

CHAPTER 3: LAND USE

3.1 Purpose

The Land Use Plan establishes the direction for guiding development and redevelopment in the City. The plan provides the framework for land use decisions through 2030. The Land Use Plan is meant to clearly communicate the City's desired vision of land uses for development and redevelopment to ensure a sustainable future as a healthy vibrant City. The Land Use Plan is not intended to be a static document. It shall be reviewed and revised when necessary to incorporate changing conditions and community goals. Implementation of the Land Use Plan will be carried out through the official controls included in the City's Subdivision and Zoning Ordinances.

3.2 Influencing Factors

The Land Uses in the City are influenced by a variety of factors including the following, which are discussed in this section: The natural environment, transportation network, surrounding communities and development staging for undeveloped property in the City. This section is meant as a broad overview of issues that affect land use in the City. A more detailed analysis of land uses is provided in sections 3.3 and 3.4 of this chapter.

3.2.1 Existing Natural Environment

Nearly 90 percent of Brooklyn Park is developed, however, natural features still influence land uses in the City. The following section provides an inventory of natural soils, water, topography and woodlands in the City.

Soils

Brooklyn Park is mostly sand plain with very little elevation change. The soils in the northern development area are highly productive for specialty crops when irrigated and properly managed. Although the location has produced good potato yields for many decades, urban development is inevitable because of the fact that it is surrounded by housing, roads, utilities and other urban elements, and because local and regional plans have been in place for many years pointing to this change.

Figure 3.2.1 illustrates the different soils found in the City. The soils data is from the University of Minnesota Geological Survey of Hennepin County conducted in 1989. The survey reveals that five classifications of soils are found in Brooklyn Park. Over 75% of Brooklyn Park is classified as Upper Terrace which is described as sediment the same as middle terrace but at higher elevation. Middle Terrace is described as sand, gravelly sand, and loamy sand; overlain by thin deposits of silt, loam, or organic sediment. Covered by thick artificial fill where heavily developed. A small portion of Brooklyn Park along the Mississippi River including Durnam, Banfill and Dunn Islands is classified as Floodplain Alluvium defined as chiefly loamy sand, and gravelly sand interbedded with and overlain by thin beds of finer sediment and organic matter; artificially filled where developed.

Pockets of Organic Deposits are found throughout Brooklyn Park. Organic Deposits are defined as peat and organic-rich sediment; includes small bodies of open water. Many bogs are too small to show. Some organic deposits are removed prior to filling; including small un-drained areas. The remaining soils are classified as Lacustrine. Lacustrine Silt and Sand is defined as Silt to medium sand; contains interbeds and lenses of silty clay to gravelly sand. Course, gravelly sand, where it is thick, can include beds of loamy to sandy mudflow sediments. Lacustrine Sand and Gravel is defined as medium to coarse sand to fine gravel; may overlie coarser outwash sediment.

Water: Channels, Creeks, Lakes, Ponds, Rivers

Figure 3.2.1 shows the water features in Brooklyn Park as mapped according to surveys and aerial photography of the City.

Channels and Creeks The City contains drainage channels shown in Figure 3.2.1. Three creeks run through Brooklyn Park: Bass Creek in the southwest corner, Eagle Creek also in the southwest corner, and Shingle Creek in the south. Mattson Brook is the name for only the eastern portion of the creek which flows through the center of Brooklyn Park. Mattson is more of a channel or drainage way than a traditional creek.

Shingle Creek has undergone major reconstruction in the Village Redevelopment Area. The creek is being revitalized as an amenity for the surrounding community and the City. Below is a photo of Shingle Creek under construction.



Lakes. The City contains three lakes: Lake Magda in the southwest corner, Lake Success in central Brooklyn Park and Oxbow Lake in the north. Of these lakes, only Lake Magda is natural. Changes have occurred in Brooklyn Park's water table in the past decade. More information regarding the water table can be found in Chapter 6: Utilities. Due to recent concern regarding evaporation and contamination of ground water aquifers, the City has undergone special studies to measure the affects and research best practices for current and future man-made lakes in the City. Chapter 6: Utilities also includes further information regarding ground water.

Storm Water Management Basins. Infiltration basins or ponds are scattered throughout Brooklyn Park and are based on Engineering Department Global Positioning System (GPS) surveys and aerial photography of the City. The MN Department of Natural Resources (DNR) provides some wetland information (Reference archive map 1982). Wetlands are not completely accurate in figure 3.2.1 because of changing conditions. Unpredictable natural factors affect the shape of wetlands such as annual rainfall and the water table. There are also several classification systems for wetlands maintained by varying entities such as: Army Corp of Engineers, MN Pollution Control Agency, MN Department of Natural Resources and Watershed Districts. The City continues to monitor ponds and wetlands through the Engineering Department, Watershed District and DNR review.

River. The Mississippi River is Brooklyn Park's eastern border and acts as the City's primary water feature. Small islands exist on the River, among them Durnam, Banfill and Dunn. The above natural resources are major amenities for the citizens of Brooklyn Park and this plan calls for the preservation of water features as amenities.

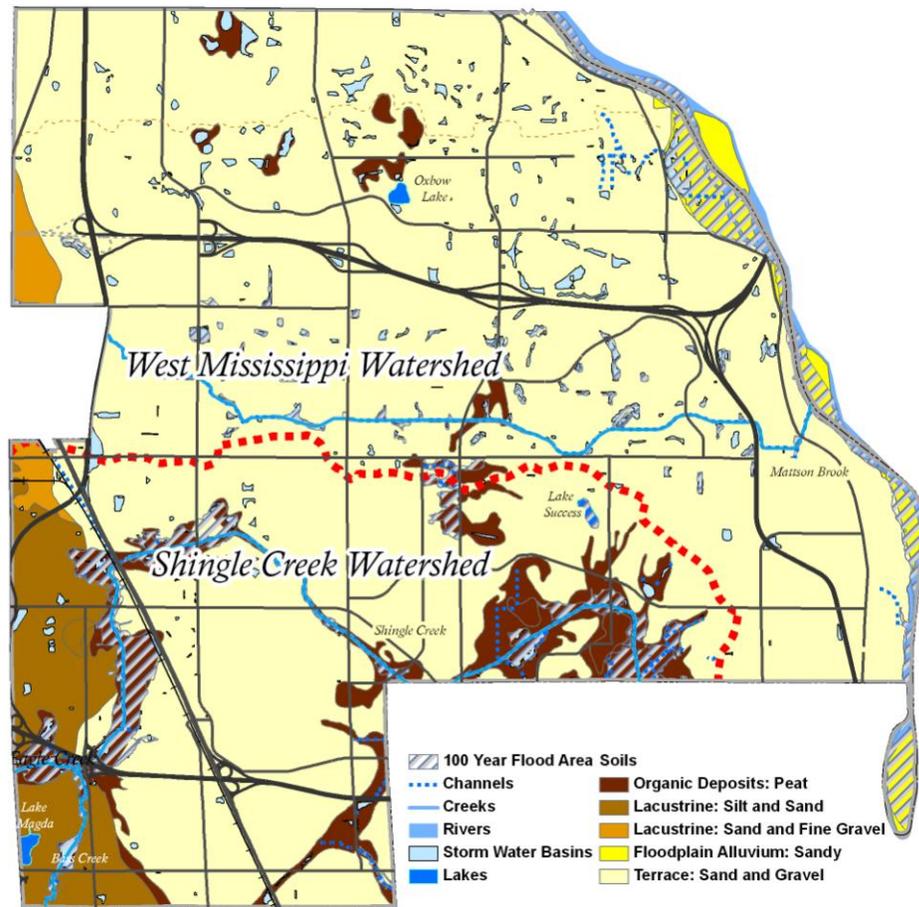
Watersheds

There are two watersheds in Brooklyn Park: Shingle Creek watershed in the south and West Mississippi watershed in the north. Development proposals affecting the watersheds are reviewed by the corresponding Commissions. The Shingle Creek watershed is managed by the Shingle Creek Watershed Management Commission which is governed by a nine-member board comprised of representatives from each member city who are appointed for terms of three years. The nine member cities are Brooklyn Center, Brooklyn Park, Crystal, Maple Grove, Minneapolis, New Hope, Osseo, Plymouth and Robbinsdale.

The West Mississippi watershed is managed by the West Mississippi Watershed Management Commission that is governed by a five-member board comprised of representatives from each member city who are appointed for terms of three years: The five member cities are Brooklyn Center, Brooklyn Park, Champlin, Maple Grove and Osseo. The following map illustrates the watershed districts and water features in Brooklyn Park.

Figure 3.2.1: Soils, Floodplain, and Water

February 2008



Topography

The Topography information in Figure 3.2.2 was mostly collected from the Minnesota Department of Natural Resources Data online. The data reveals that most of Brooklyn Park is level except one area of gently rolling terrain in the southwest and some steep slopes along the Mississippi River and in the southwest portion of the City. The steep slopes data was collected from the Twin Cities Metropolitan Area Natural Resources Digital Atlas (NRDA).

Woodlands

Trees are relatively scarce in Brooklyn Park. The major stands occur in two locations: 1) Along the creeks, wetlands and river and 2) in the City and County Parks. Species in the stands include aspen, poplar, maple, elm, basswood and some oaks. In May of 2001 Bonestroo, Rosene, Anderlik and Associates finished a detailed Natural Resources Inventory of the woodlands and wetlands in the northern growth area.

Figure 3.2.2 incorporates the woodland classification from the study. The inventory identified two areas of woodlands rated as “good” in quality. The 1st area is the property east of Winnetka at the 103rd / 104th Avenue alignment (PID 0511921320001 – Harstad Property). The 2nd area is the Schreiber property north of Oak Grove Parkway (97th) and west of Douglas Drive. In developing the Schreiber property, special consideration was given to preserving the woodlands on the property.

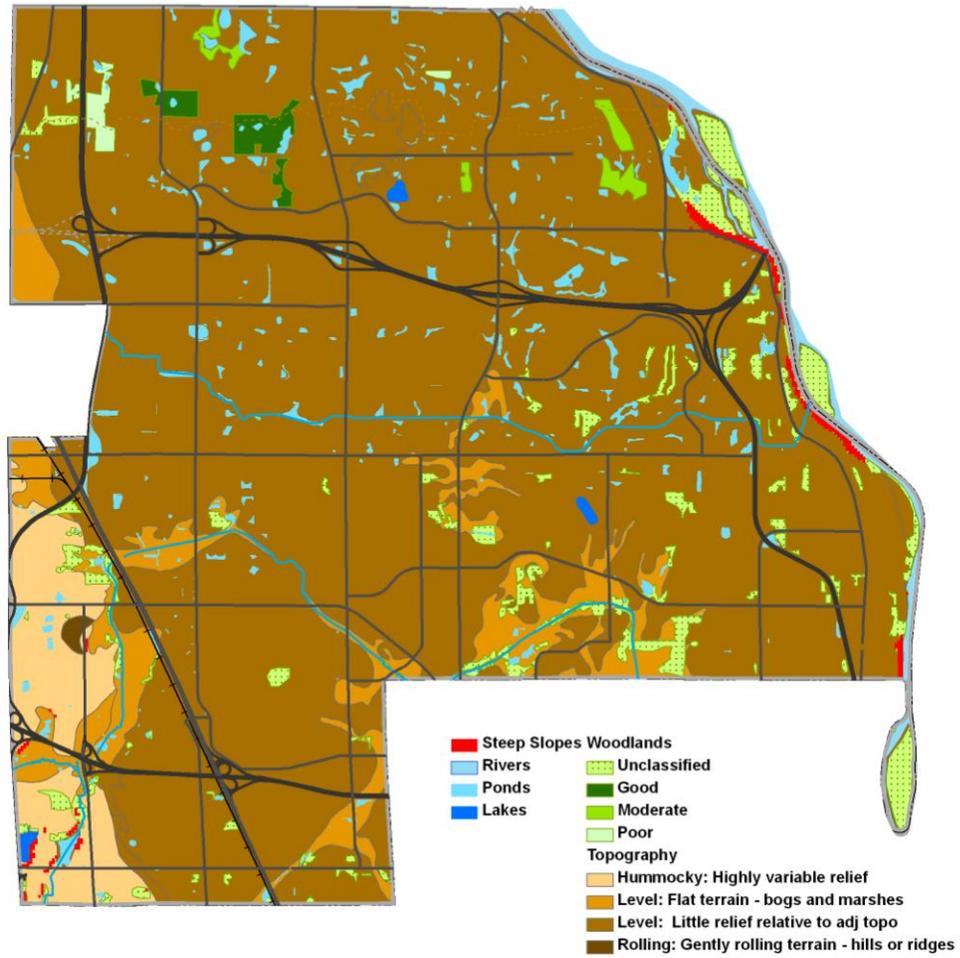
In 2002 a third woodland was identified by The Izaak Walton League of America. The woodland is about 5-6 acres of oak savanna along Jefferson Highway (pictured below). The Walton League estimates the age of some of the oaks to be around 200 years old. The oaks are located on the Smith property at 10609 Jefferson Hwy. In order to ensure the woods on the Smith and Harstad properties are either saved or developed with a custom grading design, this plan calls for employing development practices that address the preservation of the trees and natural features in the areas.



Photo 3.2.1: Oak Savanna along Jefferson Highway (Spring 2007).

