CITY OF NEW BRIGHTON
COMPREHENSIVE PLAN
UPDATE

JULY 2019

New 2040 Brighton
ACKNOWLEDGEMENTS

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CHAPTER 1. SETTING THE STAGE

NEW BRIGHTON 2040

A Comprehensive Plan is a tool used to guide the physical and socio-economic change within a community. It is intended to be broad in scope while establishing general objectives and policies for such elements as land use, surface water management, public infrastructure (sewer and water supply systems), transportation, housing, redevelopment, park and open space, and environmental protection. A comprehensive plan is visionary and general, and is to be used to guide future action by the City. City actions, such as the Zoning Ordinance and Capital Improvement Plans, implement the goals and vision of the comprehensive plan.

The primary users of the comprehensive plan are the City Council, Planning Commission, and City Staff who must use the plan to guide the day-to-day decisions of local government. But the plan is intended for everyone, including New Brighton residents, business owners, and developers. Public participation through a series of neighborhood meetings and town meetings helped make the comprehensive plan what it is. Inclusive participation of all residents (current and future) is of critical importance to future planning endeavors as well.

AUTHORITY TO PLAN

In 1976 under the Minnesota Land Planning Act (MLPA), communities in the Metropolitan Area were required to develop a Comprehensive Plan to address the interdependence of local units of government within the Twin Cities Metropolitan Area. The MLPA requires the adoption of coordinated plans and programs in order to “...protect the health, safety, and welfare of the general public...and to ensure coordinated, orderly, and economic development.” This legislation gave the local planning commission the authority to prepare the plan and submit it to the governing council for approval and adoption. In preparing the plan, the planning commission is required to work with other City agencies, adjacent communities, school districts, and counties in order to ensure coordinated regional planning. A 1995 amendment to the MLPA required the Metropolitan Council to prepare a comprehensive development guide for the metropolitan area.
The Metropolitan Council adopted Thrive MSP 2040 in 2014, which provides direction on how to plan for growth including transportation, water resource management, and regional parks for the Twin Cities Metropolitan Region. Adoption of that plan then requires local governments within the seven county metropolitan area to update their local comprehensive plans to ensure consistency with the goals and policies established for the region.

AN ON-GOING EFFORT

Following the establishment of the MLPA, New Brighton completed its Comprehensive Plan in 1980. Since then, the Comprehensive Plan has been updated three times, in 1988, 1998, and 2008. Now, with New Brighton 2040, the City builds off of almost forty years of comprehensive planning and looks ahead to the future of the community.

The 1998 Comprehensive Plan was a major milestone for New Brighton’s long-term planning. At that time, the City developed a Vision Plan, which emphasized places to live, work, shop, and interact, as well as community corridors, gateways, and neighborhood activity centers. This framework resulted in the Northwest Quadrant Plan, which has been built within the last decade, now called New Brighton Exchange.

Planning is an on-going process that attempts to anticipate and guide future change so as to maximize efficiencies and minimize unexpected socio-economic or physical changes to the community. With a major goal of the City’s Vision Plan accomplished with New Brighton Exchange, the City wanted to utilize New Brighton 2040 as an opportunity to ask “what’s next?”

Over the next 20 years, New Brighton will see change in many areas including opportunities for redevelopment, infill, and rehabilitation, as well as an emphasis on creating connections between the community’s parks and open spaces. While New Brighton can certainly control some aspects of change, others are beyond the City’s grasp. However, reaction to these uncontrollable forces can be directed by a sound community-based vision that the City of New Brighton has established.

Figure 1-1. Vision Plan Image (1998)
PLANNING PROCESS

The 2040 Comprehensive Plan planning process extended for more than a year and involved numerous elected and appointed officials, as well as the general community. The process was overseen by the Planning Commission. The planning process was organized into the following phases:

Phase 1: Launch
This phase focused on start-up activities to organize the comprehensive planning process, and understand the context of New Brighton’s history and where it is today. The community engagement approach for this phase was “Inform & Listen” focusing outreach efforts on helping educate about the 2040 Comprehensive Plan and solicit input on community likes, needs, and concerns. This first phase involved the use of the Social Pinpoint website and two community workshops.

