



New Brighton Comprehensive Plan

Existing Land Use

Vacant Land

The City of New Brighton is virtually fully developed with just 146-acres or 3% of its land area vacant, all of which consists of small lots and parcels, with the exception of vacant land within the Northwest Quadrant redevelopment area. A limited amount of vacant land exists elsewhere within the Old Highway 8 corridor but even here, such land is owned by adjacent businesses and is not available for development. The City's store of vacant land really consists of private properties that may be the subject of future redevelopment.

Residential

New Brighton is primarily a residential community with 1,841 of its 4,533-acres or 40% of its land area comprised of housing. Only about 7% of the City's land committed to housing is occupied by multi-family units, which suggest that the City is overwhelmingly a single-family community. Existing densities for single-family housing range from 2 to 4-units per acre. Multi-family housing ranges from a density of 6 units per acre to greater than 12 units per acre in some places. On the other hand, New Brighton has a total of 362-manufactured home units, which comprise a total of 47-acres located in two-manufactured home parks. The existing density for manufactured housing is 7.7 units per acre.

Basically there will not be a significant change in the land area committed to residential land use except within the Old Highway 8 corridor where redevelopment offers opportunities for an increase in lifecycle-housing as part of future mixed-use developments. Since the City's housing areas are fully developed, there will be only limited infill housing in the future on individual lots and previously overlooked or undevelopable parcels.

The Old Highway 8 Corridor

The Old Highway 8 corridor has changed dramatically within the last 10 years. The most notable changes occurred in the area north of I-694 and west of I-35W and the area at the southwest corner of Old Highway 8 and 5th Avenue NW. These areas have been, or in the process of being redeveloped.

The City has acquired nearly 100 acres of private property in the northwest quadrant of I-694 and I-35W and is working towards implementing a development where one can live, work, shop and be entertained all with a walkable community. At present, two major office developments are under construction, those being APi Headquarters Group, Inc. and Transoma Medical, Inc. The area at the northwest corner of County Road E2 and 5th Avenue NW has been redeveloped into a mixed use, pedestrian friendly development consisting of residential, office, and commercial uses known as Main Street Village.



Still, the Old Highway 8 corridor is primarily industrial in use, consisting of new office/warehouse development, some manufacturing and several businesses that at best should be considered interim uses. While many undesirable heavy industrial uses have been eliminated in the last ten years, including two rendering plants and an asphalt plant, the community still exhibits many characteristics of an older community with land use being highly variable ranging from industrial to residential but having relatively little commercial development. Industry is clearly the signature use in the corridor ranging from heavy industry, including pole processing and trucking operations, to new high quality office/warehouses. Redevelopment areas will more likely require the cleanup of contaminated land.

The corridor contains relatively little retail and service/commercial development, with the exception of the recently redeveloped area known as Main Street Village at the northwest corner of County Road E2 and 5th Avenue NW. The retail and service/commercial development that remains is a throw back to another era when Old Highway 8 served as a major highway. However, the City is striving to provide more service retail uses within the Northwest Quadrant redevelopment area. While County Road D remains strong as a highway service area because of its immediate access to I-35W, the Old Highway 8 commercial corridor, in particular that located near 5th Street, is dying because its life's blood (traffic) has been siphoned elsewhere. This area also is struggling because the nature of retailing has changed. It will continue to struggle as a retail service business district due to unsupportive access.

There are almost no pure retail uses in the Old Highway 8 corridor except Beisswenger's Hardware and the previously mentioned retail uses of Main Street Village, which include a sandwich shop, coffee shop, salon/spa, liquor store and full service restaurant. While accessibility and proximity to the core cities is highly advantageous for industry and employee accessibility, it is generally poor for retailing. Residential development is also an important use in the corridor. Some of the most historic housing in the community is located on the east side of 5th Avenue and considerable new residential development (townhomes) has already occurred in the Town Center. Residential development will also be an important component in the Northwest Quadrant redevelopment area.

The Old Highway 8 corridor also has several public/institutional uses that are essential parts of the City Center. They include the Family Service Center, the heart of social and recreational activity in the community, City Hall, Veterans Park, the Public Safety Center, and the Public Works garage.

Commercial Development

Most commercial development that exists in or near New Brighton is located along Silver Lake Road at County Road E, Palmer Drive/Innsbruck Parkway, Rice Creek Road, and Mississippi Street. The retail area known as Brighton Village, located at Palmer Drive, is currently being redeveloped into service retail oriented uses and medical clinic. The other three commercial development areas at County Road E, Rice Creek Road, and Mississippi Street have not fared as well in the market place as evident by the numerous vacancies. All three were constructed at a time when over-development was the rule. When they were relatively new, they were fully occupied. But obsolescence, combined with changes in retailing, has made it difficult to sustain full occupancy.

The City's smaller centers at 5th Street and Old Highway 8, and in the city center had already experienced this trend. Neither has much in the way of retail and service commercial development and that which remains can be attributed to another era when Old Highway 8 served as the major highway and the north gateway to the Twin Cities. Commercial activity is increasing through a new convenience center, known



as Main Street Village, which has been constructed at the corner of County Road E2 and 5th Avenue. Commercial development consists of 125-acres or 3% of the total land area of the City of New Brighton.

Public and Quasi-Public Lands

A rather significant amount of the City's land area is comprised of parks and open space including the City's local park system and the Long Lake Regional Park. A total of 477-acres or 10% of the City's total land area is comprised of parks and open space. Another 174-acres or 4% of the City's land area consists of public and quasi-public uses (churches, schools, etc...) that do not fall in the park and open space category.