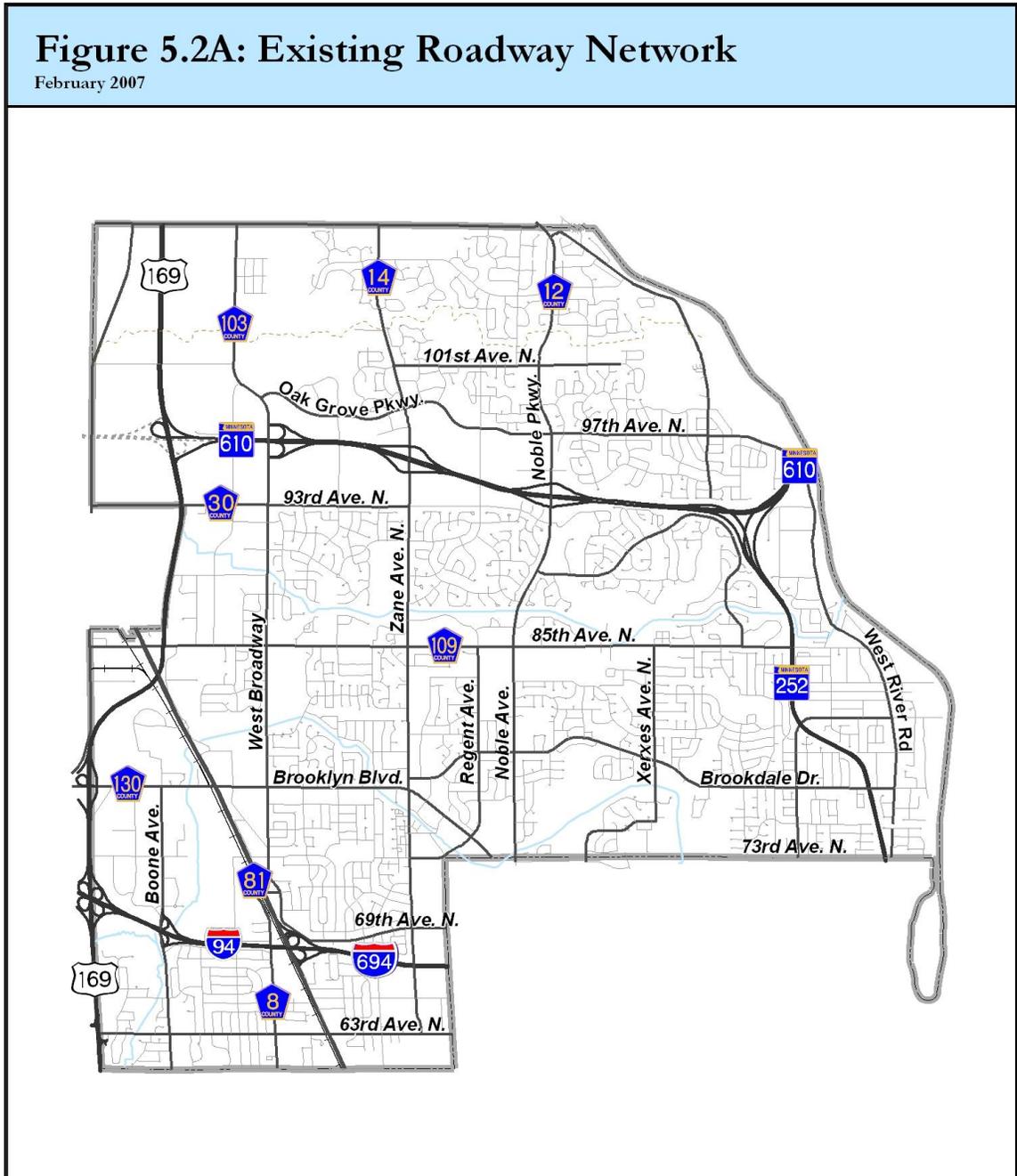
Figure 3.2.2: Woodlands, Water, Topography

February 2008



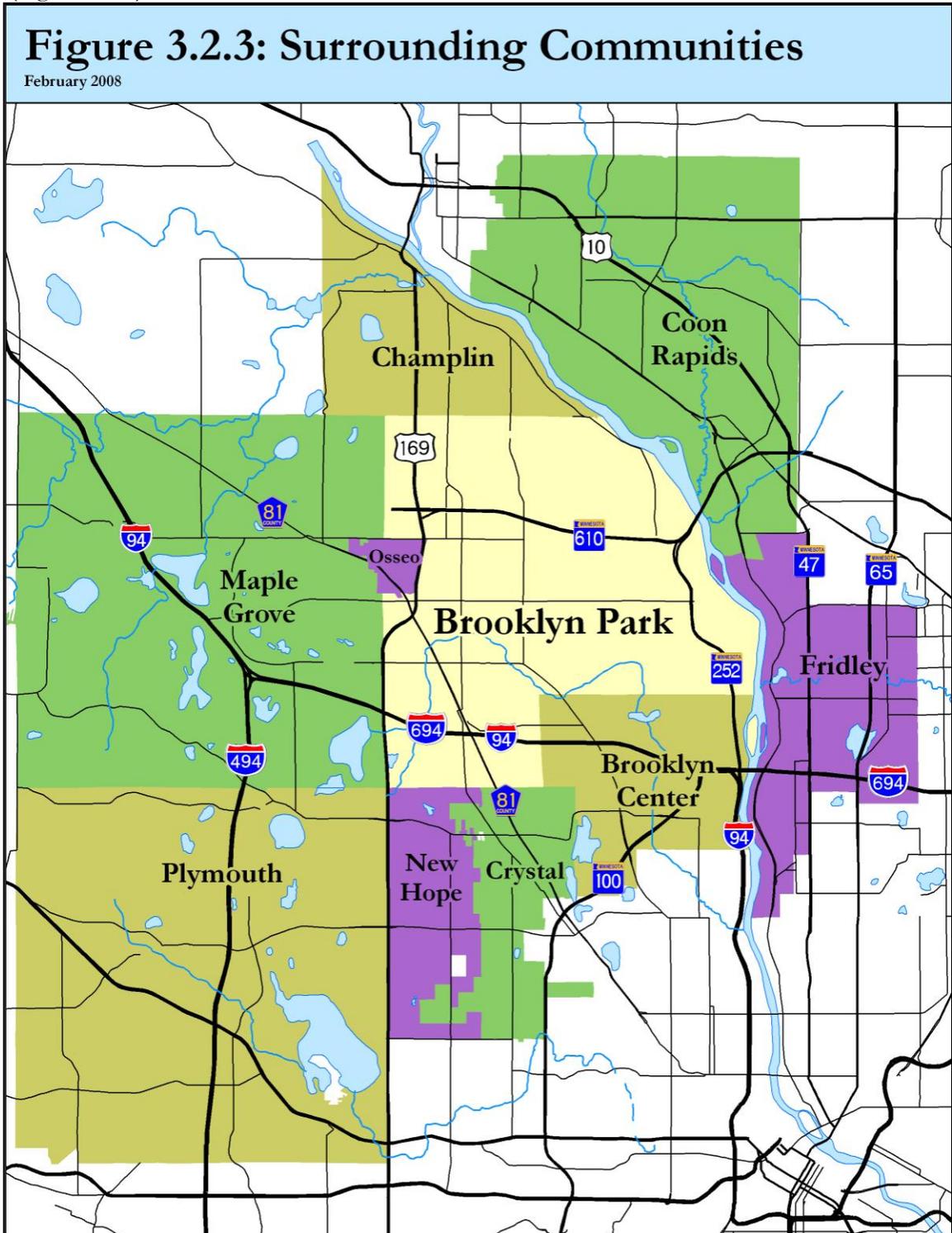
3.2.2 Transportation Network

The existing street and highway system of the City of Brooklyn Park is presented in Figure 5.2A below. Several metropolitan highways provide Brooklyn Park with access to the Twin Cities metropolitan area and to Greater Minnesota. These roadways include Interstate 94/694 in the southwestern portion of the City; Trunk Highway 169 along the western edge of the City; Trunk Highway 252 across the eastern portion of the City, and Trunk Highway 610, located in the northern portion of the City. Several County State Aid Highways are located across the City, providing connections with the adjacent communities. As increased development occurs, transportation improvements to the existing system will be needed to provide continuity, system capacity, and sufficient land access to developing areas. A more detailed analysis of the City's transportation network can be found in Chapter 5: Transportation.



3.2.3 Surrounding Communities

The City of Brooklyn Park covers approximately 27 square miles and is one of 45 cities in Hennepin County. The Mississippi River separates Hennepin from Anoka County. Brooklyn Park shares land borders with the following six cities: Champlin, Maple Grove, Osseo, New Hope, Crystal, and Brooklyn Center. Plymouth borders the southwest corner of Brooklyn Park, and Coon Rapids and Fridley share a border along the Mississippi River (Figure 3.2.3).

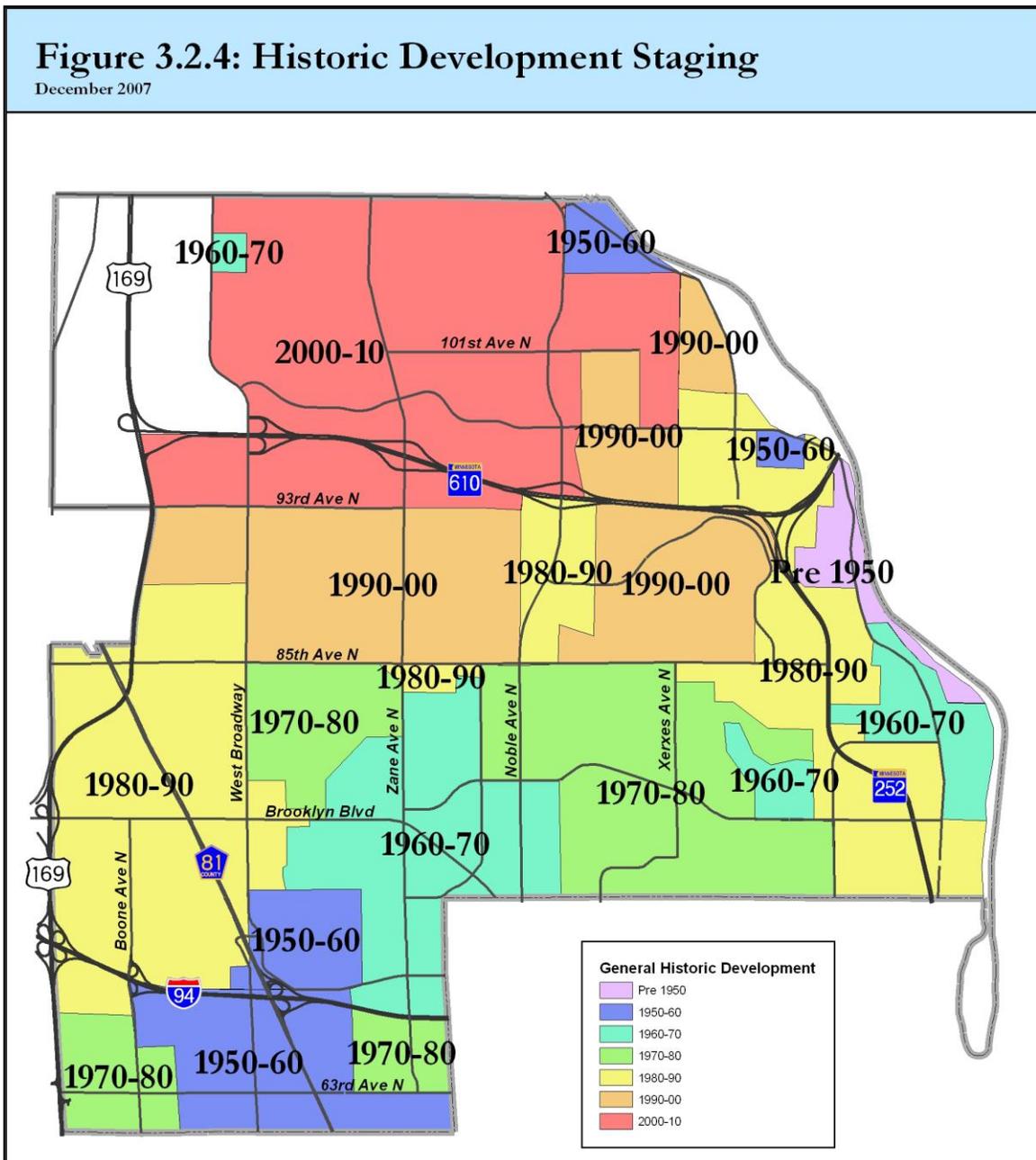


3.2.4 Development Staging

Brooklyn Park has managed to avoid much semi-rural sprawl that might otherwise have occurred through its program of growth management and development staging. This section provides a general depiction of the historic development stages in the City and the plan for future growth.

Historic Development Staging

The following history of development staging in figure 3.2.4 shows the gradual development of the City since the 1940's. The Village of Brooklyn Park was established in 1954. Early settlement in Brooklyn Park dates back to the early 1800's. For example, the townsite of Harrisburg was platted in 1856, which included the area on the map, along the river labeled as developed between 1940 and 1960. Only one building from the original Harrisburg is still standing at 8900 West River Road. The house was reportedly used to house log boom workers between 1850-1880 (Brooklyn Park Historical Study).



Current Development Staging

Approximately 12% of the City or 1,609.22 gross acres is available for development in the remaining northwest growth area and in-fill development areas. Brooklyn Park is entirely within the Metropolitan Urban Service Area (MUSA) which identifies the area, in the seven counties, in which the Metropolitan Council ensures that regional services and facilities, such as sewers and major highways, are provided or planned. “A planning concept developed in the 1970s, the MUSA was designed to achieve orderly, economic and contiguous growth by directing development, primarily, to areas where roads and sewers already exist. The objective was to get the most use out of existing infrastructure and create efficiencies that save taxpayer dollars” (Metropolitan Council MUSA Fact Sheet).

MUSA is important because most cities’ staging plans are based on the extension of the MUSA boundary. Because Brooklyn Park is completely within the MUSA boundary, the current development staging plan in Figure 3.2.5 is meant to A) Allow flexibility in future development when proposed development meets the City goals and policy statements in the Comprehensive Plan and B) Provide information to citizens and the development community regarding the general infrastructure required for development to occur in the 4 development stages (Green, Yellow, Red and Blue). The Green stage is encouraged to be developed prior to expansion into the other 3 stages however; the City will entertain development proposals in keeping with the City’s vision and goals and with consideration of available and planned infrastructure described below.



The Green stage represents property that has sanitary sewer and water available either at the property edge or within a feasible distance (Center of street or abutting property). The Green property also has access to reasonably adequate public roadways.



The Yellow stage generally represents property that does not have sanitary sewer and water available within a feasible distance and the surrounding public roadway system may be sub-standard depending on the uses proposed. Particularly 101st Avenue North and C.S.A.H 103 (Winnetka Avenue North) shall be considered with a development proposal.

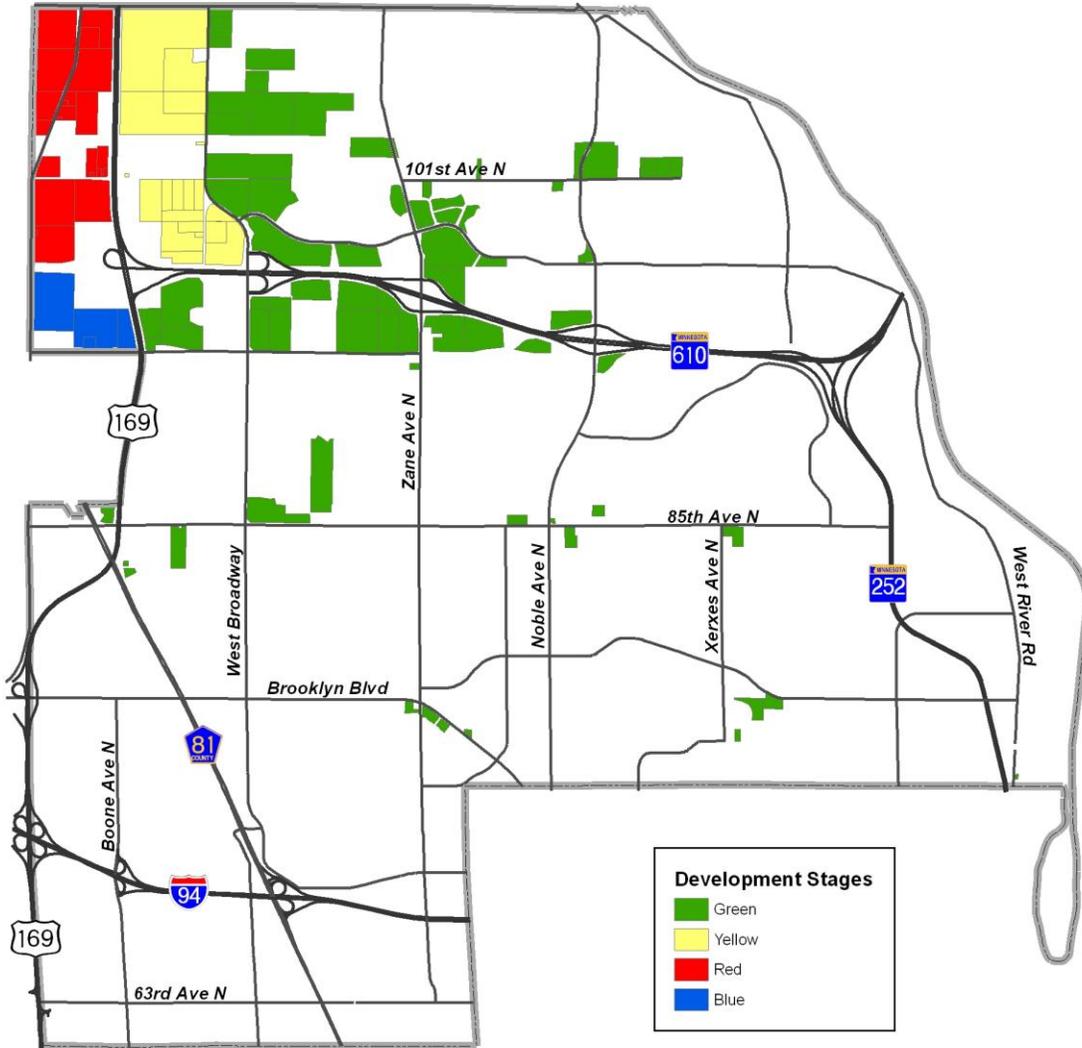


The Red stage generally represents property that does not have sanitary sewer and water available within a feasible distance and the surrounding public roadway system may be sub-standard depending on the uses proposed. Particularly 101st Avenue North and the extension of Highway 610 shall be considered with a development proposal.