Phase 2: Explore
This phase built on the information from Phase 1 to identify potential directions for future land use, redevelopment, transportation, and parks and trails to develop concepts for changes within the city and “idea cards” for future actions. These elements were then presented to the public for input during this phase’s community engagement approach: “Consult & Collaborate.”

Phase 3: Confirm
For this phase, the consulting team used the direction gleaned from previous phases to write, update, and assemble the Comprehensive Plan draft. Then the draft was prepared for formal review, approval, and adoption. Community Engagement for this phase is “Seek Approvals” through official public comment.

What We Heard...
A full description of Community Engagement Approaches can be found in “Appendix A. Community Engagement Plan,” and all collected responses are recorded in “Appendix B. Community Engagement Results.”

Throughout this document you’ll find quotes from community members about the city’s future.
HOW TO USE THIS PLAN

Chapters
New Brighton 2040 is organized with a focus on ease of implementation for City staff, the City Council, and respective commissions. In addition to providing introductory context, each chapter contains a framework and a set of objectives and policies.

Vision & Vision Plan Goals
Throughout the 2040 planning process, as well as previous comprehensive plans, the City has identified a Vision and Vision Plan Goals for the city’s future. These were then used to develop Objectives and Policies for each topic within the plan.

Objectives & Policies
New Brighton updated its development objectives and policies to reflect the vision and vision plan goals, established by the community. The objectives and policies are grouped by functional area.

» Objectives are broad statements that describe what the Township will have in 2040 as a result of the implementation of the Comprehensive Plan
» Policies are specific to each objective and intended to guide City staff and City Council decision-making to meet the objectives. Policies often also describe ongoing activities.

Implementation
The final chapter of the plan focuses on how to implement the Comprehensive Plan and accomplish the Objectives set out throughout the document.
A VISION FOR NEW BRIGHTON 2040

This vision was written from a future perspective. It describes how the City of New Brighton looks, feels and functions in the year 2040. The vision helps provide direction for the city and is a step in the process of updating New Brighton’s Comprehensive Plan.

In the past years, New Brighton has built upon its strengths. Working from existing cultural, natural and historic patterns, the city has developed a unique, distinct image identifiable to both residents and visitors. This image is seen immediately upon entry into New Brighton, where gateways with welcome signage and attractive landscaping announce one’s arrival into the city. Through a special landscape treatment at the edge of the freeway, even those passing by on I-35W and I-694 can identify the city.

By reestablishing historic drainage patterns and protecting them with open space, many of New Brighton’s lakes, streams and wetlands have been reconnected to form a prominent north-south corridor. A trail winds through this corridor, providing recreational opportunities as well as a major off-street transportation route for pedestrians and bicyclists. The trail provides amenities such as rest stops with drinking water and benches, interpretive signage, overlook points, and links to a regional network of pedestrian and bicycle ways.

New Brighton’s residents have many transportation options. The pedestrian and bicycle system offers several major routes with regional connections, as well as neighborhood connections to parks, schools and other activity areas. Due to an improved and expanded schedule, public transit is a much more viable option for many residents. Those who choose to drive do so on traffic-calmed streets.

New Brighton’s shopping and service areas have improved as well. While these areas still provide basic goods and services, they now have much more to offer. Buildings have been brought to the street to create a lively place to stroll. New businesses such as coffeehouses and delis provide both outside and inside seating, and attractive benches and street furnishings make the sidewalk a friendlier, more social place. The city’s retail areas have become gathering nodes for the community.