Right-of-way

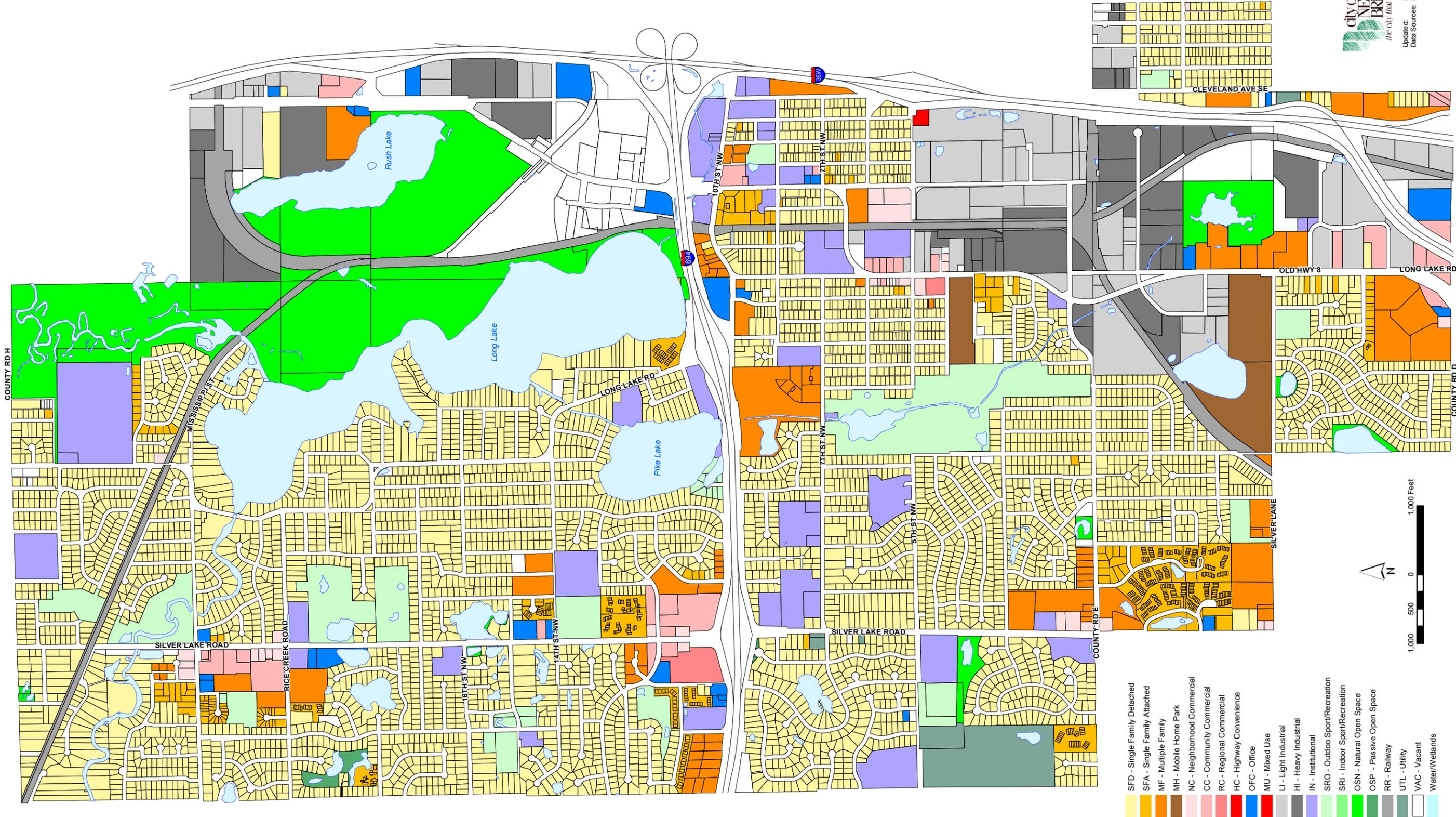
Right-of-way consumes a considerable amount of land in the City of New Brighton. Street, highway and railroad rights-of-way consist of 846-acres of land or 19% of the total area of the City of New Brighton. This percentage is not unusual but represents a significant proportion of the land that is committed almost exclusively to the use of automobiles.

Table 5 - 1 Existing Land Use (2008)

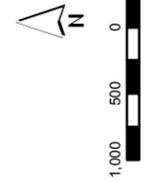
Land Use Category	Acres	% of Whole
Single-family	1487	32
Multi-family	307	7
Mobile Homes	47	1
Commercial	125	3
Industrial	388	9
Public/Quasi-Public	174	4
Parks and Open Space	477	10
Utility	41	1
Railroad ROW	118	3
Vacant Lands	146	3
Open Water	377	8
Road R-O-W (approx.)	846	19
Totals	4,533	100

Source: GIS data provided by the City of New Brighton.

Figure 5-1 Existing Land Use



- SFD - Single Family Detached
- SFA - Single Family Attached
- MF - Multiple Family
- MH - Mobile Home Park
- NC - Neighborhood Commercial
- CC - Community Commercial
- RC - Regional Commercial
- HC - Highway Convenience
- OFC - Office
- MU - Mixed Use
- LI - Light Industrial
- HI - Heavy Industrial
- IN - Institutional
- SRO - Outdoor Sport/Recreation
- SRI - Indoor Sport/Recreation
- OSN - Natural Open Space
- OSP - Passive Open Space
- RR - Railway
- UTL - Utility
- VAC - Vacant
- Water/Wetlands





 city of
 NEW
 BRIGHTON
the city that works for you
 Updated: Nov. 2009
 Data Sources: NB GIS
 Ramsey County



Future Land Use

The future land use plan defines and illustrates a pattern for the future physical development and redevelopment of the community. The plan includes a description, list of objectives and list of policies for each land use category. The following definitions are intended to assist the reader in understanding the purpose for objectives and policies:

Objective: A statement of direction, an aim or goal for a specific land use (unlike strategic planning where objectives are very specific and measurable).

Policy: A statement of intent to do something, a course of action to be taken in the interest of consistent decision-making

At first blush, future land use would suggest that there will be significant changes in use by 2030. A closer look attributes most of those changes to revised land use classifications rather than actual changes in use. Most are attributable to the city center designation which is intended to be a mixed-use area. While much of this land is currently vacant it formerly embraced a whole variety of uses. Much, if not all of this area will be transformed by 2030.