The Blue stage generally represents property that does not have sanitary sewer and water available within a feasible distance and the surrounding public roadway system may be sub-standard depending on the uses proposed. Particularly 93rd Avenue North and the extension of Highway 610 shall be considered with a development proposal.

Figure 3.2.5: Development Stages and Available Property
December 2007



3.3 Land Use Analysis

The Land Use analysis section begins with an inventory of existing land use. The section follows with information regarding future/ proposed land uses for the City to 2030.

3.3.1 Current Land Use

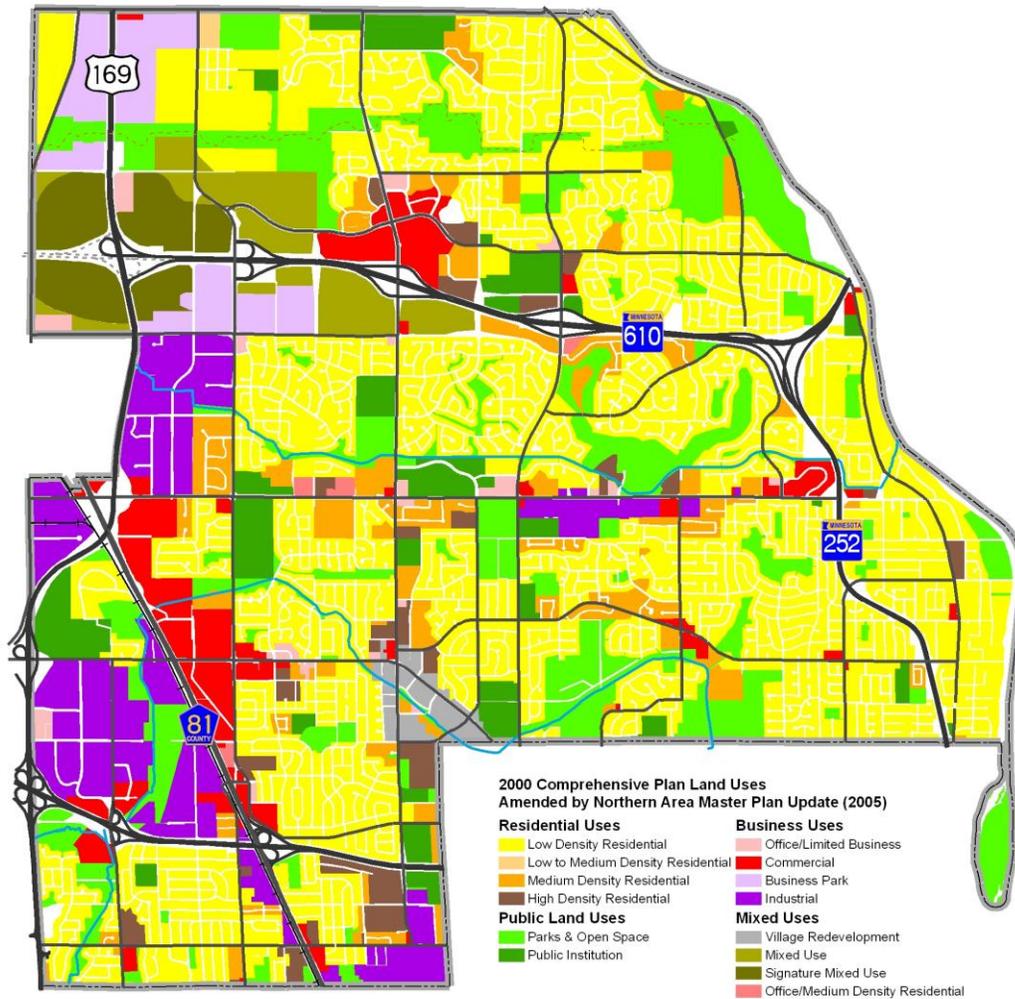
The following table describes existing land uses (from the 2000 Comprehensive Plan update as amended by the 2004 Northern Area Master Plan Update):

Table 3.3.1 Land Use Summary		
Land Use Category	Description	Percent
Low Density Residential (L)	Single family detached houses and other residential units at a new density of 3 units per acre or less	46%
Low to Medium Density Residential (L/M)	Single family detached houses and other residential units up to a density of 7 units per acre or less	<1%
Medium Density Residential (M)	Townhouses and other residential units at a net density of 7 units per acre or less	6%
High Density Residential (H)	Apartments and other residential units at a net density of 18 units per acre or less	2%
Commercial (C)	Retail, Office, and Service Businesses	5%
Office/Limited Business (O/LB)	Office	1%
Office/Medium Density Residential (O/M)	Offices and/or residential units at a net density of 7 units per acre or less	<1%
Mixed Use (MX)	Office uses and commercial or retail uses that are ancillary and supportive of office uses	3%
Signature Mixed Use (MX1)	Create an opportunity for a “signature” commercial development at the northeast corner of Highways 610 and 169 to shape a strong image for the City, including the following elements: High quality and value landmark building or coordinated group of buildings with significant height and scale...	3%
Business Park (BP)	Mixed light industry, office, research and development. Warehousing is a minor activity accessory to manufacturing.	3%
Industrial (I)	Manufacturing	8%
Parks and Open Space (P)	City and County Parks and Trails	15%
Public Institution (PI)	Schools and other public buildings.	5%
Entertainment-Retail (ED)	Retail uses including theaters, restaurants, clubs, hotels with special features for entertainment and recreation	0%
Town Center (TC)	Mixed and multi-use buildings including retail and service businesses, medium and high density housing, and professional offices	0%
Village Redevelopment (VR)	Areas identified in The Village Master Plan/Shingle Creek Corridor Plan (2000).	1%
<i>Net Density excludes wetlands, flood plains, parks, and perimeter collector or arterial roads.</i>		

The above land use descriptions do not match the existing land use map (figure 3.3.1). Therefore, the following section is dedicated to proposing land use descriptions and land use locations on the map that are consistent and provide a clear guide for development of Brooklyn Park into the future.

Figure 3.3.1: 2000 Land Use Plan

As amended by the Northern Area Master Plan Update (2005)
February 2008



3.3.2 Proposed Land Use Guide Plan – 2030

The map in figure 3.3.2 illustrates the proposed land use guide plan for the City to 2030. Following the map are detailed descriptions of the existing and proposed land use definitions. The City uses the Comprehensive Land Use Guide Plan to develop recommendations in areas of land use, supportive infrastructure, and development review. The Plan is specific enough to guide many day-to-day development decisions and provides the policies, standards, and principles that serve as the basis for updating the Zoning Ordinance and other development controls that the City enforces. The following goals and strategies were considered in the proposed alterations to the map.

Goals

Make the land use map a usable, reliable tool to plan and guide the future of development and redevelopment in the City

Make the map easy to read and understand

Ensure that the land use designations and definitions in the Comprehensive Plan are consistent with the visual map

Communicate clear and accurate planning of land uses to provide the development community with an understandable guide for future development.

Strategies

The following strategies are consistent with the Policy Objectives of the Comprehensive Plan. The strategies are meant to provide reasons and explanations for the proposed changes made to the Land Use map.

Sustainability: Focus pedestrian oriented commercial development in nodes rather than across long stretches of roadway to encourage close proximity and synergy between businesses. Proposed nodes conserve energy and resources and encourage vibrant commercial centers that will be sustainable into the future.

Neighborhoods: Connect neighborhoods to open space and amenities. Identify the different aesthetics and intensity of commercial development and properly locate appropriate commercial uses next to residential neighborhoods and/or address proper buffers between residential uses and high intensity commercial uses.

Employment and Services: Support healthy competitive commercial uses by focusing commercial growth at key intersections, identifying differences in commercial uses and choosing appropriate locations for differing commercial uses.

Open Space: Clearly identify community amenities such as open spaces, parks, water, historic landmarks and schools. Address conservation of natural resources such as water.

Transportation: Identify differences in commercial uses to better plan for special needs regarding transportation access and circulation. Encourage neighborhood commercial uses designed within close proximity to one another to allow the opportunity for Transit Oriented Development (TOD) that includes access by multiple forms of transportation including pedestrian, bus, and train.

Modifications

Modification 1. Introduction of the Institutional (IN) designation including religious institutions, government uses, utility structures, educational uses, and community activity centers. The new designation distinguishes these uses from the parks as they are currently labeled today. Identifying these uses in a separate category makes them easier to identify when looking at the map (See definition of Institutional designation below).

Modification 2. Introduction of the Neighborhood Commercial (NC) designation to distinguish small retail and service uses from big-box and auto uses. This designation is meant to encourage traditional neighborhood pedestrian commercial design in small commercial areas. The NC is intended to provide for compact, pedestrian-oriented mixed-use areas of limited size designed for use in existing or potential pedestrian and transit nodes (See definition below). The NC also introduces the allowance of live-work units that accommodate both workplace and living space within the same building. The live-work units can play an important role in creating sustainable neighborhoods by reducing the need to travel by car, aiding the development of small businesses and providing local investment. The live-work unit is envisioned as an appropriate transition between Industrial, Business Park or large retail uses and residential areas. In some cases on the map, more traditional big box development exists. However, the idea in re-guiding those areas is that appropriate transitions in design and form are encouraged over time.

Modification 3. Introduction of the Community Commercial (CC) designation to identify big-box retail and auto uses on large commercial lots along highways. Identifying these uses allows planning for the future and/ or redevelopment by realizing the special transportation and area needs of the large retail and auto dealer uses. (See definition below).

Modification 4. Introduction of the Neighborhood Service Center (NSC) to identify small convenience areas with service districts that are very localized.

Modification 5. Introduction of Water (W) designation. The W identifies the City's water resources including creeks, rivers, ponds and lakes. The W designation does *not* identify protected 'wetlands' that are regulated by the Department of Natural Resources (DNR). The Water designation is intended to identify water features as amenities and imply that best management practices are maintained to preserve them into the future. Best Practices for development along the Mississippi River are stated in the Brooklyn Park Mississippi River Stewardship Plan. Further discussion of the Stewardship Plan can be found in Chapter 8: Environmental Protection Section 8.4.

Best management practices for ponds can be found in the Watershed District publication titled *Best Management Practices for Commercial Properties and Common Ownership Properties* published in May 2005. **Note:** Infiltration basins or ponds are scattered throughout Brooklyn Park and are based on Engineering Department Global Positioning System (GPS) field surveys and aerial photography of the City. The water shown on the map is based on the best available information at the time. Unpredictable natural factors affect the shape of ponds such as annual rainfall and the water table. Therefore at the time of a field survey or aerial photo there may have been water present, where perhaps there is not water today.

Modification 6. Elimination of the Village category. The progress and planning of the Village is made more clear by replacing the Village category with actual land use designations. The land use designations are a reflection of the uses that exist today and also offer a guide for future development in the area. The clarification of Village land uses is consistent with the goal to incorporate the Village Master Plan into the Comprehensive Plan. More detail about the fusion of the Village Master Plan with the Comprehensive Plan is provided in 3.4 Special Issue Areas section of this chapter.

Modification 7. Change a majority of properties designated Industrial to Business Park to match the existing Zoning map. The change is intended to differentiate Business Park uses from Industrial and identify the two uses more clearly (See definitions below).

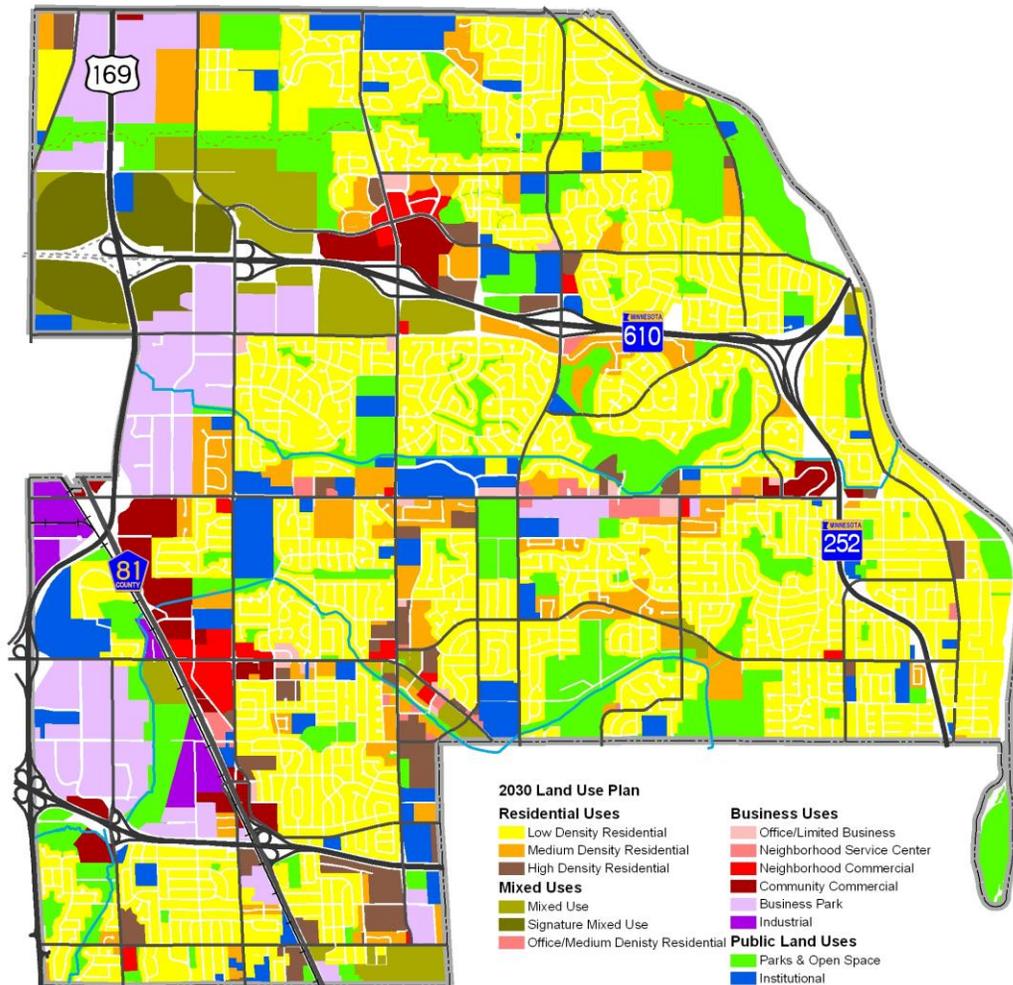
Modification 8. Change Medium Density Residential from 7 units per acre to 9 units per acre. The intent of the modification is to encourage a variety of housing types and support higher quality housing units by allowing greater density. Research of surrounding community densities can be found the Table 3.3.2 below.