New Brighton’s parks have been transformed. While they still provide active and passive recreation opportunities, several parks have become much more than places to play. They have become places for gathering and neighborhood interaction, places where people of all social and economic status can find activities which improve their mental, social and physical well being. The park shelters are neighborhood activity centers that expand the typical role of a park system. The centers provide meeting and storage space for a wide array of groups and individuals of all ages. Participation in neighborhood and community events is up, thanks to the programs and facilities provided by neighborhood activity centers.

Quality housing is still a strong component of the city. Concerned homeowners and housing rehabilitation programs have ensured that older homes have been well maintained. New housing of various types and densities has been constructed throughout the city, increasing the range of life-cycle housing options. New Brighton’s apartments, townhouses and single-family homes offer housing choices for residents of all ages and income levels.

New Brighton has enhanced its image as an excellent place to live, work and play. All age groups feel safe and welcome here, and with its wide variety of activities, services, and facilities, the city has something for everyone. Residents enjoy the choices in housing and transportation, the community gathering nodes and the expanded City Center, as well as excellent parks and schools. New Brighton’s commitment to a vision has made it possible to become the unique, desirable place it is today.
VISION PLAN GOALS

Supporting the Vision, the Vision Plan Goals will help define the character, values, and priorities of New Brighton 2040 by acting as an ongoing measurement tool for the appropriateness and effectiveness of future initiatives and results.

The icons associated with each Vision Plan Goal are graphic representations that can be utilized to visually link objectives, policies, implementation, etc., with their associated Vision Plan Goal.

HAVE A DIVERSE POPULATION

The City wishes to embrace people of all socio-economic, age, ethnic, race and religious backgrounds. In diversity lies the strength and richness of a healthy community. The people of New Brighton are proud of their diversity today, seeing it as an asset, and want to strengthen people of all backgrounds and life stages to live comfortably and be a part of the community.

PROVIDE A DIVERSE STOCK OF WELL MAINTAINED HOUSING

Since people’s lives change as they age, so do their housing needs. The opportunity to live in New Brighton for a lifetime requires a diverse stock of housing that satisfies the lifestyle changes that will confront every resident. Housing diversity must also answer the question “Where will our children live?” If they would prefer to live in New Brighton there must be affordable housing of good quality to accommodate them. As the population changes, housing must be adaptable and of enough variety to meet future needs.

MAINTAIN A HEALTHY BUSINESS ENVIRONMENT

While primarily a place to live, good jobs and a diversified tax base are important to the community’s health. To have jobs in close proximity to homes also provides some residents the opportunity to both live and work in New Brighton and thereby minimize commute time and costs. Quality places to work and do business support quality places to live while providing residents with convenient shops and services. New Brighton will become a place where local businesses can thrive and grow.
STRENGTHEN COMMUNITY CONNECTIONS

It is the City’s intent that the natural patterns established by the drainage systems that connect Rice Creek to Jones Lake and Lake Johanna be reestablished.

Though separated from its eastern neighbors by I-35W, the vision plan intends to reconnect the east and west sides of the freeway via trails and create almost seamless linkages to New Brighton’s other municipal neighbors. The intent is to help the City operate, function, and cooperate as part of the larger North Metro community.

In addition to becoming integrated into a regional system of trails, New Brighton wants to connect the established amenities within the city by emphasizing connections between neighborhoods, especially the neighborhood park system. Opportunities for connections exist with retiring rail lines; other connections may require more creative solutions.

Access to regional transit networks as well as expanding transit service within New Brighton has become an important component for residents as they think about livability in the future.

CREATE PLACES FOR THE COMMUNITY TO GATHER & INTERACT

New Brighton must consciously create and strengthen places for people to gather and interact. If there is no place to interact, no place to gather, there is no sense of community or shared interest. Community gathering places are those where people come together to work, shop, and play; where they are seen and can be seen, where they interact and enjoy the sense that they are part of a social and civic place. New Brighton wants to foster these areas by providing opportunities for new businesses that provide a unique and exciting user experience.