The most significant changes will occur in the Old Highway 8 corridor and, in particular, the city center. While the city center area lying south of I-694 will not change significantly, the north side of the highway comprising approximately 100-acres, is intended to be virtually transformed by 2030. Based on an allowable Floor Area Ratio (FAR¹) in excess of 1.0 and an average FAR of 0.4 to 0.5, this area could potentially accommodate 1.7 to 2.2-million square feet of residential, commercial, office, recreational and entertainment development over the next 20-plus years. While redevelopment is complicated by several factors, including the reclamation of land and status of housing/office/commercial markets, the city has drafted a plan to incorporate a general concept of where residential, commercial and office may be located. For the sake of planning purposes, the use mix in the Northwest Quadrant is estimated to be as follows:

Table 5 - 2 Land Use Mix of future redevelopment of the Northwest Quadrant

Residential	Commercial	Office	Parks & Open Space	Mixed Use
40%	10%	25%	15%	10%

Source: Bonestroo concept plan (2007), modified by Block A proposal for hotel by JLT, Inc. (2008)

¹ Floor Area Ratio is defined as the ratio of finished building area to lot or parcel area.



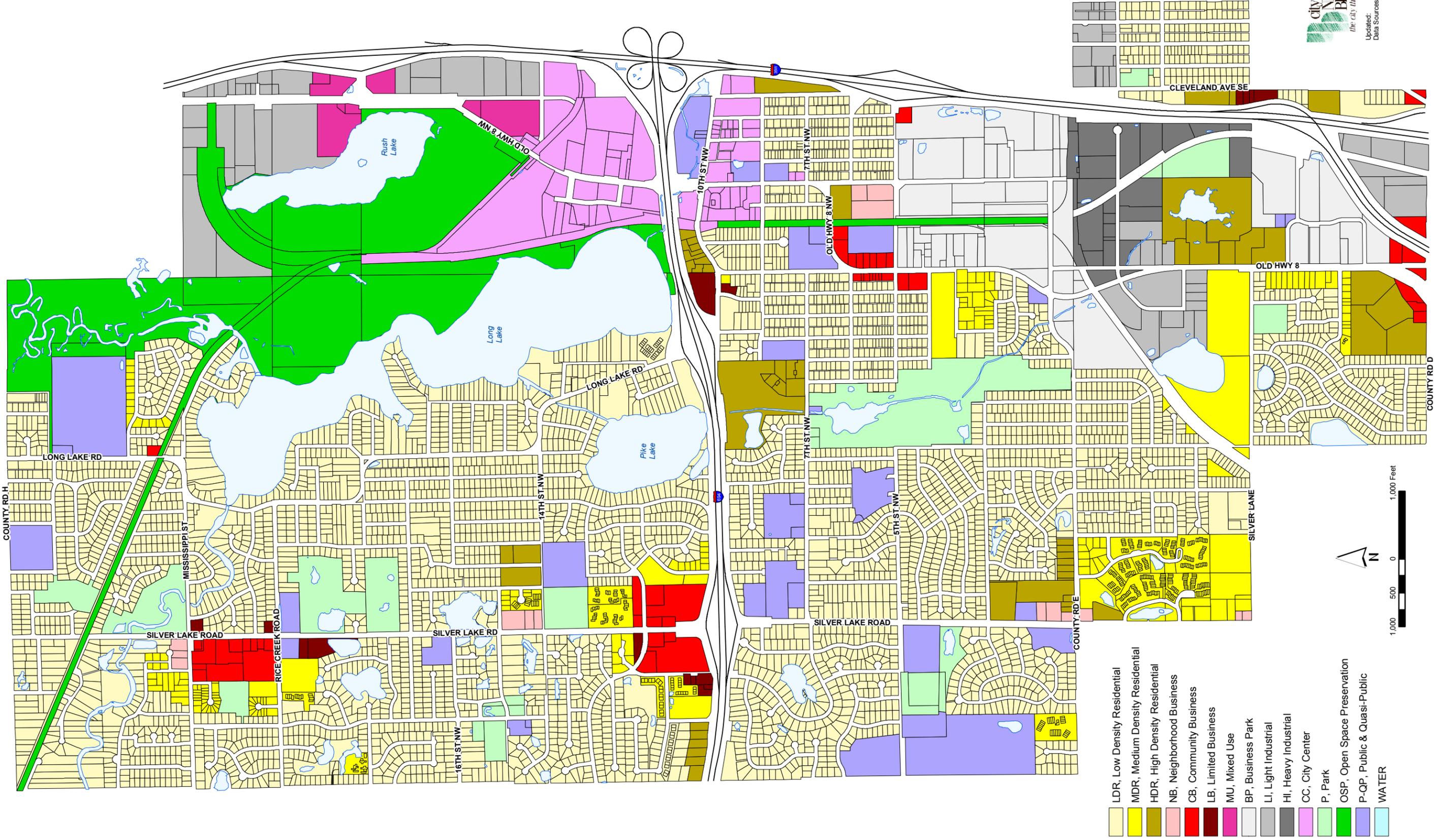
The following table compares existing and future land use based on the above assumptions:

Table 5 - 3 Comparison of Existing (2008) to Future (2030) Land Use

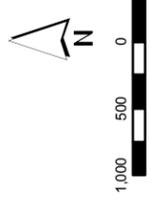
Land Use	2008 Acres	%	2030 Acres	%
Residential				
Single-family	1,487	32	1,542	34
Multi-family	316	7	341	7
Mobile Homes	47	1	NA	0
Commercial	129	3	116	3
City Center	NA			
NWQ	NA		113	3
Downtown Business	NA		40	1
Other Mixed Use	NA		15	0
Mixed Use	NA		16	0
Industrial	388	9	436	10
Parks and Open Space	477	10	517	11
Public and Quasi-Public	174	4	149	3
Open Water	377	8	377	8
Vacant	149	3	--	0
Utility	41	1	NA	0
Right-of-way				
Streets	846	19	864	19
Rail	118	3	23	1
Totals	4,549	100	4,549	100