Table 3.3.2 Other City Maximum Density for Residential Land Uses			
City	Max Low	Max Medium	Max High
Eden Prairie	2.5	10	40
Bloomington	5	10	None - guideline to be adjacent to arterial and collector streets and transit service
Plymouth	3	12	20
Maple Grove	5	10	30
Edina	None - 2 separate definitions; 1-single family, 2-two-family	None - guideline to incorporate adequate transitions to intense land uses	None - guideline to be adjacent to transit service
Champlin	3	8	27
Blaine	4	10	20
St. Louis Park	7	30	50
Average	4.21	12.86	31.17
Brooklyn Park Existing	3	7	18
Brooklyn Park Proposed	3	9	25

Modification 9. Change High Density Residential from 18 units per acre to 25 units per acre. The intent of the modification is to encourage a variety of housing types and support higher quality housing units by allowing greater density. Research of surrounding community densities can be found in the table above.

Figure 3.3.2: 2030 Land Use Plan

February 2008



Land Use Definitions

The following definitions are meant to clarify the intent of the land use designations and provide a general vision of uses allowed in each designation. Actual allowable uses are conveyed through the City's Zoning Ordinance.

Low Density - Developments in areas designated as low density must be at least 1.5 units per acre and may not exceed 3 units per acre

Medium Density - Developments in areas designated as medium density must be more than 3 units per acre and may not exceed 9 units per acre

High Density - Developments in areas designated as high density must be more than 9 units per acre and may not exceed 25 units per acre

The density classifications contained in this Plan do not grant the right for any property to be developed with the maximum number of units. The density for a specific development will be regulated by the zoning of the property and the site design for the specific development. The specific density for a development should be determined based on factors such as compatibility with surrounding uses, proximity to transit, proximity to public services, proximity to adequate transportation system, and other criteria identified in the zoning ordinance.

Office/ Medium Density Residential (O/M) – Mixed use development including office/ limited business and residential units at a maximum net density of 9 units per acre. Mixed use development is allowed but not required. Live-work units are also allowed but not required.

Office / Limited Business (O/LB) – Predominantly administrative, professional, or clerical services; includes medical clinics. Limited retail or services may exist as accessory uses to office.

Neighborhood Service Center (NSC) – area for convenience type goods and services to neighborhoods within a 2 mile radius. Typically, will include drug stores, service stations, small office, clinic and similar uses that are more destination oriented and not reliant on passing traffic or ease of access.

General Neighborhood Commercial (NC) – Intended to provide for compact, pedestrian-oriented mixed-use areas of limited size designed for use in existing or potential pedestrian and transit nodes. Retail, office and personal service establishments that are oriented to residents of the immediate neighborhood areas that anticipate high pedestrian traffic. Development in these areas shall follow a traditional neighborhood design where buildings are within a close proximity to the street and pedestrian connections are abundant. Live-work units are allowed as a transition between residential and Community Commercial or Business Park. Live-work units are welcome but not required in these areas.

Community Commercial (CC) – Large retail, office and service uses that are located on a highway or freeway. Example uses include big-box retail and automobile sales and repair. Sites must be located on at least one road classified as arterial and appropriate sound and visual buffers shall be maintained between CC uses and residential land uses.

Business Park (BP) – Mixed light industry, office, research and development. Warehousing and distribution activities that are accessory to the principal use. Other uses as permitted in the Business Park zoning district may be allowed when approved by the City as part of a master plan.

Industrial (I) – General industrial uses that may operate with outdoor storage, screened from views of differing land uses. Uses include manufacturing, processing, warehousing and distribution.

Mixed Use (MX) – Office Uses and commercial or retail uses that are ancillary and supportive of office uses and residential uses when integrally designed in a master plan to be approved by the City. When adjacent to Highway 610 uses must include buildings at least two stories in height with good aesthetic and architectural quality. Including: Convenience

retail or service facilities; Hotels, including full service hotels and budget or limited service hotels; Sit down restaurants; Fast food restaurants; Daycare facilities; Banks or other financial institutions; Bus/Transit stations without vehicle storage, and park and ride facilities. Housing may be an integral component of the overall development plan and shall be limited to 30 % of the overall land mass. Development of sites shall occur as a cohesive process and shall maintain a proportion of 70/30 (non-residential/ freestanding residential) through-out the development process.

Signature Mixed Use (MX -1) Signature development at the intersection of Highways 610 and 169 to shape a strong image for the City, including the following elements: High quality and value landmark building, or coordinated group of buildings with significant height and scale. A development scheme designed with a theme or focal point to ensure a cohesive development pattern. An employment center, in order to draw daytime traffic and encourage the development of the associated uses, such as restaurants. When adjacent to Highway 610 uses must include buildings at least 4 stories in height with good aesthetic and architectural quality. Additional uses surrounding to enhance the *destination* sense of the area; destination uses include those activities that have a market draw beyond the local neighborhood or community. Desirable uses include: A multi-story office campus; Entertainment; Commercial recreation uses; Sit-down restaurants; Public institutions or facilities; Non-profit or semi-public facilities; Hotels; Housing when included in the master plan at a density of at least 25 units per acre

Institutional (IN) – Facilities originally constructed for religious institutions, government uses, park and rides, utility structures, educational uses, and community activity centers.

Parks & Open Space (P) – Public active recreation activities improved with playfields, play grounds, exercise equipment, golf courses or other similar areas and public fishing or for preservation of unaltered land in its natural state for environmental or aesthetic purposes.

Water (W) – Identifies the water resources and amenities including rivers, creeks, ponds and lakes. The Water designation is intended to identify water features as amenities and imply that best management practices are maintained to preserve them into the future. Best Practices and requirements for development around water are stated in the *Mississippi River Stewardship Plan* and the Watershed District publication titled *Best Management Practices for Commercial Properties and Common Ownership Properties*.

Note: Infiltration basins or ponds are scattered throughout Brooklyn Park and are based on Engineering Department Global Positioning System (GPS) field surveys and aerial photography of the City. The water shown on the map is based on the best available information at the time. Unpredictable natural factors affect the shape of ponds such as annual rainfall and the water table. Therefore at the time of a field survey or aerial photo there may have been water present, where perhaps there is not water today.

3.3.3 Procedures to Amend Land Use Designation

If an alternative use is proposed that compromises a land use definition above, than a Comprehensive Plan Amendment shall be considered for the property. The Procedures for application and public hearing of Comprehensive Plan Amendments are described in Section 152.031 of the City Zoning Ordinance. Issues to consider regarding a Comprehensive Plan Amendment include but are not limited to: Land Use Goals and Policy Statements in the Comprehensive Plan, City policy changes, transportation conditions, changes in the marketplace, environmental concerns and changes in the surrounding neighborhood. Economic considerations may not constitute a change in Land Use if reasonable use of the property exists within the current land use designation.

3.3.4 Two or More Land Uses on One Parcel

In the case that one land parcel includes two or more land use designations, a blending of the land uses may be permitted with a master development plan. The lines distinguishing the different land uses are not meant to be literal, but rather a general guide of mixed land uses. Issues to consider when reviewing a blending of the land uses may include, but are not limited to, the following: The surrounding land use designations, existing uses, transportation network and natural environment.

3.3.5 Available Land and Proposed Land Use

There is approximately 12% of the City (~1,609.22 gross acres) available for development in the remaining growth area and in-fill development areas. These acreages do not include land dedicated for future roads, parks, or wetlands. The following map and table illustrate the available land by proposed land use.

