.

A-29





## TRANSPORTATION & UTILITIES

### General Overview

The MRCCA district in Brooklyn Center is generally segregated from the rest of the community by the I-94/Highway 252 corridor which runs north/south and parallel to the Mississippi River. Local residential streets provide access to the residential neighborhoods and park land immediately adjacent to the river. Public transportation facilities in Brooklyn Center, including roadways, transit facilities, railroads, and bikeways are discussed in Chapter 7 of the Comprehensive Plan 2040. Public utilities are discussed in Chapter 8. Summary details in relation to MRCCA also follow.

### Roadways and Transit

The existing roadway network is not intended to experience much change in the coming planning period. At the time of this planning process, however, studies are underway to determine needs related to the conversion of Highway 252 to a freeway, which will likely impact several intersections and access in the MRCCA district within Brooklyn Center. New construction associated within the transportation project will follow MRCCA ordinance requirements for development. Figure A-14 shows the location of Highway 252 in relation to MRCCA boundaries.

Transit within the MRCCA boundaries is limited to express routes on the primary arterial routes and the park and rides that serve them along Highway 252. No new transit service is proposed for this area.

### Bikeways

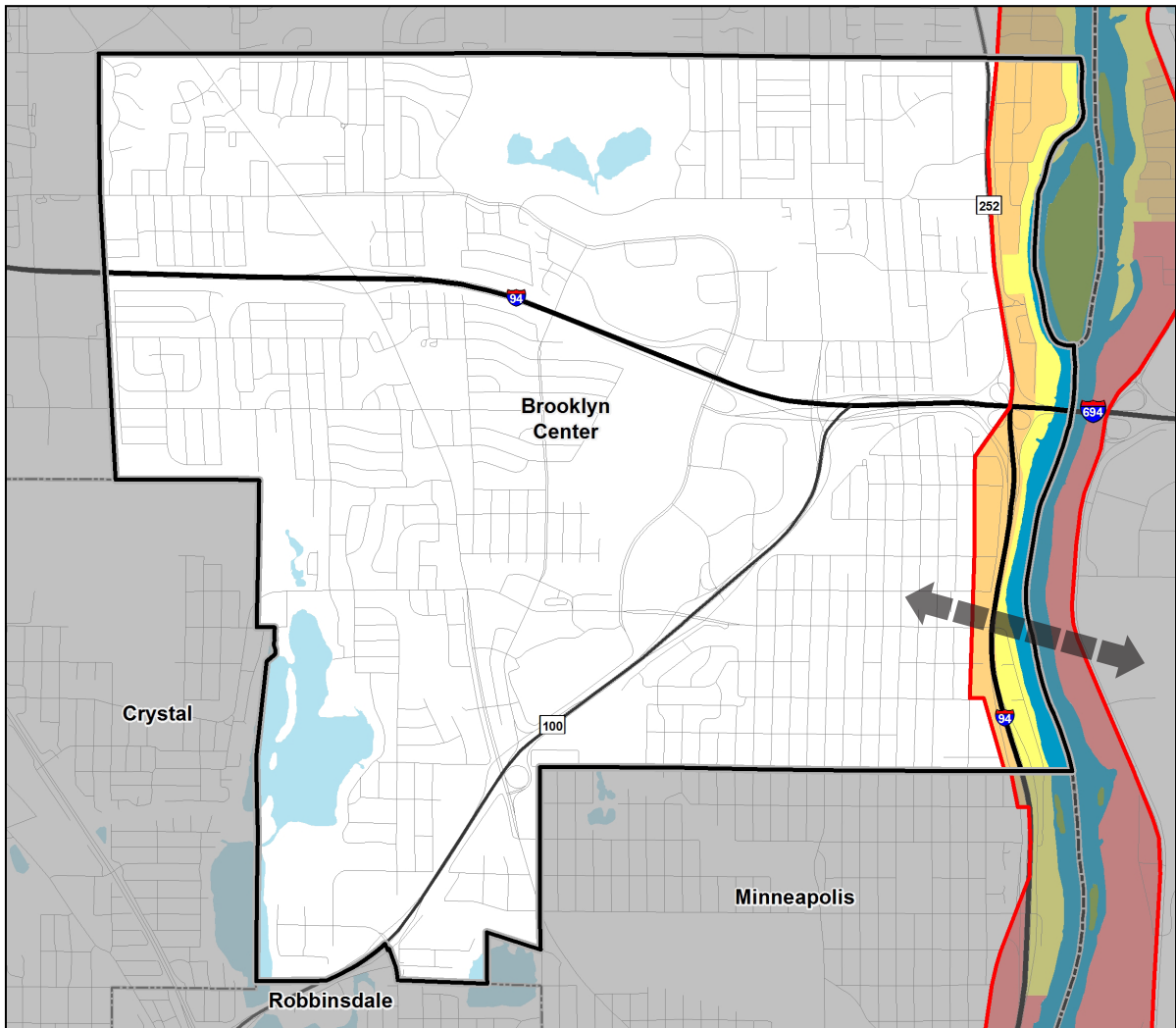
Bikeways include the MRT route that parallels the Mississippi River through the entire north-south length in Brooklyn Center. The existing trail separated paved trail corridor is interrupted in the center with a small portion of trail route that is currently on-road. The City identifies this stretch of trail as planned for future construction. A paved trail in this location would not be directly adjacent to the river or on public land adjacent to the river.

Another planned trail will connect the Twin Lakes Regional Trail with the MRT along 57th Avenue. This trail connection is not expected to negatively impact resources within the MRCCA. Figure A-13 in the previous section illustrates the location of the proposed trail connections.

A-30



Figure A-14. MRCCA and Transportation & Utilities Map



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Existing aerial electrical transmission lines crossing MRCCA boundary.

- MRCCA Boundary
- MRCCA Districts**
- CA-RN (River Neighborhoods)
- CA-ROS (Rural and Open Space)
- CA-RTC (River Towns and Crossings)
- CA-SR (Separated from River)
- CA-UC (Urban Core)
- CA-UM (Urban Mixed)
- Water
- County Boundaries
- City and Township Boundaries
- NCompass Street Centerlines

Source: Metropolitan Council, SHC



## Public Utilities

Public utilities in Brooklyn Center (electric power facilities, essential services, and transmissions services) are established and not expected to change in a way that would negatively impact MRCCA PCAs or PRCVs. Public utility wires for electrical transmission currently cross over the Mississippi River near 57th Avenue. This aerial crossing has been in place for years and is not considered to negatively impact any existing PRCVs from valuable vista locations. There are otherwise currently no new public utilities planned for the MRCCA in Brooklyn Center at this time.

No land within the MRCCA is currently zoned for public utilities.

## Transportation & Utilities Policies

- Minimize impacts to PCAs and PRCVs from solar and wind generation facilities, public transportation facilities and public utilities.

## Transportation & Utilities Implementation Actions

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- Include transportation facilities in the capital improvement program. If applicable, identify which facilities, or portions of facilities, are in the MRCCA.
- Incorporate specific design and placement conditions that minimize impacts to PCAs and PRCVs into local permits for solar and wind generation facilities and essential and transmission services (if allowed or within the community's permitting authority).

(Note: Permit conditions will be a required element of MRCCA ordinance review and approval.)