CELEBRATE PARKS AS NEIGHBORHOOD ACTIVITY CENTERS

Parks are the City’s primary neighborhood activity centers and those parts of the urban fabric that people most identify with. Neighborhood activity centers are places to play, interact, and meet with neighbors. These are not, however, intended to be exclusively recreation facilities. These centers are intended to serve all members of the community no matter their socio-economic or housing status. These are places that serve the needs of all residents, helping them be active and healthy members of the community. Connecting these centers to their neighborhoods as well as interconnecting them throughout the city will strengthen the sense of community.
CREATE A SENSE OF PLACE & THE “FEELING” OF COMMUNITY

New Brighton has a number of qualities that make it a great community in which people want to live: great schools, active neighborhoods, convenient location, a safe community, a community for all ages, just to name a few. However, New Brighton remains a “hidden gem” in the Twin Cities region. The community would like to see New Brighton shine; creating a sense of place that celebrates the feeling of community in the city. New Brighton needs to invest in endeavors such as creative placemaking, building gateways and marking entrances into the community, highlighting historical sites, and hosting events throughout the year that celebrate the community.

CREATE & MAINTAIN STREETS THAT ARE SAFE, COMFORTABLE, & ATTRACTIVE TO ALL USERS

Streets are the connective tissue of New Brighton, and as such should be attractively designed to contribute to the positive image of the city. It is the city’s intent to have streets that move vehicles slowly but efficiently through New Brighton, while providing safe and comfortable adjacent routes for pedestrians and bicyclists.
CHAPTER 2. THE CONTEXT

A REGIONAL PERSPECTIVE

The City of New Brighton is a near fully developed suburb of Minneapolis and St. Paul. Being near fully developed, the community of New Brighton must focus its efforts primarily on preservation, renewal, and redevelopment rather than on new growth. However, it must not lose perspective of its location in a major metropolitan area. Communities in metropolitan areas need to work together to accommodate the pros and cons that accompany large population growth. The City of New Brighton sits at the intersection of two major interstates providing excellent access to both Minneapolis and St. Paul. As an inner-ring suburb, New Brighton will play an important role in encouraging and promoting private infill development fully utilizing existing infrastructure, a policy consistent with the goals and policies of Thrive MSP 2040.
HISTORICAL DEVELOPMENT PATTERNS

Information was obtained through www.newbrightonmn.gov and the City of New Brighton Historical Society

Early Development

The City of New Brighton, as with most Minnesota towns, was first inhabited by Native Indians who came to the area on rice harvesting treks and located near Long Lake and Rice Creek. In the mid-1800’s, French and English settlers came upon the New Brighton area in their search for part of the American Dream: land and a homestead. In 1858 the settlement was established, a government was formed, and development ensued consisting of a store, school, and mission church. The Village of New Brighton was not actually incorporated however until 1891.

Industrial Era

After the settlement was established, the railroad was soon to follow and the Minneapolis Stockyards and Packing Company was formed. This company locating in New Brighton is identified as the most significant point in New Brighton’s history as with it came the development of related businesses and thus a thriving agricultural community. The name New Brighton actually came from Brighton, Massachusetts, a cattle center serving the Boston area.

Suburban Growth

After World War II, New Brighton experienced rapid growth like many first-ring suburbs of that time. Auto-oriented single family neighborhoods grew between the quiet lakes of the city and along main thoroughfares. New Brighton’s proximity to Minneapolis and Saint Paul made it a destination for some car commuters, while the existing industry and railroad provided a base for the local economy. What is known today as Old Highway 8 was the main corridor of the community, connecting people to area cities, as well as jobs centers and downtown within New Brighton.
Table 2-1. Historic Trends and Projections

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Source: U.S. Census 1970-2010; Metropolitan Council

DEMOGRAPHICS & PROJECTIONS

Population

Population growth in New Brighton was rapid during the 1960’s, increasing 202% from 1960 to 1970. However, during the 1970’s, the population growth of New Brighton slowed down to just 19%. The City’s population peaked around 1980, and began to decline over the next three decades. It was during these decades that the community’s traditional employment base of industrial jobs decreased. At the same time, suburban communities further away from Minneapolis and Saint Paul offered newer housing stock and larger lots than New Brighton’s traditional neighborhoods. While proximity to the urban core may have been a deterrent in the past, it is now seen as an asset. With that, the population is expected to increase through 2040, surpassing the city’s peak population of the 1980’s.