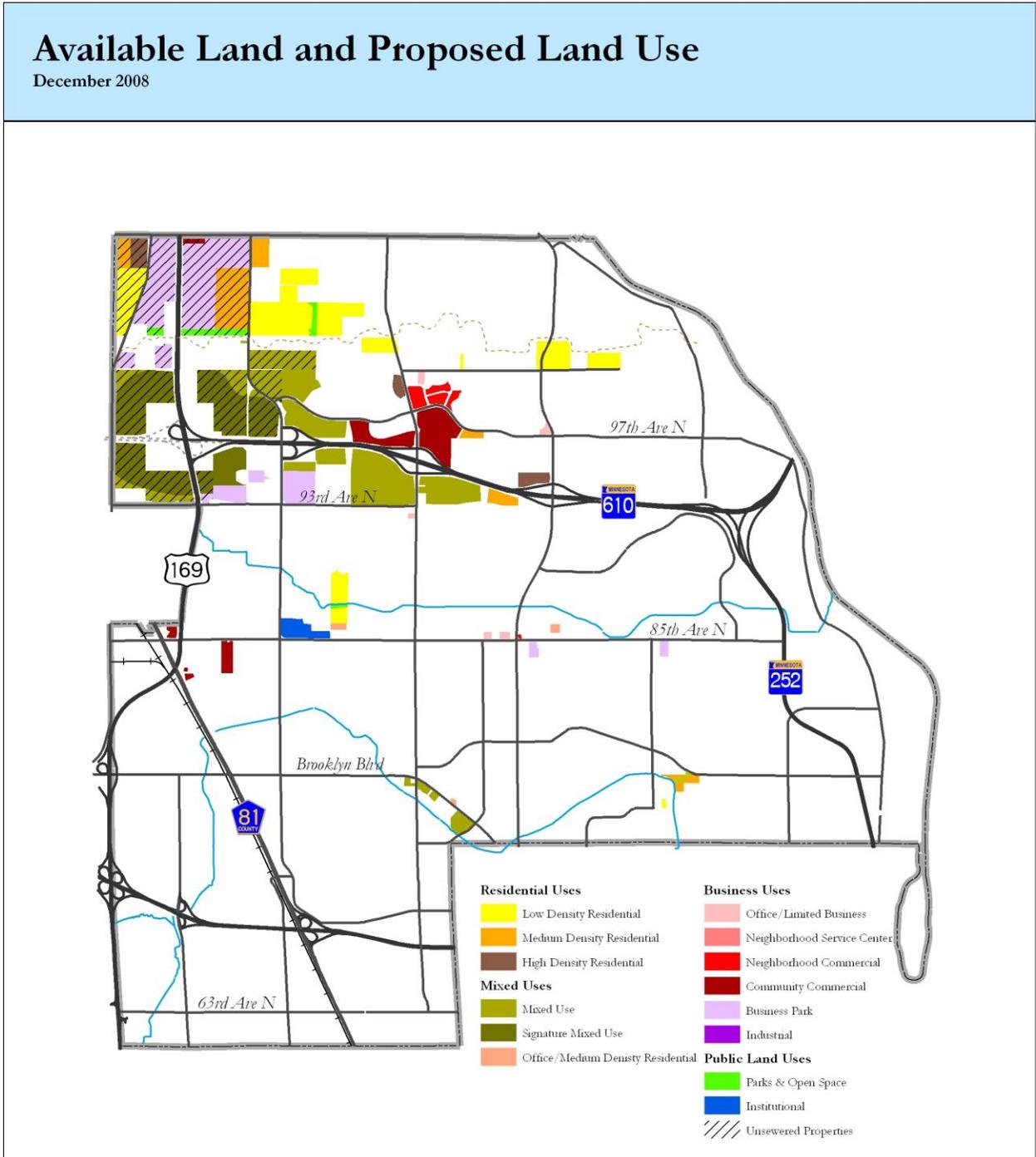


Table 3.3.5 Total Land Area by Use

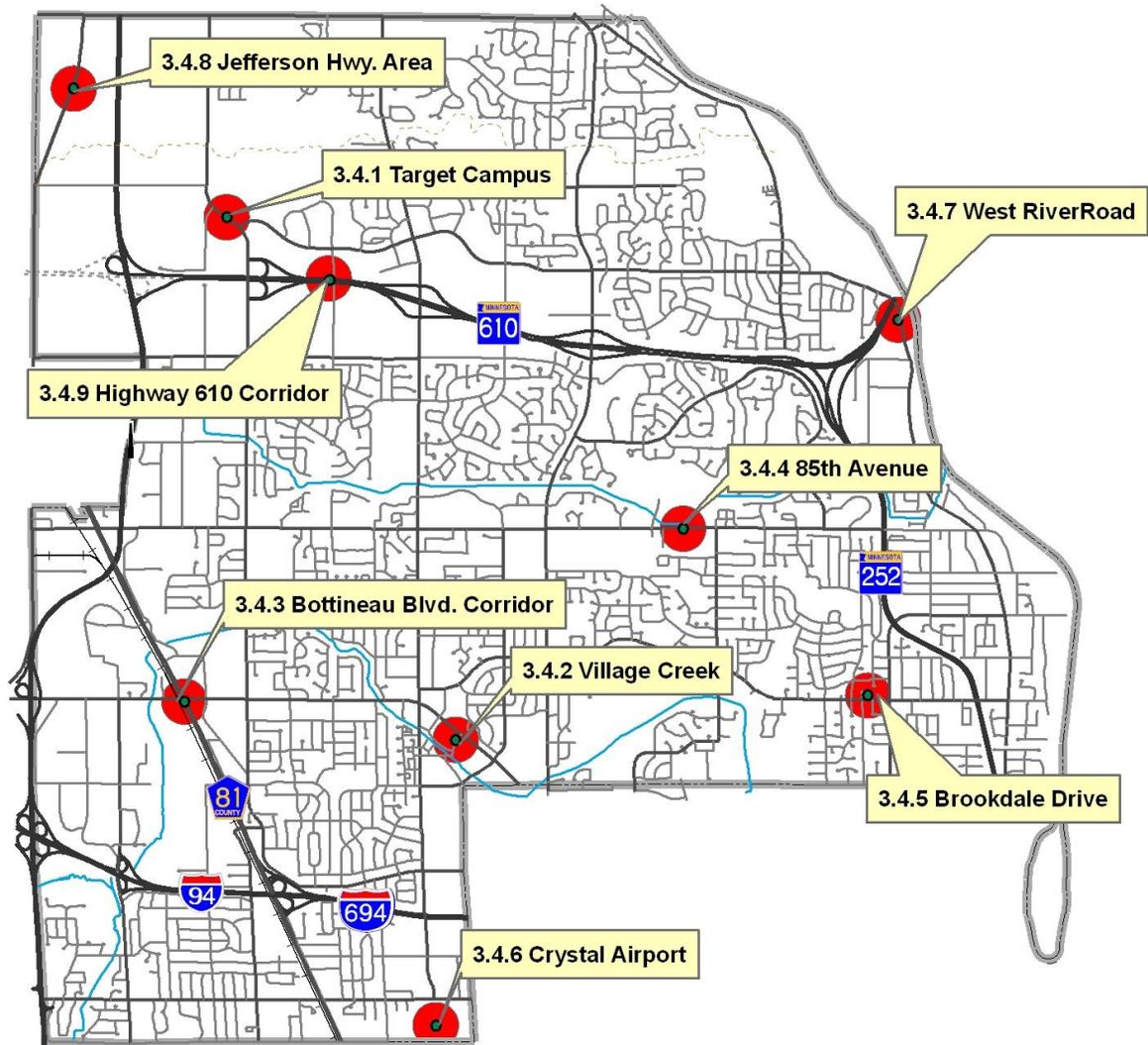
Land Use Designation	Definition Summary	Total Area (Acres)	% Vacant	% of Total City
Low Density Residential (L)	Single family detached houses and other residential units at a maximum net density of 3 units per acre.	5,889	4.95%	43%
Medium Density Residential (M)	Townhouses and other residential units at a maximum net density of 9 units per acre.	980	13.83%	7%
High Density Residential (H)	Apartments, condominiums and other residential units at a maximum net density of 25 units per acre.	405	9.76%	3%
Office/ Medium Density Residential (O/M)	Mixed use development including office and residential units at a maximum net density of 9 units per acre. Mixed use development is allowed but not required. Live-work units are also allowed but not required.	70	10.46%	1%
Office / Limited Business (O/LB)	Predominantly administrative, professional, or clerical services; includes medical clinics. Limited retail or services may exist as accessory uses to office.	65	17.82%	<1%
Neighborhood Service Center (NSC)	Neighborhood Service Center – area for convenience type goods and services to neighborhoods within a 2 mile radius. Typically, will include drug stores, service stations, small office, clinic and similar uses that are more destination oriented and not reliant on passing traffic or ease of access.	17	0	<1%
General Neighborhood Commercial (NC)	Intended to provide for compact, pedestrian-oriented mixed-use areas of limited size designed for use in existing or potential pedestrian and transit nodes. Retail, office and personal service establishments that are oriented to residents of the immediate neighborhood areas that anticipate high pedestrian traffic.	172	15.94%	1%
Community Commercial (CC)	Large retail, office and service uses that are located on a highway or freeway. Example uses include big-box retail and automobile sales and repair.	382	29.95%	3%
Business Park (BP)	Mixed light industry, office, research and development. Warehousing and distribution activities that are accessory to the principal use.	1,184	27.16%	9%
Industrial (I)	General industrial uses that may operate with outdoor storage, screened from views of differing land uses. Uses include manufacturing, processing, warehousing and distribution.	156	0	1%
Mixed Use (MX)	Office Uses and commercial or retail uses that are ancillary and supportive of office uses and residential uses when integrally designed in a master plan to be approved by the City.	644	61.71%	5%
Signature Mixed Use (MX -1)	Signature development at the intersection of Highways 610 and 169 to shape a strong image for the City, including the following elements: High quality and value landmark building, or coordinated group of buildings with significant height and scale. A development scheme designed with a theme or focal point to ensure a cohesive development pattern.	424	79.05%	3%
Institutional (IN)	Facilities originally constructed for religious institutions, government uses, park and rides, utility structures, educational uses, and community activity centers.	905	2.54%	6.7%
Parks & Open Space (P)	Public active recreation activities improved with playfields/ grounds or exercise equipment, golf courses or other similar areas. Resource protection or buffer that may contain trails, picnic areas, public fishing or for preservation of unaltered land in its natural state for environmental or aesthetic purposes.	2,188	1.31%	16%
Approximate Total	Not including Road or Railroad Rights-Of-Way	13,450	12%	100%

3.4 SPECIAL ISSUE AREAS

This section is meant to pay special attention to certain areas in the City that have undergone land use studies or are recommended areas of consideration for a future land use study. The following section is also intended to coordinate and combine existing studies and plans into the Comprehensive Plan to create a thorough and complete resource to guide future development in the special areas. The following Figure 3.4 illustrates the general location of the 8 special issue areas.

Figure 3.4: Special Issue Areas

April 2008

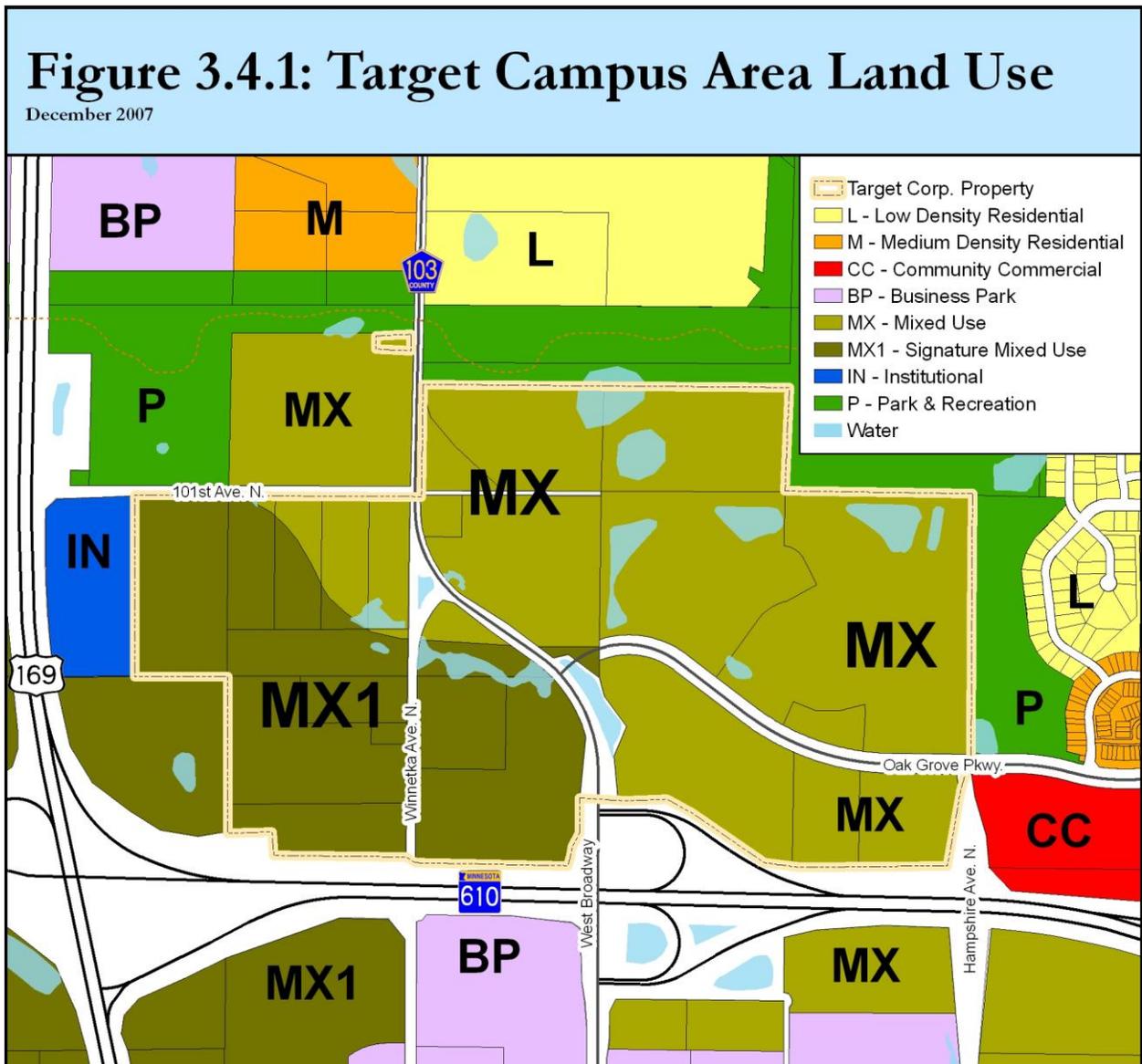


3.4.1 Target Campus

Brooklyn Park is proud to be the home of Target Corporation's north campus. In November 2005 Target announced plans to vastly expand the campus to create up to a total of: 8 million sq. ft. of offices for over 26,000 employees, 2 million sq. ft. of retail/commercial space, 3,000 units of housing, a new park, land for a new Hennepin County library and two or more hotels. This new city center is a major asset to Brooklyn Park residents and the region. It keeps Minnesota home to one of our great corporate citizens. Target will continue its presence in Minneapolis and use the Brooklyn Park campus to accommodate the company's significant growth.

Future Development

A Concept Master Development Plan was created by Target Corporation and shared with stakeholders in 2006. Future development proposals will continue to be shared with the City and other stakeholders. A 'back-up' plan, to guide development in the area if the Target Plan is not implemented, will rely on Land Use designations and Comprehensive Plan policies currently in place.

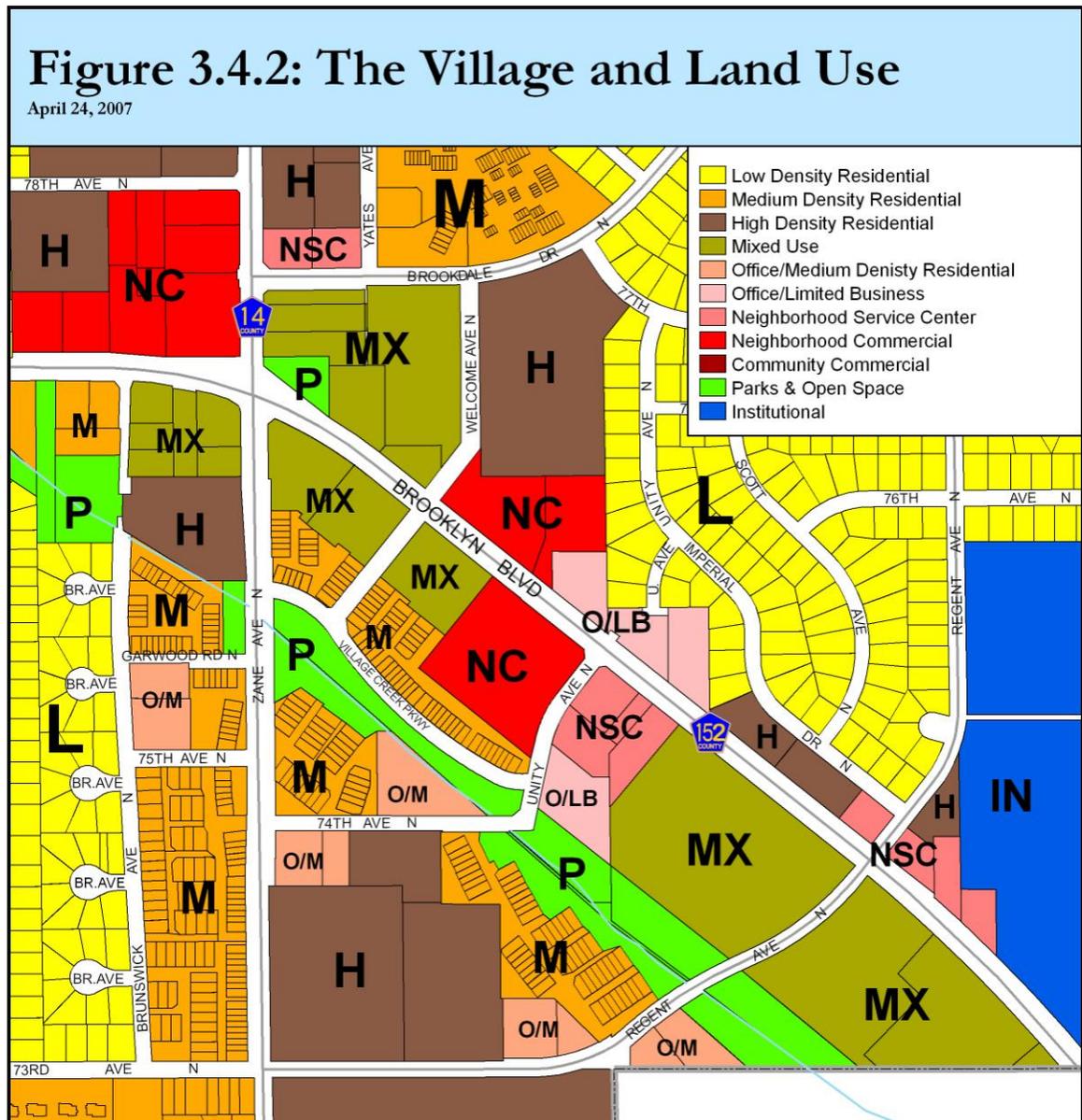


3.4.2 Village Creek

The original Village Master Plan was adopted in March of 2000. This section is meant to revise and update the original Master Plan to provide a clear vision for future redevelopment and report on progress to date. The original Master Plan was a 2000 League of Minnesota Cities award winner for innovation and excellence in housing, economic development and community spaces. Therefore, this section is dedicated to stay in keeping with the Master Plan's spirit and vision.

Village Area Land Uses

The existing Land Use map designates the entire Village area as Village Redevelopment. The proposed Land Uses shown in Figure 3.4.2 are intended to provide a clear vision of the uses desired in the Village. The uses reflect the goals and strategies of the Village Master Plan. The goal is to utilize the proposed Land Use map to convey the vision of a 'critical mass' of high density mixed use at Zane Avenue and Brooklyn Boulevard. The proposed land uses also illustrate a more clear view of existing uses in The Village. The Land Use Plan is meant to clearly communicate the City's desired vision of land uses for development and redevelopment.



Village Master Plan

The City's Economic Development Authority has made excellent progress in the Village Area. Current construction is underway on revitalization of Shingle Creek, Village Creek town homes and Village Creek park. All current activity is consistent with the original Master Plan. The following goals and strategies shall continue to be implemented as new development comes forward.

Goals and Strategies: The following goals and strategies were established by the Village Task Force and EDA/ City Council policies. They are meant to guide the decision making process for redevelopment in The Village.

Goal 1. Create a significant Creek and centralized park amenity, by diverting or creating water in selected locations, to introduce additional recreational and housing focal points and amenities.

Strategy 1. Enhance Shingle Creek within its current alignment and retain mature tree growth where appropriate. Configure tree masses to recall linear groves typical to the original Creek corridor.

Strategy 2. Create/establish off-channel ponds to provide a wide range of water-oriented recreational amenities. Create a more accessible Creek channel by redeveloping the Creek edge and in-channel elements.

Strategy 3. Create a hierarchy of pedestrian trails that establish strong links between the Creek and the adjacent community.