Source: GIS data provided by the City of New Brighton

Figure 5-2 Future Land Use



- LDR, Low Density Residential
- MDR, Medium Density Residential
- HDR, High Density Residential
- NB, Neighborhood Business
- CB, Community Business
- LB, Limited Business
- MU, Mixed Use
- BP, Business Park
- LI, Light Industrial
- HI, Heavy Industrial
- CC, City Center
- P, Park
- OSP, Open Space Preservation
- P-QP, Public & Quasi-Public
- WATER





 city of
NEW BRIGHTON
the city that works for you
 Updated: Nov. 2009
 Data Sources: NB Comp. Plan
 NB GIS
 Ramsey County



Places to Live

Objectives for places to live

Maintaining a quality stock of life-cycle housing will be important to the community's health. The following are the City's objectives for places to live:

1. To provide life-cycle-housing opportunities for residents which allow them to live in the community for a lifetime.
2. To ensure the maintenance of quality housing at all price points.
3. To provide a housing stock to meet the needs of increasingly diverse family structures.
4. To maintain safe and connected neighborhood environments as the building blocks for the greater community.
5. To increase the proportion of the housing stock that is owner occupied.

Places to live will continue to comprise the largest single category of land use in New Brighton in the future. Places to live include low, medium and high-density residential.

Low-Density Residential. Because there is so little vacant land remaining in the City of New Brighton, few new single-family homes will be built except as infill on still vacant lots. In established residential areas the emphasis is intended to be on neighborhood conservation, the maintenance and upgrading of the existing housing stock and the development of a framework or support system that connects neighborhoods and makes them stronger and more vital.

Low-density residential areas are designated for detached single-family homes. Low-density residential is represented by newer areas of the City which are characterized by larger lots and a density in the range of approximately 2.5 to 3-units per acre and older homes where dwellings have been built on lots with a 40-foot minimum width and 5,000-square foot lot area. These latter areas have a density in the range of 3 to 4-units per acre. These single-family residential areas are in very good condition and are not expected to change in character or be compromised by incursions of commercial development.

Medium-Density Residential. Medium-density residential areas are intended to accommodate densities in the range of 6 to 12-units per acre including such housing types as attached and detached townhomes, rowhouses, two-family dwellings, manufactured housing and apartments. These are primarily infill areas where medium-density housing already exists and more can be anticipated. The intent will be to make these areas integral parts of the neighborhood rather than edges or buffers to it.

High-Density Residential. High-density residential areas are intended to be located in higher activity areas where residents can partake in a life-style which is rich in convenience and accessibility and less auto-dependent. These are intended to be located where convenient shopping and accessible transit is nearby and/or other amenities are available. They are intended to be integral parts of neighborhoods rather than freestanding or isolated elements. This housing type, consisting of apartments and condominiums, is intended to exceed a density of 12-units per acre.



Policies

The City's policies for places to live are to:

1. Maintain the current mix of single-family and multi-family housing over the next 20-years.
2. Integrate, wherever possible, places to live, work and shop particularly within the Old Highway 8 corridor.
3. Mix densities and housing types within the Old Highway 8 corridor in an effort to improve housing diversity.
4. Ensure that infill development (filling in areas surrounded by existing housing) is compatible in architectural character and scale with the adjacent housing.
5. Employ a scattered site approach to affordable and group housing rather than concentrating them in one or few locations.
6. Continue to actively enforce housing maintenance code requirements.
7. Create opportunities for reinvestment in the existing housing stock in cooperation with Ramsey County.

Neighborhoods

Objectives for neighborhoods

1. To maintain strong and viable neighborhoods as the building blocks for the community.
2. To create a sense or feeling of place within neighborhoods and an identity for neighborhoods to enhance their desirability as places to live.
3. To maintain neighborhood quality, livability and compatibility.

In the 1989 Comprehensive Plan, “planning neighborhoods” were identified in order to evaluate land use (see Foreword.) They were generally established using physical or natural features (highways, rail lines, lakes, etc.) as boundaries. These “planning neighborhoods” correlate with the current neighborhood “grid” system used by the police department to organize the neighborhood crime watch program. Neighborhoods are not specifically delineated by the comprehensive plan update, although they are tremendously important components of the urban fabric. Based on the results of two neighborhood planning events in 1998, it is evident that the perception of neighborhood varies with each resident. For some, neighborhood is where you recognize neighbors and, perhaps, know their name. For others, neighborhood is the area around and through which you walk. For still others, neighborhood is a larger area where interests are shared (e.g. crime watch neighborhoods) whether or not there is neighbor recognition. To define neighborhoods strictly on the basis of physical edges (highways, rail lines, lakes, etc.) is, therefore, not reflective of how residents perceive or experience their neighborhood.

Things identified as defining neighborhood and giving it character were physical features such as parks and local businesses. Neighborhood events, social gatherings and familiar faces were mentioned as critical elements in defining a neighborhood. In most neighborhoods, parks are seen as the central focus of the neighborhood.



The conclusions that seem to be most evident from the neighborhood planning events of 1998 are as follows:

- “Real” neighborhoods are those that are perceived by residents to be neighborhoods.
- There are many more real neighborhoods in New Brighton than there are planning neighborhoods.
- The home is the focus of real neighborhoods and residents perceive neighborhoods as being relatively close to home.
- Parks are the single most important and identifiable neighborhood focus but there are fewer parks than there are perceived or real neighborhoods.
- Residents believe that events, social gatherings and familiar faces are critical elements in defining a neighborhood.
- A neighborhood focus such as a park, better defines the neighborhood for residents than edges. Neighborhoods would, perhaps, be more recognizable if they had discernable edges but real neighborhoods are generally too small and established to create note worthy edges that re-enforce their identity.

What does this tell us about New Brighton’s neighborhoods? First, real neighborhoods must share a neighborhood focus with other neighborhoods. Second, social events and activities are critical elements of neighborhoods so neighborhood facilities must be designed to accommodate these activities. Third, parks need to be more than just places to play. They, like schools, are intended to be places where neighbors come together to share. They are the “stage” for a broad-range of neighborhood activities, games, meetings and learning experiences.