Figure 2-2. Population Growth and Projections

Source: U.S. Census 1960-2010; Metropolitan Council
Along with the projected growth in population comes a growth in Households as well. The rate of growth for number of households exceeds that of population, because the average number of people per household is expected to decrease over time, as illustrated in Table 2-2. The lower household size is reflective of a combination of young married couples who are waiting longer to have children and have fewer children and also an increasing number of empty nester parents whose children have grown and left home.

The 2010 Census provides a demographic profile of the households in New Brighton as illustrated in Table 2-3. Of the 8,915 households in 2010, 5,907 or 64.3% were families, comprised mostly of married couples. Approximately 27% of the total households consist of families with children. The Census Data indicated that in 2010 35.7% of all households were non-family households. This is an increase from 34% in 2000.

<table>
<thead>
<tr>
<th>Year</th>
<th>Average People/Household</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>3.51</td>
</tr>
<tr>
<td>1980</td>
<td>3.01</td>
</tr>
<tr>
<td>1990</td>
<td>2.61</td>
</tr>
<tr>
<td>2000</td>
<td>2.46</td>
</tr>
<tr>
<td>2010</td>
<td>2.41</td>
</tr>
<tr>
<td>2020</td>
<td>2.35</td>
</tr>
<tr>
<td>2030</td>
<td>2.31</td>
</tr>
<tr>
<td>2040</td>
<td>2.32</td>
</tr>
</tbody>
</table>

Source: U.S. Census 1970-2010; Metropolitan Council

**Figure 2-3. Household Growth and Projections**

Source: U.S. Census 1970-2010; Metropolitan Council

**Table 2-3. Household Characteristics**

<table>
<thead>
<tr>
<th></th>
<th>Total # of HH</th>
<th>Percent Total HH</th>
<th>HH w/ Children</th>
<th>Percent Total HH</th>
<th>Families w/o Child</th>
<th>Percent Total HH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Family- Married Couple</td>
<td>4,396</td>
<td>49.31%</td>
<td>1,594</td>
<td>17.88%</td>
<td>2,802</td>
<td>31.43%</td>
</tr>
<tr>
<td>Family - Female Householder</td>
<td>961</td>
<td>10.78%</td>
<td>595</td>
<td>6.67%</td>
<td>366</td>
<td>4.11%</td>
</tr>
<tr>
<td>Total Families</td>
<td>5,731</td>
<td>64.28%</td>
<td>2,376</td>
<td>26.65%</td>
<td>3,355</td>
<td>37.63%</td>
</tr>
<tr>
<td>Non-Family Household</td>
<td>3,184</td>
<td>35.72%</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Total Households</td>
<td>8,915</td>
<td>100.00%</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
</tbody>
</table>

Source: U.S. Census 2010
Age Characteristics

In 2015, a significant portion of the population was older than 65 years in age. As demonstrated in Figure 2-4, the labor force age group (ages 20 to 64) represents the City’s largest age group accounting for 58% of the population. The next largest age group is the school age group (ages zero to 19) representing 25% of the population. The retired age group (ages 64 and over) accounts for the final 17% of the City’s population.

The portion of the population over 65 years in age is much larger than the County at large. This is reflected further when comparing New Brighton’s median age with surrounding communities, as seen in Table 2-4.