Strategy 4. Stabilize the stream bank and improve the in-stream habitat by recreating a greater diversity of native and naturalized plant communities.

Goal 2. Reconfigure the area retail and office base to concentrate them into a critical mass necessary for long-term stability/ viability.

Strategy 1. Consolidate area retail and commercial uses towards the intersection of Zane Avenue and Brooklyn Boulevard.

Strategy 2. Develop a Market Square which will organize and provide focus for retail and allow a link to the Creek amenity.

Strategy 3. Develop/ position office to make a bold and significant statement at the visually predominant southeast corner of Zane Avenue and Brooklyn Boulevard.

Strategy 4. Develop semi-public/cultural uses on key sites to reinforce retail/office massing.

Goal 3. Introduce and foster the development of a variety of owner-occupied, higher-valued town home housing types and configurations.

Strategy 1. Facilitate the necessary park and Creek development to provide a significant amenity feature that would be an incentive for higher-valued housing.

Strategy 2. Encourage the development of an urban housing element that will provide a housing niche not currently available in the community.

Strategy 3. Impart a residential character to Zane Avenue by providing a roadway curve and create pedestrian elements/ amenities along Zane Avenue frontage. Link the housing development along Zane Avenue to the Creek and park amenity.

Strategy 4. Senior housing should not be developed in a land extensive, campus style setting in order to not disrupt the overall small block, compact development of The Village and the owner-occupied town homes. Senior housing is appropriate

where it can be developed on parcels in a more intensive manner and integrated with other land uses and design features.

Goal 4. Create a sense of place and achieve a compact, mixed-use development that will provide a long-term community solution.

Strategy 1. Connect existing parks and institutional open space by developing key streets as parkways.

Strategy 2. Increase overall site access through reconfiguration of streets and block patterns, promoting an incremental approach to implementation of the redevelopment.

Strategy 3. Create a clear sense of circulation for both pedestrians and vehicles.

Strategy 4. Create a redevelopment that can be phased and is flexible to the changing needs of users and markets.

Strategy 5. Encourage productive mechanisms and techniques for drawing people together at events at the Village Market Square.

Goal 5. Provide for all parking needs by distributing a range of parking options throughout the area.

Strategy 1. Act to encourage development which reduces expanses of hard-surface parking and provide structured parking to accommodate a more compact development.

Strategy 2. Encourage and utilize on-street parking along the Market Square.

Strategy 3. Create a parking facility underneath the retail and office located on the west side of the Market Square. Create structured parking at the rear of the office development along Zane Avenue and Brooklyn Boulevard.

Strategy 4. Provide short-term parking to the rear of commercial buildings located in the Market Square.

Strategy 5. Provide for residential parking needs by developing underground parking, rear loaded garage parking and parking courts to the interior of housing blocks.

Goal 6. Assure The Village redevelopment reflects the importance of design and serves as an area for the implementation of creative techniques for achieving functional as well as aesthetic excellence in design.

Strategy 1. Develop design guidelines which encourage high quality and visually significant building designs. Encourage interruptions in building massing to create interest through shadow, texture and site lines.

Strategy 2. Encourage the use of a variety of high quality building materials to break up building facades.

Strategy 3. Encourage building designs that promote all exposed building faces to have a front door look.

Strategy 4. Actively seek the opportunity to introduce sculpture and other artistic elements into the Market Square.

Strategy 5. Facilitate the creation of pedestrian walkways along Shingle Creek and introduce decorative pedestrian amenities and where possible, ponds and other elements of activity and interest.

Goal 7. Promote and support building and development plans, programs and ordinances which encourage the mixing of uses in order to generate and maintain interest and diversity within The Village.

Strategy 1. Encourage second story office use above the first floor retail.

Strategy 2. Create/adopt/amend the Zoning Ordinance to be representative of the desire to encourage mixed use development.

Strategy 3. Measure the relative merits of development proposals by performance and impact rather than strictly by use.

Goal 8. Make a concerted effort to integrate facilities which enable and/or enhance pedestrian circulation in order to simplify access to local services and to lend an atmosphere of activity to The Village.

Strategy 1. Ensure that site designs accommodate the unique needs of pedestrian movements, both within the site and to adjoining properties.

Strategy 2. The City will create techniques for the identification of street crossing locations and will entertain proposals for elevated pedestrian crossings within The Village.

Strategy 3. The City will ensure that pedestrian movement throughout The Village occurs on a pedestrian scale by requiring sidewalks alongside all public streets and on pedestrian passages through large urban blocks.

Goal 9. The Village shall be an example of the EDA's continued commitment to redevelopment through public/private partnerships and through its encouragement of private investment in the City.

Strategy 1. The EDA shall encourage property owners to invest/reinvest in their properties and businesses to enhance the values with the Village.

Strategy 2. The EDA shall create a Tax Increment Redevelopment District for The Village

Strategy 3. The EDA shall use TIF for infrastructure, public space/park/Creek improvements, acquisition, demolition and any other qualified costs within the Redevelopment District.

Strategy 4. The EDA shall look at the feasibility of utilizing TIF, in the form of lease write-downs or other financial incentives, to retain existing tenants in The Village.

Strategy 5. The EDA will look at the feasibility of creating a special taxing district for The Village.

Strategy 6. The EDA will actively seek additional public and private funding sources/grants for redevelopment of The Village.

Goal 10. The EDA shall work with the Developer(s) to assure that redevelopment can be implemented as set forth in the Plan and can happen in a timely fashion.

Strategy 1. The EDA will utilize its powers of Eminent Domain, as necessary, to absolve leases of existing tenants who are not desirous or are unable to relocate in the new development.

Strategy 2. The EDA will utilize its powers of Eminent Domain, as necessary, to assist the private market, or itself, to acquire parcels for redevelopment in The Village.

Goal 11. The EDA shall purchase parcels it considers to be key/ necessary to assure redevelopment happens in a timely fashion.

Strategy 1. The EDA shall look at the feasibility of purchasing the property located at 7575 Brooklyn Boulevard, the old Marquette Bank site.

Strategy 2. The EDA will review the purchase of other key parcels on a case-by-case basis.

Strategy 3. The EDA shall work with the current owners of property along Shingle Creek to acquire needed property for public space and Creek improvements.

Goal 12. Encourage private reinvestment of existing uses that will be retained within the newly redeveloped Village.

Strategy 1. The EDA will continue its proactive posture in the redevelopment and maintenance of multi-family housing within the area.

Strategy 2. The EDA will consider providing financial incentives and/or programs to owners of existing commercial buildings/facilities within the area.

Strategy 3. The EDA will work with property owners to provide mechanisms to create necessary edge treatments to enhance the quality of their property, or provide appropriate buffers from the new development and uses.

Goal 13. Create pedestrian friendly and transit oriented development standards to transform this older suburban commercial area from an auto orientated development pattern into an area more attractive for pedestrians and transit riders.

Strategy 1. Create design standards that encourage or allow for transit oriented developments in The village.

Strategy 2. Whenever possible, construct building fronts near the sidewalk.

Strategy 3. Improve pedestrian access and circulation within The Village. It is anticipated that some of the existing thoroughfare roads will be redesigned to increase pedestrian linkages and to promote a more urban village environment.

Goal 14. Enhance existing transit services.

Strategy 1. Build upon the ongoing cooperative efforts of the City and the Metro Transit to improve service in the area.

Strategy 2. Provide safe and convenient pedestrian connections to transit routes from all areas of the Village.

Strategy 3. Define locations for additional transit amenities such as bus staging areas, passenger shelters and signage.

Strategy 4. The EDA shall look at the feasibility of utilizing TIF, in the form of lease write-downs or other financial incentives, to retain existing tenants in The Village.

Procedures for Development in The Village

The performance standards for development in the Village area shall be in keeping with the goals and strategies stated in this Comprehensive Plan. Performance standards for the Village Zoning District (designated on the Official Zoning Map) can be found in Section 152.480 of the Zoning Ordinance. Any development in The Village shall follow the procedures for Conditional Use Permit described in Section 152.035 of the Zoning Ordinance.

Implementation

For implementation goals and strategies, please refer to Chapter 10: Implementation.

3.4.3 C.S.A.H. 81 (Bottineau Boulevard) Corridor

Background

2003: *Master Redevelopment Policy and Framework Plan* was adopted by City Council on June 12, 2003. The Plan was drafted by City Council, Task Force Members and City Staff. Two of the following four intersections, discussed below, were called out in the Plan.

2004: Analysis was conducted by The Design Center for the American Urban Landscape (DCAUL) regarding the corridor (County Road 81 from Minneapolis to Osseo) land use patterns. The findings are documented in the report titled *Northwest Corridor Planning & Design Framework*.

2007: A meeting was held with Public Officials and citizens to discuss the Bottineau Boulevard corridor on February 28, 2007. In general, stakeholders would like to see a cleaner, warmer appearance along the corridor. Other comments received at the meeting are represented in the following analysis.

Analysis

The following four intersections were identified as special areas along the Bottineau Boulevard corridor that are in transition or may be re-development opportunities in the future. Each intersection is discussed below with reference to the background studies and plans mentioned above.

Bottineau Boulevard & 85th Avenue & 169

This intersection includes 3 arterial roadways. Currently the majority of adjacent properties are guided C – Commercial and I – Industrial. Proposed changes to the land use include all C designated properties modified to CC – Community Commercial. The high-traffic and high-visibility of the intersection lends itself to the community commercial uses such as big-box retail and auto-oriented uses. Two properties southwest of the intersection are proposed to change from I to BP – Business Park. This is because the current use of the properties is more consistent with the BP land use definition.

Bottineau Boulevard & Brooklyn Boulevard

The intersection of Bottineau Boulevard and Brooklyn Boulevard is an existing transit and commercial node. The Starlite Transit Center is located southeast of the intersection and fuels the successful retail businesses and services in the area. Proposed land use changes include a modification to the properties east of Bottineau Blvd., adjacent to the intersection of West Broadway and Brooklyn Boulevard, from C-Commercial to NC – Neighborhood Commercial. The modification is intended to identify the area as dense commercial activity supportive of pedestrian, bike and mass-transit modes of transportation.

The existing Anchor Block site southwest of the intersection was discussed at the public meeting. The proposed land use change from I-Industrial to MX – Mixed Use is intended to allow creative design if the opportunity for re-development occurs. This intersection has been highlighted as a gateway to the City. Further discussion of gateways can be found in Chapter 7 Public Facilities.

Bottineau Boulevard & West Broadway

This intersection was called out as a priority in the *Master Redevelopment Policy and Framework Plan* adopted in 2003. The Plan did not specifically address a priority statement, however the intersection was 1 of 4 major commercial areas mentioned (pg 5). No land use changes are proposed. This intersection has been discussed regarding road re-configuration to better meet the needs of the adjacent properties. Further analysis can be found in Chapter 5 Transportation.

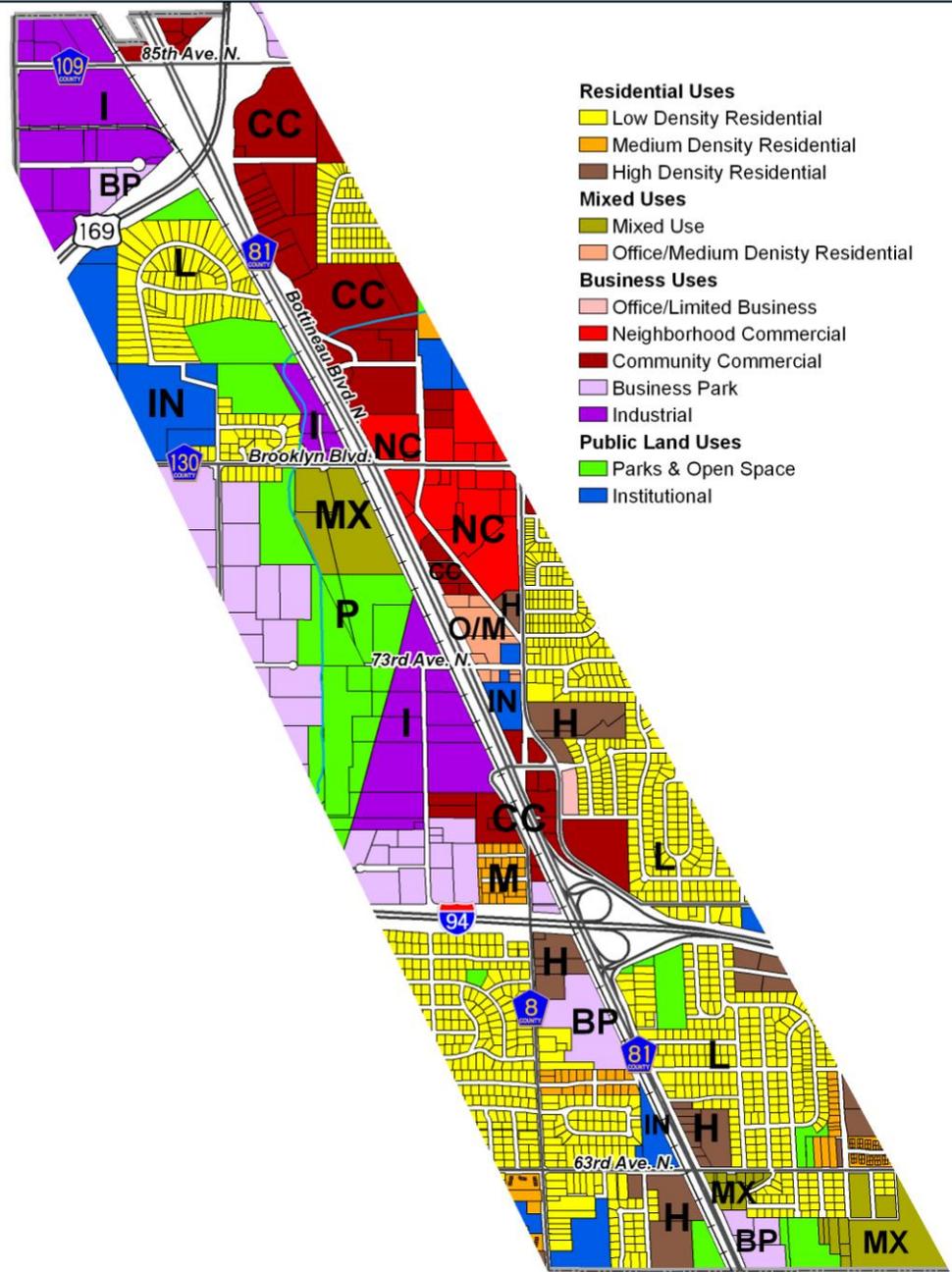
Bottineau Boulevard & 63rd

This intersection was called out as a priority in the *Master Redevelopment Policy and Framework Plan* adopted in 2003. The Plan did not specifically address a priority statement, however the intersection was 1 of 4 major commercial areas mentioned (pg 5). This intersection was also highlighted in the *Northwest Corridor Planning & Design Framework*. The Framework included a scenario that included a Park-and-Ride lot, which was constructed in 2006 at the northwest corner of the intersection.