Policies

The City’s policies for neighborhoods are to:

1. Strengthen the image and broaden the focus of neighborhood parks to include play, social and learning activities for all age groups.
2. Facilitate a stronger sense or feeling of place within neighborhood parks for the neighborhoods that surround them by maintaining and upgrading facilities as user need and desires change.
3. Maintain compatible relationships between neighborhoods and uses or activities that occur at their edges.
4. Integrate all neighborhood components, including houses, apartments and neighborhood businesses, so they are compatible and supportive of one another.
5. Protect established neighborhoods from land use and traffic incursions attributable to new development which would adversely impact neighborhood quality, values and character.
6. Locate medium and high-density housing where its traffic will not be required to use local residential streets that serve established single-family neighborhoods.
7. Ensure that new housing development is designed to have a relationship and connectedness with the larger neighborhood of which it is a part rather than an inwardly focused island or buffer for another use.
8. Continue to communicate and involve neighborhood residents in the public planning process.



Places to Shop and Interact

There are five categories of places to shop including neighborhood business, community business, limited business, mixed-use, and northwest quadrant as described below.

Objectives for places to shop and interact

Shopping areas should be more than just places to shop. They should be places to interact with neighbors, places for leisure and places for civic events. The following are the City's objectives for places to shop and interact:

1. To encourage land use relationships and patterns which facilitate walking and biking as well as driving.
2. To create viable shopping environments that are able to satisfy the convenience shopping and service needs of residents.
3. To create shopping environments which are attractive in scale, amenities and function to shoppers.
4. To provide mixes of uses which provide opportunities for convenient shared parking.
5. To create compact centers and multiple use facilities that are complementary and of service to surrounding neighborhoods.

It is the City's intent to maintain compact, vital retail centers, such as Brighton Village and Main Street Village. Virtually all new retail development is intended to occur, or has recently occurred in the Old Highway 8 corridor, primarily in the city center, at County Road E2 and 5th Avenue and at Highway 96, locations which have a high level of visibility and/or good accessibility. It might actually be a misnomer to think of these areas as retail locations given changes in retailing patterns. Even in these locations, retail or commercial development will be relatively small components of larger mixed-use developments.

Places to shop and interact include Neighborhood Business, Community Business, Limited Business, and Mixed Use.

Neighborhood Business. Neighborhood business areas are intended to serve the convenience shopping and service needs of neighborhoods. Uses intended to be accommodated include retail and personal service establishments such as banks, video stores, business offices, drug stores, barber and beauty shops, laundromats, dry cleaning, and similar establishments. Neighborhood business areas and buildings within them are intended to be relatively small in size consisting of not more than eight-acres. These areas are also not intended to expand beyond the area already zoned for neighborhood business.

Community Business. Community business areas are intended to serve the retail and service needs of the entire community thus warranting a full-range of uses including retail sales, gas and convenience stores, business and professional offices, personal and business services, and similar uses. It is also intended to serve the occasional traffic passing through the community on the freeways. Some areas within the community business designation may include highway oriented businesses which are intended to accommodate uses which depend on larger volumes of traffic and high. Uses intended to be accommodated in these locations include automobile service facilities, drive-up establishments including banks and restaurants, commercial recreation facilities, lodging facilities and similar land uses. New Brighton is virtually fully developed and therefore has very limited opportunities to provide for new community business development. Future opportunities will be limited to various infill developments and



redevelopment at existing community business nodes. While it may seem that these areas are primarily traffic oriented locations, they still serve the surrounding neighborhoods and must pay attention to the pedestrian circulation patterns to and from the area as well as within the shopping areas.

Limited Business. Limited business areas are generally intended to be in transitional locations along major streets where neighborhoods and more intense business districts might otherwise interface. These are intended to be lower intensity areas which are primarily daytime and weekday businesses rather than nighttime and weekend type uses. The primary uses intended to be accommodated are business and professional offices including insurance, professional service (architects, engineers and attorneys), real estate and banking establishments.

Mixed-Use. Mixed-use correlates with the City's north gateway located at Highway 96 and Old Highway 8. This area is unusual because of its prominence in the community and its relationship to Rush Lake. This intersection functions as a significant gateway to the community and should be developed such that the character of the expanded main street will carry from Highway 96 to the City Center.

The future buildings on the east side of Old Highway 8 should have a direct relationship to the intersection. Parking lots should not be proximate to either Highway 96 or Old Highway 8. The beautiful site on the west side of Old Highway 8 that overlooks Rush Lake has recently been developed in a manner that respects the inherent character of land, which was an objective for that area. All uses are intended to have a gateway character that draws people off the freeway and into the city center.

Policies

The City's policies for places to gather and shop are to:

1. Maintain compact and walkable shopping areas within the limits of the existing zoning districts.
2. Disallow spot zoning and strip zoning in areas not designated for commercial use by the comprehensive plan.
3. Intensify and improve existing shopping areas rather than create new ones.
4. Require patterns of use which reduce the overall need for parking by employing shared parking arrangements.
5. Encourage developers to interconnect facilities and provide shared places for public gathering.



Places to Work

Objectives for places to work

Places to work should be integrated with places to shop and live. The following are the objectives for places to work:

1. To provide opportunities for new development and expanded employment, particularly within the Old Highway 8 corridor.
2. To provide quality business park environments and financial incentives as inducements for businesses to locate in New Brighton.
3. To provide opportunities for mixed-use development to support employee needs.
4. To ensure that business and industry is compatible with the built and natural environments.
5. To continue to provide opportunities for old and obsolete businesses within the Old Highway 8 corridor to be replaced by new businesses which, offer well paying jobs.

Places to work are categorized as business parks, internal industrial areas and external industrial areas.

Business Parks. Business parks are planned environments which require a higher standard of design and, therefore, protect businesses from potentially adverse external influences. These are areas that either were, or are intended to be, planned and developed as a unit, where a high standard of building and site design is required. As these areas redevelop (or have recently redeveloped), common facilities and amenities are provided to give the park a collective character or identity and outdoor storage and sales is no longer intended to be allowed or is intended to be severely restricted. These are areas where business occurs entirely inside the building, requiring little or no materials or truck storage or outdoor sales. These also are intended to have loading docks which are either invisible from the street or screened from public view.