![Figure 2-4. Age Distribution 2015](source)

Table 2-4. Median Age

<table>
<thead>
<tr>
<th>City</th>
<th>Med. Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramsey County</td>
<td>34.6</td>
</tr>
<tr>
<td>Fridley</td>
<td>35.4</td>
</tr>
<tr>
<td>Mounds View</td>
<td>35.4</td>
</tr>
<tr>
<td>Blaine</td>
<td>36.3</td>
</tr>
<tr>
<td>Arden Hills</td>
<td>36.7</td>
</tr>
<tr>
<td>Columbia Heights</td>
<td>37.2</td>
</tr>
<tr>
<td>New Brighton</td>
<td>38.3</td>
</tr>
<tr>
<td>St. Anthony</td>
<td>40.6</td>
</tr>
<tr>
<td>Roseville</td>
<td>40.8</td>
</tr>
</tbody>
</table>

Source: U.S. Census 2010

Education

Table 2-5 illustrates the education levels for New Brighton residents age 25 and over. As indicated, approximately 94% of New Brighton’s population has attained a high school diploma or higher and nearly 45% have attained a college bachelor’s degree or higher. For comparison purposes, 90% of Ramsey County’s population age 25 and over have attained a high school degree and 40% have attained a bachelor’s degree or higher.

Table 2-5. Population Age Group

<table>
<thead>
<tr>
<th>Level Attained</th>
<th>New Brighton</th>
<th>Percent</th>
<th>Ramsey County</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt; 9th Grade</td>
<td>391</td>
<td>2.56%</td>
<td>18,761</td>
<td>5.42%</td>
</tr>
<tr>
<td>9th to 12th Grades (no diploma)</td>
<td>542</td>
<td>3.55%</td>
<td>15,925</td>
<td>4.60%</td>
</tr>
<tr>
<td>High School Graduate</td>
<td>3,025</td>
<td>19.81%</td>
<td>75,942</td>
<td>21.94%</td>
</tr>
<tr>
<td>Some College (no degree)</td>
<td>3,119</td>
<td>20.43%</td>
<td>67,706</td>
<td>19.56%</td>
</tr>
<tr>
<td>Associate Degree</td>
<td>1,260</td>
<td>8.25%</td>
<td>28,030</td>
<td>8.10%</td>
</tr>
<tr>
<td>Bachelors Degree</td>
<td>4,464</td>
<td>29.23%</td>
<td>84,403</td>
<td>24.39%</td>
</tr>
<tr>
<td>Graduate Degree</td>
<td>2,469</td>
<td>16.17%</td>
<td>55,339</td>
<td>15.99%</td>
</tr>
<tr>
<td>Total over 25</td>
<td>15,270</td>
<td>100.00%</td>
<td>346,106</td>
<td>100.00%</td>
</tr>
<tr>
<td>% High School Graduate or higher</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% Bachelors Degree or higher</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: U.S. Census 2010
Economy

According to the US Census Bureau’s Center for Economic Studies, there were 10,540 total jobs in New Brighton in 2015. This number includes primary occupations and secondary occupations. Out of that number, only 677 people work and live within New Brighton, all other employees travel from neighboring communities, and 10,228 residents go elsewhere to work. As seen in Table 2-1, employment within the City is expected to grow between now and 2040.

As seen in Figure 2-6 the most common occupation category within New Brighton’s labor force is management, professional and related at 46%, followed by sales and office occupations at 23%. Figure 2-5 shows that Educational, health and social service occupations are the largest industry, with manufacturing coming in second.

In 2015, the median household income in New Brighton was $60,964, which is more than Ramsey County’s median household income of $56,104. New Brighton’s unemployment rate in 2015 was 3%.

![Figure 2-5. 2015 Jobs by Industry](source: American Community Survey, 2011-2015)

![Figure 2-6. 2015 Jobs by Occupation Type](source: American Community Survey, 2011-2015)
A community’s land use patterns are typically one of the most significant defining physical elements of its landscape. The mix, location, form, and relationship of adjacent and nearby land uses greatly affect the community’s physical environment and social interaction.