Bottineau Boulevard is expected to be re-constructed in the next 10 years. The re-construction will result in the removal of several properties along the east side of Bottineau and 63rd. This issue was discussed at the community meeting and the consensus was that higher density housing would be appropriate northeast of the intersection. The proposed land use change from C-Commercial to H-High Density Residential is consistent with the community recommendations. The southeast corner of the intersection is proposed to change from C-Commercial to MX – Mixed Use. The change is meant to allow land use flexibility in preparation of the Bottineau Boulevard re-construction.

Figure 3.4.3: Bottineau Boulevard Corridor

February 2008



3.4.4 85th Avenue

Background

In May of 2004 the City commissioned a study of ‘highest and best use’ for the 1.1 mile stretch of 85th Avenue North between roughly Xerxes and Noble Avenues North ‘The Corridor’ (Conducted by DSU Research). The study was in response to substantial areas of blight and land underutilization in the corridor. Although the area has been targeted for redevelopment for several years, the study was not a redevelopment plan, but rather a market perspective of the uses that could be pursued in the Corridor.

The study concluded that “there are a number of uses that have little potential, from a market perspective, in the Corridor” (pg 59). Most land use categories were ruled out, including retail, office and destination uses. The uses left to recommend were industrial and residential.

The study recognized a strong potential for housing to: A) eliminate the poor transition between incompatible uses in the Corridor (i.e. existing industrial and housing), B) Compliment the investments on the north side including Edinburgh Golf Course, and C) Increase ‘staying power’ meaning that “if quality owner housing were developed in the Corridor, the land use situation would be stable for decades to come, and the City would most likely not have to worry about significant investment in redevelopment in the Corridor for a long time” (pg 60). The areas recommended for housing were A) South of 85th Avenue, roughly west of Edinbrook Crossing, and roughly west of Xerxes Avenue and B) North of 85th and east of Noble Parkway.

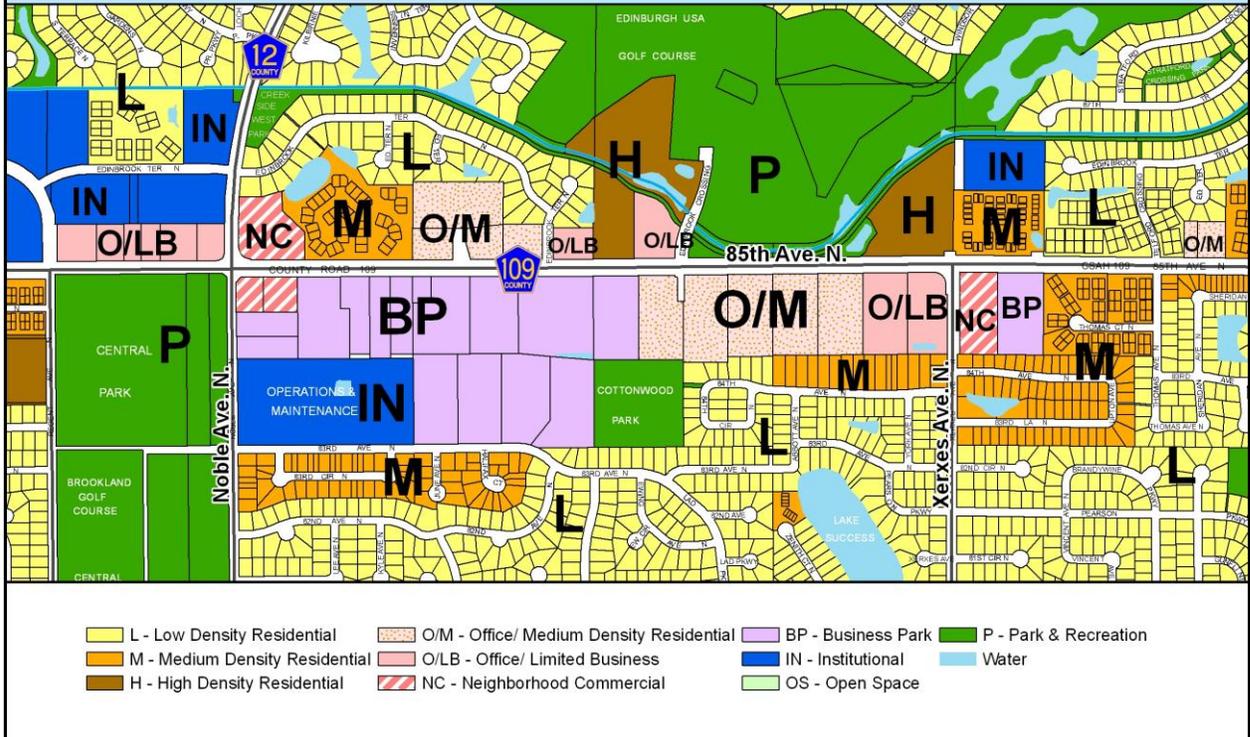
The other use that was recommended was light industrial or business park. The recommendation toward these uses was meant to allow current businesses to remain and possibly expand. The area recommended for business park was south of 85th Avenue, east of Noble and roughly west of Edinbrook Crossing.

Analysis

The land uses in figure 3.4.4 below, are in keeping with the recommendations from the 85th Avenue Study. However, the proposed changes are also meant to allow flexibility in future development proposals due to changing markets and conditions in the 85th Avenue corridor.

Figure 3.4.4: 85th Avenue and Land Use

February 2008



3.4.5 Brookdale Drive

Analysis

The following three areas were identified as special areas along the Brookdale Drive corridor that are in transition or may be re-development opportunities in the future. Each area is discussed below.

Brookdale & Humboldt

The southeast corner of this intersection is anticipated as a re-development opportunity. The proposed land use change from C-Commercial and L-Low Density Residential to H-High Density Residential is meant to allow for different housing types at the intersection of the arterial and collector roadways. The northwest corner of Brookdale and Humboldt is proposed to change from C-Commercial to NC- Neighborhood Commercial. The change is intended to identify the corner as neighborhood services.

Existing Lazaroff Farm

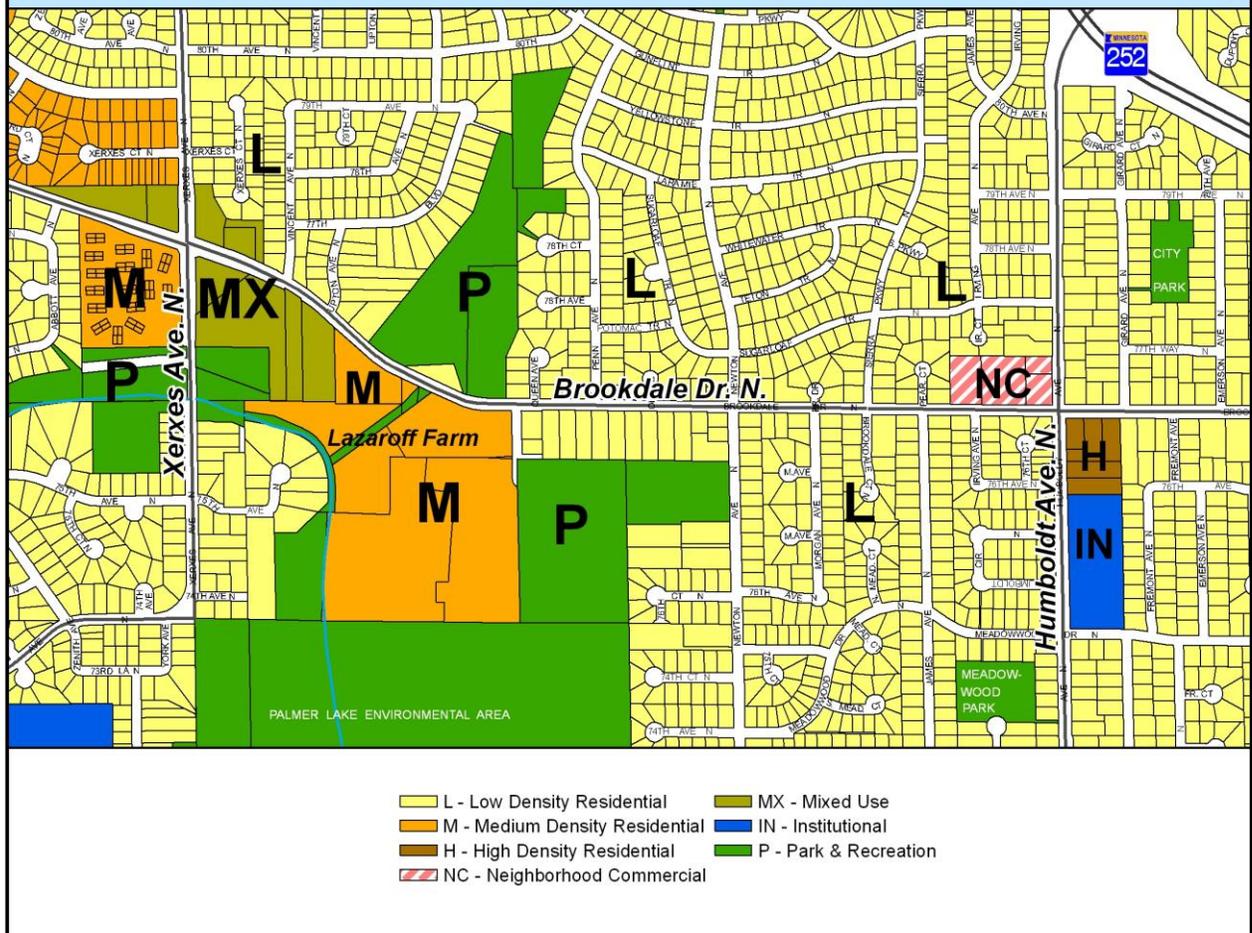
The Lazaroff Farm located at 2601 Brookdale Drive, north of Palmer Lake Environmental Area, has existed since approximately 1880 (*Brooklyn Park Historic Resources Study* pg78). The site includes a farmhouse, various out-buildings and a retail nursery building. Fields are located to the south of the buildings. In anticipation of future re-development, the proposed land use change from L-Low Density to M-Medium Density is consistent with the surrounding existing land use of M-Medium Density.

Brookdale & Xerxes

Three corners of the Brookdale and Xerxes intersection are occupied by strip-mall commercial uses. The proposed land use change on those three corners (northwest/east and southeast) is from C-Commercial to MX-Mixed Use. The change is intended to allow flexibility in design and land uses if future re-development opportunities occur.

Figure 3.4.5: Brookdale Drive and Land Use

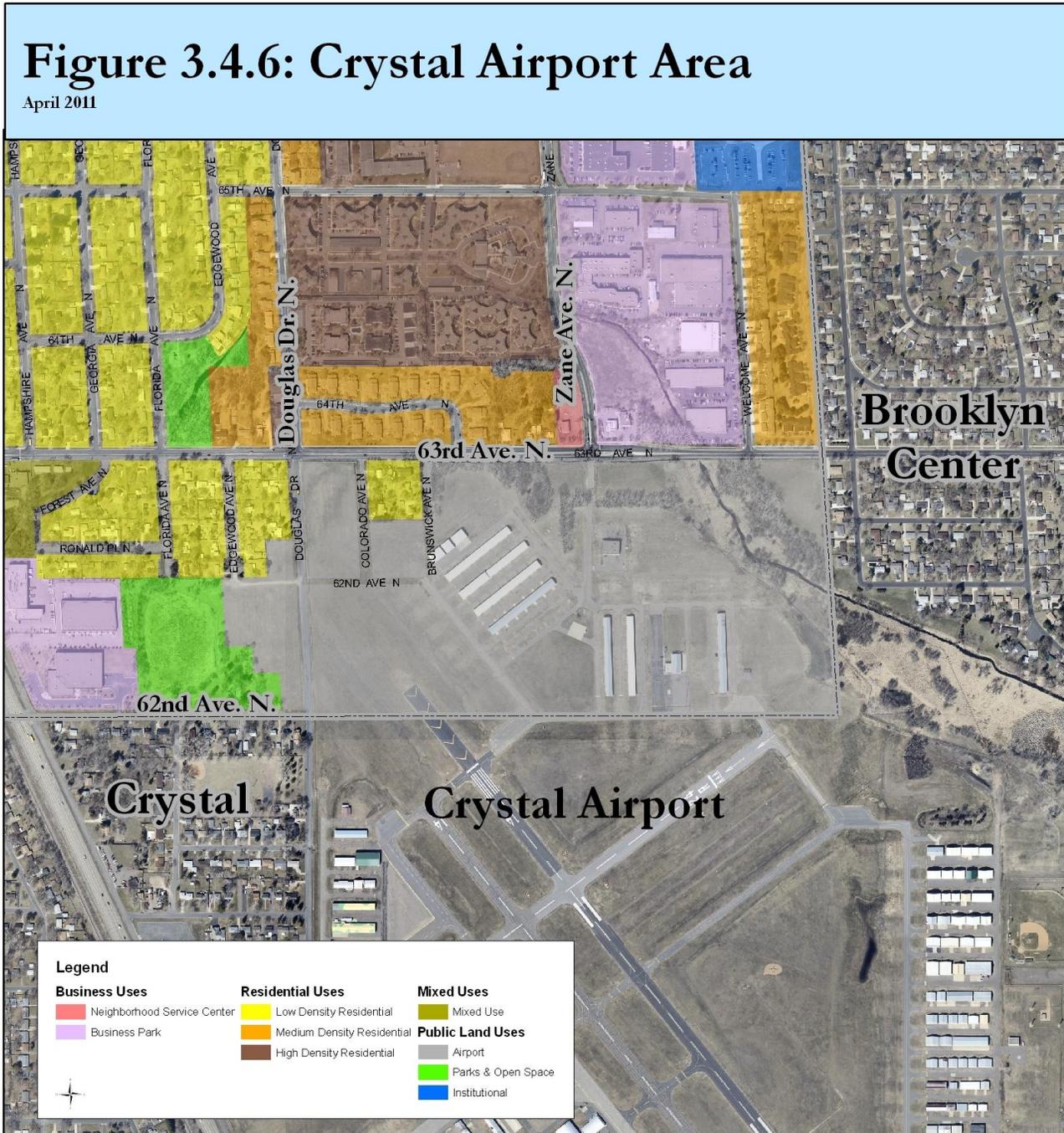
February 2008



3.4.6 Crystal Airport

Analysis

The Crystal Airport has existed partially within Brooklyn Park for over 50 years. The airport is located on the City's southern border at 63rd Avenue and Zane Avenue. The portion of the airport in Brooklyn Park is approximately 75 acres, owned by the Metropolitan Airport Commission. Re-development of the site has been discussed in the past years, however no formal agreements have been reached. In anticipation of future re-development the land use is proposed to change from I-Industrial to MX – Mixed Use. The land use change is meant to allow flexibility in uses and designs should re-development occur.



3.4.7 West River Road between Hwy 610 and 93rd Avenue North

History

The following timeline was created in 2006 with information gathered from City Assessing, Building, Economic Development, Engineering and Planning records available at the time.