Uses intended to be accommodated in business parks include businesses such as research laboratories, light manufacturing, warehousing, offices and incidental commercial or retail uses that support the business park and its employees.

Light and Heavy Industrial Areas. Light industrial areas are those which conduct most of their business including sales, storage and processing inside the building. Heavy industries, on the other hand, conduct some amount of their business outdoors in the form of materials, supplies, product and truck storage, plus outdoor sales. Outdoor activities are intended to be screened from view from all public streets and other areas of public use. Uses intended to be accommodated are the same for each industrial category including: construction, manufacturing, warehousing, wholesaling, offices, and trucking and transportation service uses.

Policies

The City's policies for places to work are to:

1. Actively encourage redevelopment of blighted properties, brown fields and marginally used industrial areas by private developers.
2. Ensure that places of employment are designed to be compatible with adjacent non-employment land uses.



-
3. Participate in the creation of business park settings that have protected environments and offer amenities that are attractive to large and innovative employers.
 4. Provide financial incentives to attract strong employers to New Brighton.
 5. Require design that is reflective of business location (i.e. gateway design in gateway locations).
 6. Make places to work connected and integrated parts of the larger community rather than freestanding islands of business activity.
 7. Increase the intensity of development as a means to provide jobs and increase tax base.
 8. Require businesses to comply with all environmental performance standards.
 9. Encourage developments that mix employment and residential uses in the interest of reducing overall travel demand.
 10. Require a high-level of aesthetic quality in design.



City Center

Objectives for city center

While the area south of I-694 is fully developed, that part north of the highway is primarily vacant and in the process of redevelopment. The following are city center objectives:

1. To have the city center function as the central focus, for New Brighton and surrounding communities.
2. To provide for a mixture of high intensity uses that are mutually complementary and supportive and make the most efficient use of land and capital.
3. To create a “sense of place” that has a distinct and memorable historical character built on a pedestrian framework.
4. Reconnect the two-sides of I-694.

The city center holds the greatest potential for changing the identity of New Brighton in the future for two-reasons. First there is a tremendous amount of land that has very good visibility from the freeway and proximity to the Long Lake Regional Park. Second, the city has spent the last ten years assembling property and clearing the land for development because of their great redevelopment potential.

It is the City’s intent for this area to have some of the characteristics of an urban village within the larger New Brighton community where people can live, work, shop, play and be entertained. It is intended to be an extension of the existing City Center development north of I-694 yet in character with an urban village environment. It is intended to be an intensely developed mixed-use area consisting of retail, housing, office, recreation, lodging, entertainment, eating and drinking establishments, historical elements, ramped parking and an integrated public transit element that may consist of a heated shelter and bus stop which is an extension or an integral part of the development.

This is intended to be an area where land uses are vertically and/or horizontally mixed and integrated, where they have the appearance of main street along the Old Highway 8 frontage and yet are higher and prominent enough from the freeway to serve as icons for community identity and recognition. Retail/commercial development will be an important ingredient of this redevelopment area. It is the City’s intent to create a downtown environment within the city center that has the potential to service a significant market area, comprised of the six north metro communities that surround New Brighton.

The City Center is categorized as Downtown Business and Northwest Quadrant.

Downtown Business. The downtown business designation applies to the downtown commercial area of New Brighton where development patterns are unique in that the area could not be developed in a conforming manner under any other commercial land use designation. Further the nature of development in the downtown commercial area is such that this designation, not only would new development be hindered, but redevelopment and expansion of existing businesses couldn’t be accomplished. Thus, the Downtown Business District was created in order to facilitate such activity in New Brighton’s downtown commercial area; to recognize the unique character and circumstances of such an area; and to create a harmonious pattern and attractive development benefitting the downtown commercial area in particular and the City as a whole.



Northwest Quadrant. The Northwest Quadrant designation correlates specifically to the 100 acre redevelopment area at the northwest quadrant of Interstates 694 and 35W. This area shall provide for an intensely developed mixed-use center that will be a vibrant and active place where people can live, work, shop, play and be entertained. The mixture of land uses and design specifications reflect the principles of the Comprehensive Plan and the Northwest Quadrant Framework Plan. These principles include the placement of buildings, streets, parking areas, sidewalks, and open space.

Policies

The City's policies for the city center are to:

1. Pursue high-intensity mixed-use developments where people can live, work, shop, play and be entertained.
2. Encourage integrated developments and resist pressures to accommodate unrelated, parcel by parcel, single-use or stand-alone developments.
3. Require the application of Traditional Neighborhood Design (TND) principles (such as on street parking, pedestrian friendly streetscapes, multi-story mixed-use development), and the creation of a "mainstreet sense of place."
4. Actively participate in the redevelopment of the Northwest Quadrant.
5. Pursue a strategy that is intended to phase out interim uses in a sequence that is consistent with redevelopment and reuse.
6. Encourage developments to reflect the heritage of New Brighton and, in particular, the stockyard and original downtown era.
7. Ensure that the design guidelines of the Old Highway 8 Corridor Study and NWQ Framework Plan and Design Guidelines are adhered to.
8. Provide developers with site-planning guidance for large-scale developments.

Urban Design Principles

In the early 1900's, New Brighton had a thriving, pedestrian-oriented downtown. The intent of the urban design principles is not to exactly recreate the downtown of the past, but rather to bring the spirit of that place to today's New Brighton in particularly within the City Center areas. The urban principles concentrate development, integrate different land uses, and establish a human scale for the built environment (streets, sidewalks, parking areas, buildings), creating places that entice the pedestrian with a wide variety of activities. Within the urban district, people can find opportunities to live, work, shop, be entertained, dine, stroll, and gather with friends and neighbors.

City Center (see vision plan Figure 1-1) is the obvious place for establishment of an urban district and application of the urban design principles. However, to varying degrees, the principles can also be applied to other parts of the city. Segments of mainstreet outside city center should have buildings that hug the street, a consistent streetscape treatment, and a pedestrian-friendly environment. A sense of spatial enclosure (created through placing buildings at the street), an attractive and consistent streetscape, and indoor and outdoor places for people to gather will be critical elements if New Brighton's shopping and service nodes are transformed into "community gathering nodes." This transformation is indicated in the vision plan.



A set of urban design principles is included in Appendix C. The urban design principles in Appendix C were established specifically for the City Center area building from the principles outlined in the Old Highway 8 Corridor Study. However, these principles may be used to help establish identity within other urban districts that may be identified as redevelopment areas. Typically these redevelopment areas would also include commercial nodes such as the Rice Creek Shopping Center.

The urban design principles in Appendix C should not be mistaken for the more detailed and defined tool, of the Northwest Quadrant Framework Plan and Design Guidelines adopted by the City Council in December of 2005. The intention of this document is to provide greater detail on how the City would like the Northwest Quadrant to be redeveloped. Stemming from the Framework Plan and Design Guidelines came the Northwest Quadrant zoning district. This zoning district is the legal means for realizing the design guidelines. The Northwest Quadrant zoning district provides elements such as building setback, build-to lines, and lot coverage, acceptable materials and colors for buildings and street furnishing, and specific guidelines for signage.



Solar Access Protection

Objectives of solar access protection

The following are the City's objectives for solar access protection:

1. To be proactive in facilitating the use of alternative energy sources.
2. To ensure reasonable access to direct sunlight for areas that will undergo redevelopment over the next 20-years.

The City of New Brighton is virtually fully developed so relatively few opportunities remain to protect solar access via the orientation of streets, buildings and lots. Nevertheless, the City will experience a considerable amount of redevelopment over the next 20-years where solar access protection may need to be employed.

Policies

The City's policy for solar access protection is to:

1. Protect existing solar collectors from shading by development and vegetation on adjoining properties.
2. Consider solar access in the formulation of plans for street landscaping and private planting plans.
3. Encourage development adjacent to existing residential areas which would not obstruct sunlight on the south side of structures between the hours of 10:00 a.m. and 2:00 p.m. on a clear winter solstice day (December 21).
4. Encourage the use of solar energy in future housing developments through such programs as the "Energy House."
5. Consider variances to ordinance regulations, consistent with state statute, which will create opportunities for solar access employment.
6. Encourage and support educational programs and research that focuses on alternative or renewable energy systems and sources.



Redevelopment Potential

Potential Redevelopment Areas

Many potential opportunities exist to enhance land uses or improve less desirable development patterns through the process of redevelopment. Although the Old Highway 8 corridor and the industrial lands including the pole yards have been the focus for most recent redevelopment activities, attention must still be given to other aging and changing areas of the community. The following map illustrates potential redevelopment areas, taken directly from the Old Highway 8 Corridor Study, in the community.

Many factors can change the function and look of existing development including evolving demographics, changing consumer behaviors, a shift in the economy or advancements in technology. As these events affect existing development the City must be prepared to address problems that may be associated with neighborhood decline. The City should encourage private redevelopment efforts on areas or sites that generally contain some or all of the following criteria:

1. The area contains “Brownfield” sites and/or supports a higher intensive use. (Pole Yards, parking/storage lots)
2. The area or sites pose a threat to the environment. (underground storage tanks, salvage yards, asphalt plant)
3. The area or sites present a highly negative image to the community. (vacant boarded up buildings)
4. Sites with high vacancy rates and lacking in maintenance. (strip commercial centers/nodes)
5. The area or site creates land use conflicts with adjacent uses.