- 1855: West River Road established
- 1915: Original 'Riverlyn' building erected by area residents as a Community Center at 9510 West River Road (Current Rum Runners site)
- 1920: Construction of existing single family home at 9508 West River Road
- 1956: Construction of old nursery building at 9415 West River Road
- 1957: Original 'Riverlyn' building purchased and remodeled by the City for use as a municipal liquor store
- 1966: Sale of 'Riverlyn' building to private owner and remodel for use as restaurant
- 1970: Restaurant remodeled
- 1973: Restaurant remodeled
- 1973: Construction of office building at 9421 West River Road
- 1974: Sale of restaurant – 'River House' established
- 1978: 'River House' remodeled
- 1984: Sale of restaurant – kept 'River House' name
- 1987: Construction of Hwy 252 completed
- 1988: Restaurant name changed to 'Kixx'
- 1990: Old nursery business closed
- 1995: Sale of restaurant – kept 'Kixx' name
- 1997: Restaurant name changed to 'Crawdaddys Lounge & Waterfront Grill'
- 2000: Restaurant name changed to 'Rum Runners'
- 2000: Access off Highway 252/ 610 was cut off at 93rd Avenue – construction completed in 2002
- 2004: West River Road reconstruction completed
- 2005: Application for rezoning and land use amendment on former nursery site denied
- 2005: City hosted neighborhood meeting to discuss desirable land uses

Analysis

This area has been highly scrutinized for over 5 years since the dramatic change in traffic access with the closing of 93rd Avenue access to Hwy 252. Determination of appropriate land use in the area is difficult. The C-Commercial land use is no longer viable due to lack of proper access. Existing single-family homes, adjacent to Rum Runners line the banks of the Mississippi River. The existing commercial sites are adjacent to Hwy 610.

The proposed land use change from C-Commercial and L-Low Density Residential to MX- Mixed Use is intended to allow an appropriate mix of uses, subject to a master plan that will be compatible with the area

Figure 3.4.7: West River Road - 93rd Ave. to TH 610

December 2007



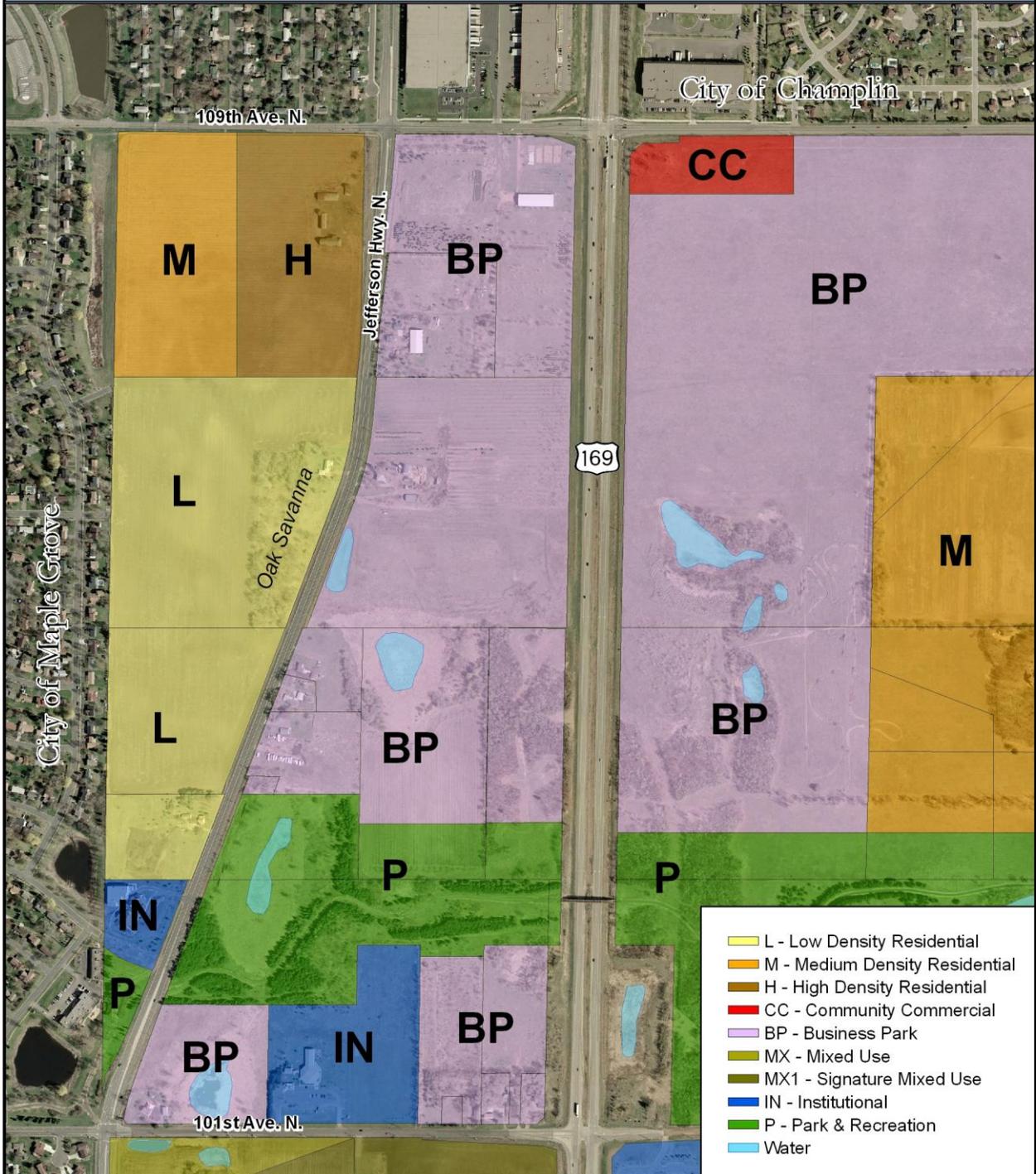
3.4.8 Jefferson Hwy between 101st Avenue and 109th Avenue North

Analysis

The City recently adopted a Replacement Housing Policy with the primary goal of avoiding over saturation of multi-family housing units in only one area of the City. With that in mind, the two large sites in the northwest corner of the City are proposed to change from L-Low Density Residential to M-Medium Density Residential and H-High Density Residential. The adjacent land use to the west, in Maple Grove, is an approximately 150 foot wide drainage swale and single family homes. Therefore an appropriate buffer exists between the low density and proposed medium density uses. The adjacent land use to the north is the arterial roadway 109th Avenue and single & two-family homes. This area is viewed as an appropriate placement of medium to high density housing with the high density placed adjacent to Hwy 169.

Figure 3.4.8: Jefferson Highway Area

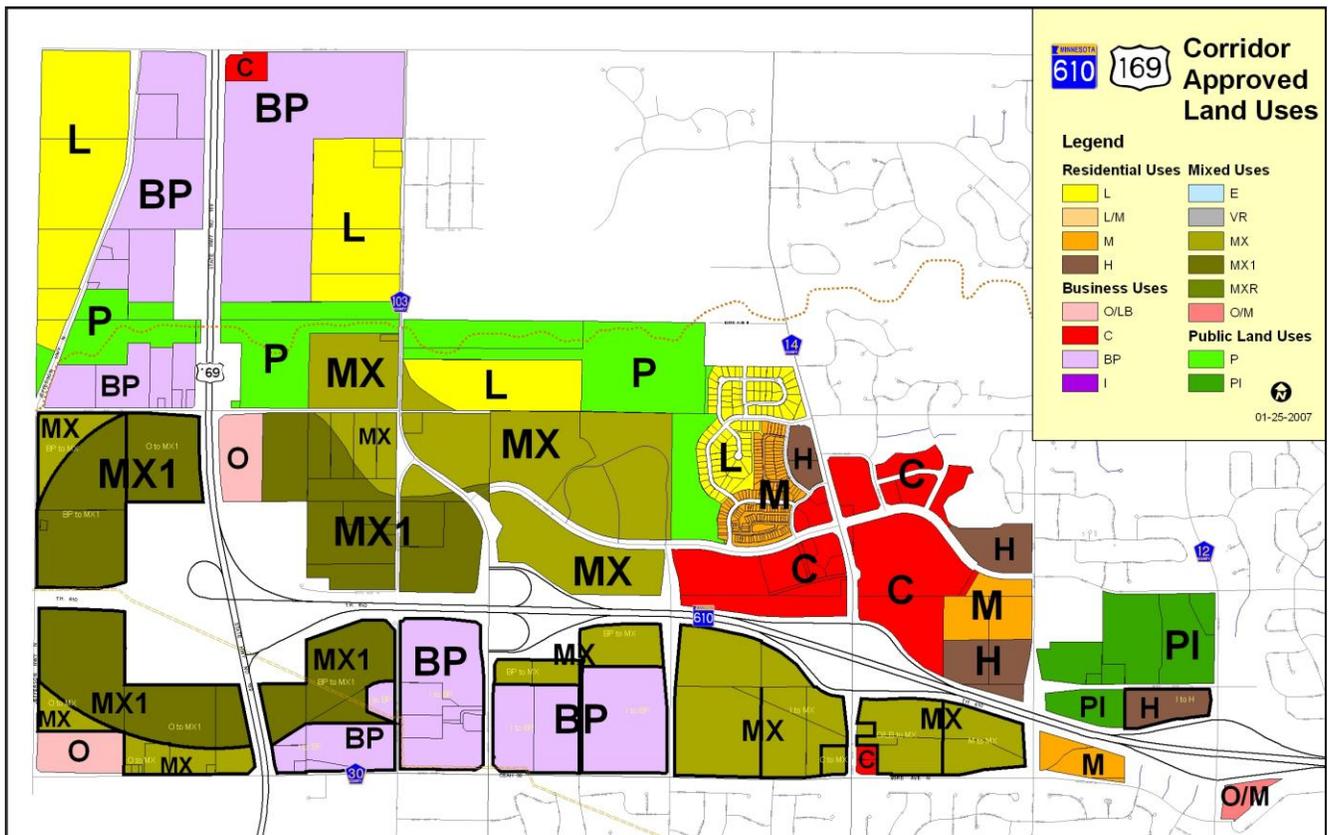
December 2007



3.4.9 Highway 610 Corridor

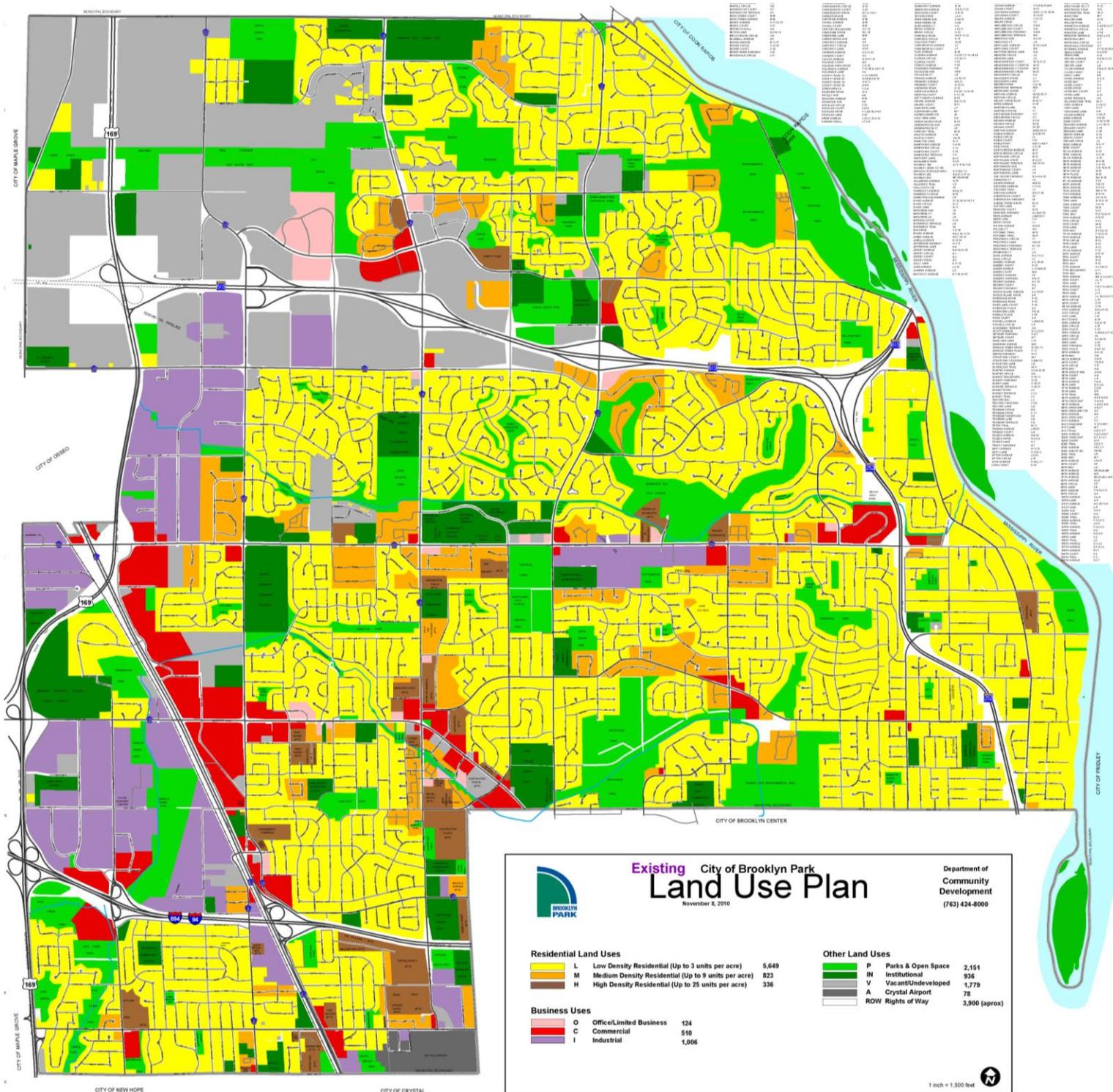
During 2006 the City undertook a special land use study of the land surrounding the Highway 610 corridor that traverses the northern part of the city. The 610 land uses were first discussed by the City Council and Planning Commission in a joint session on June 19, 2006. The intent of the meeting was to provide direction to the staff and commission to proceed with modifications to the land uses. Meetings were held on May 24, 2006, August 23, 2006 and October 25, 2006, with the Planning Commission to gain some perspective on expectations of the land uses anticipated. The Commission recommended to the Council land use changes that create a more intense land use scenario along the corridor.

The vision of the corridor is captured in the definition of the MX and MX-1 land use designations; with mandatory master plans, minimum heights, limited housing, high quality aesthetics and architectural quality all playing a role in shaping the development of the area.



Supplemental Information

As part of the acceptance of the Comprehensive Plan for Council review the City provided a map and table of actual land use of property, plus staging of land use in 5 year increments. This information is inserted here to be included in the plan without needing to amend all of the preceding information.



Staging by Land Use

Land Use	2010	2015	2020	2025	Total
BP	79	0	151	114	344
CC	113	0	0	0	113
H	25	0	0	19	44
IN	42	0	0	0	42
L	230	0	0	42	271
M	56	0	77	18	151
MX	274	140	0	10	424
MX1	36	196	0	95	327
NC	32	0	0	0	32
O/LB	12	0	0	0	12
O/M	15	0	0	0	15
P	15	0	0	7	22