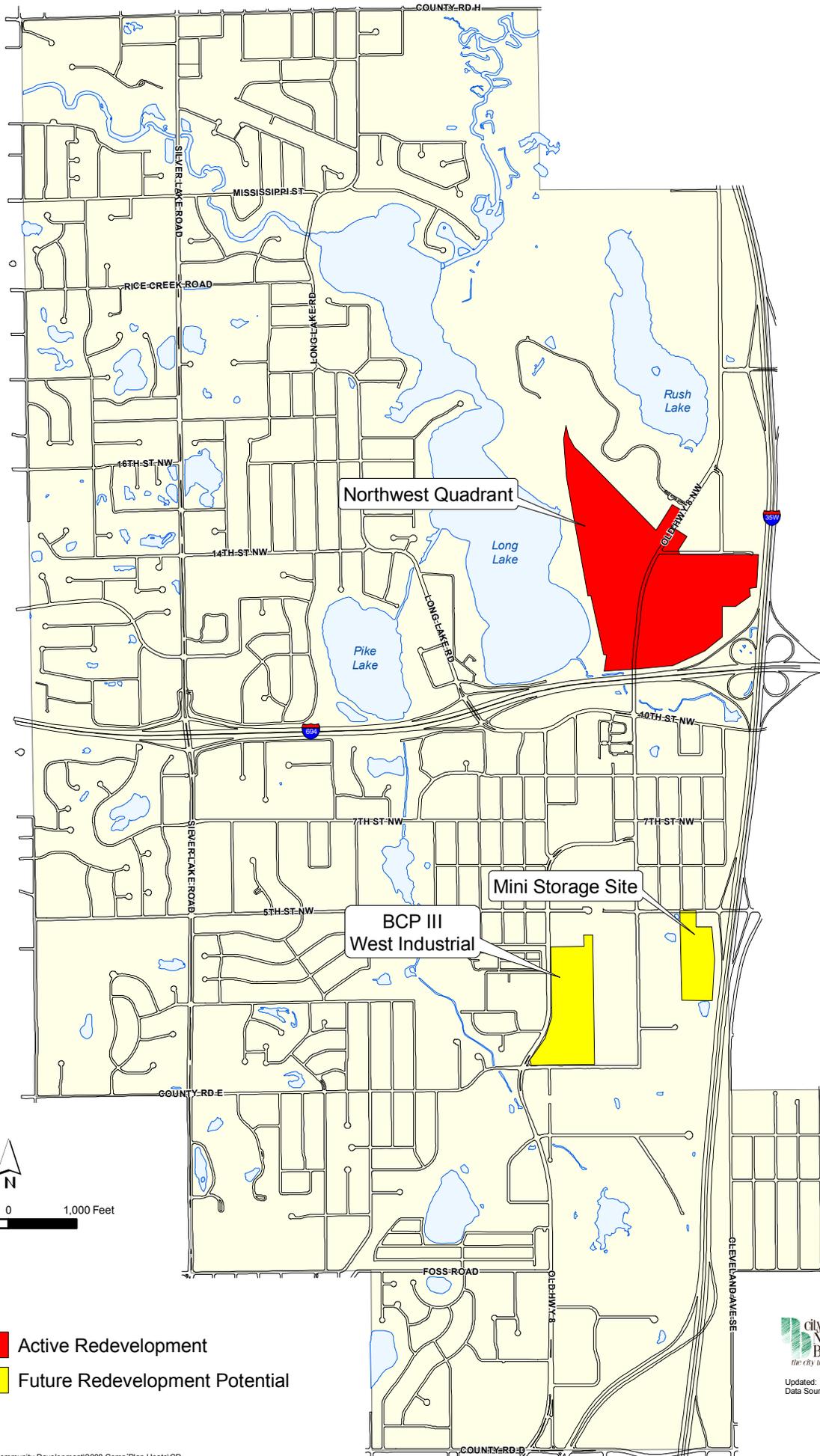
Redevelopment Strategy

The City has been very proactive in redeveloping areas of the Old Highway 8 Corridor for many years and particularly in the last few years with the redevelopment in the City Center area and the industrial development near the old pole yards. Current redevelopment efforts are focused in the Northwest Quadrant area of Old Highway 8. It is expected this redevelopment effort may take an additional 10 years or more to realize. Noting this and the areas depicted as having redevelopment potential in Figure 5-3, the City will focus most of its resources on the Northwest Quadrant.

However, many areas are still in need of some form of redevelopment and these projects cannot occur all at once. It will be imperative that the City employs a rational redevelopment process, which establishes priorities that produce feasible outcomes. Wherever redevelopment may be appropriate, priorities should be based on the following criteria:

1. The removal of barriers to redevelopment (environmental hazards, contaminated soils, dilapidated buildings).
2. The pursuit of projects that produce the greatest potential revenue so as to continue the redevelopment process from site to site. (i.e. a revolving redevelopment fund)
3. The logical sequencing of projects where maximum redevelopment potential can be realized without adversely being affected by redevelopment obstacles.

Figure 5-3 Potential Redevelopment Areas





Funding Strategies

Funding for redevelopment projects must be a combined effort between the public (who want to “see” improvements, need jobs, want lower property taxes, desire more services, etc...) and the private sector (who benefit financially from the project). This partnership is critical in making redevelopment a success as the public strongly discourages government spending. Public money will need to be spent wisely in an effort to leverage as much private investment as possible. The City’s strategy should be to seek funding from the numerous federal, state and local sources available. The following is a brief summary of the available funding sources for redevelopment projects in New Brighton.

Metropolitan Livable Communities Tax Base Revitalization Account.

Grants and low interest loans are awarded on a competitive basis from this fund to cities participating in the Metropolitan Livable Communities Housing Incentives Program. The purpose of the grants is to help clean up polluted lands to provide economic redevelopment and job growth opportunities.

Metropolitan Livable Communities Demonstration Account.

Grants and low interest loans are awarded on a competitive basis from this fund to cities participating in the Metropolitan Livable Communities Housing Incentives Program. The program is designed to encourage efficient and creative development and redevelopment initiatives. The account is primarily interested in funding projects that offer compact, higher-density development with a range of life-cycle housing alternatives in a mixed use setting. This is highly compatible with New Brighton’s vision for the Northwest Quadrant as outlined in the Old Highway 8 Corridor Study and the Vision Plan Goals.

Minnesota Department of Trade and Economic Development (DTED)

DTED offers numerous grant and loan programs for economic development and redevelopment purposes. New Brighton should consider the following programs offered by DTED:

Redevelopment Grant Program: This program provides grant monies for land acquisition, demolition, infrastructure improvements, ponding, environmental infrastructure and other costs on sites where a subsequent redevelopment will occur. The program is funded yearly by the state legislature. Applications are due in April and October of each year.

Contamination Cleanup/Investigation Grant Program: This program provides grant monies towards contamination investigations and the development of a Response Action Plan (RAP) or for the cleanup of contamination on sites, which will be redeveloped. The Contamination Cleanup grants address the growing need for uncontaminated, developable land. Grants are awarded to those sites where there is serious, imminent private or public development potential such as the Northwest Quadrant.

Tax Increment Financing (TIF)

TIF is a tool used to help finance public projects that would not be feasible but for the use of public financial assistance. Three types of TIF Districts should be pursued for New Brighton’s redevelopment initiatives: Redevelopment Districts, Renovation and Renewal Districts and Soils Condition District. Depending upon which district is being used; generally TIF can be spent on the following uses:

- Land acquisition
- Site improvements
- Public and on-site utilities



-
- Demolition
 - Relocation
 - Clean up of contaminated soils, and
 - Administrative costs.

Tax Abatement

The tax abatement program was authorized by 1997 legislation (see Minnesota Statutes, Section 469.1812 to 469.1815). Tax abatement essentially works as a tax rebate to the property where the governing body of a political subdivision (such as the City of New Brighton) may grant an abatement of the taxes imposed by the political subdivision on a parcel of property, if:

- (a) it expects the benefits to the political subdivision of the proposed abatement agreement to at least equal the costs to the political subdivision of the proposed agreement; and
- (b) it finds that doing so is in the public interest because it will:
 - (1) Increase or preserve tax base;
 - (2) Provide employment opportunities in the political subdivision;
 - (3) Provide or help acquire or construct public facilities;
 - (4) Help redevelop or renew blighted areas; or
 - (5) Help provide access to services for residents of the political subdivision.

Municipal Bonds

Other strategies for financing redevelopment may include general obligation bonds or industrial revenue bonds that work in conjunction with many of the other strategies listed above.