Typical of first-ring suburbs that developed in the era of the automobile, the mix of New Brighton’s land uses are dominated by residential uses and neighborhoods. This existing pattern of development results in both challenges and opportunities for future land uses and redevelopment sites as the community continues to grow.

LAND USE PLAN FRAMEWORK

The Land Use Plan provides a general concept for land use types, intensities, and locations through the year 2040. Every parcel within the City limits is placed into a specific land use category. The Land Use Plan seeks to reinforce desirable land use patterns, identifies places where change is needed, and guides the form and location of future land use changes.

Objectives & Policies

LU 1.0 Provide for a mixture of high intensity uses that are mutually complementary, supportive, and make the most efficient use of both land and capital.

LU 1.1 Provide developers with site-planning guidance for large-scale developments.

LU 1.2 Pursue high-intensity, mixed-use developments where people can live, work, shop, play, and be entertained

LU 1.3 Increase the intensity of development as a means to provide jobs and increase tax base.
LU 1.4  Encourage developments that mix employment and residential uses in the interest of reducing overall travel demand.

LU 1.5  Disallow spot zoning and strip zoning to avoid uses that are incompatible with the surrounding area.

LU 2.0  Create a “sense of place” that has a distinct and memorable historical character supported by a framework that facilitates walking and biking as well as driving.

LU 2.1  Encourage developments to reflect the heritage of New Brighton, in particular, the stockyard and original downtown era.

LU 2.2  Facilitate a stronger sense or feeling of place within neighborhoods by maintaining and upgrading park facilities as user needs and desires change.

LU 3.0  Maintain safe and connected neighborhoods as the building blocks for the greater community, focusing on quality, livability, and compatibility.

LU 3.1  Ensure that new housing 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.

LU 3.2  Protect established neighborhoods from unplanned land use and traffic incursions attributable to development that would adversely impact neighborhood quality, values, and character.

LU 3.3  Continue to communicate and involve neighborhood residents in the public planning process.

LU 4.0  Provide land uses that promote quality lifecycle housing that is affordable to households at different stages of life and income levels.

LU 4.1  Mix densities and housing types within identified opportunity areas in an effort to improve housing diversity.

LU 4.2  Employ a scattered site approach to affordable and group housing rather than concentrating all such units in one or a few locations.

LU 4.3  Continue to actively enforce housing maintenance code requirements.

LU 4.4  Create opportunities for reinvestment in the existing housing stock in cooperation with Ramsey County.
LU 5.0  Create compact centers and multiple use facilities that complement and serve surrounding neighborhoods, to meet the needs of residents, employees, and visitors.

LU 5.1  Maintain compatible relationships between neighborhoods and the uses or activities that occur at their edges.

LU 5.2  Make places to work connected and integrated parts of the larger community rather than freestanding islands of business activity.

LU 5.3  Encourage integrated developments and resist pressure to accommodate unrelated, parcel by parcel, single-use or stand-alone developments.

LU 6.0  Provide opportunities for redevelopment, reinvestment, and infill, to support expanded employment throughout the city, particularly within identified opportunity areas.

LU 6.1  Pursue a strategy that is intended to phase out interim uses in a sequence that is consistent with redevelopment and reuse goals.

LU 6.2  Intensify and improve existing shopping areas rather than create new ones.

LU 6.3  Actively encourage redevelopment (private market driven) of blighted properties, brownfields, and marginally used industrial areas.

LU 6.4  Actively participate in the redevelopment of the Old Highway 8 Corridor south of 694.

LU 7.0  Ensure that business and industry is compatible with the built environment, natural resources, and surrounding neighborhoods.

LU 7.1  Ensure that places of employment are designed to be compatible with adjacent non-employment land uses.

LU 7.2  Require design that is reflective of the business location (i.e. gateway design in gateway locations).

LU 7.3  Require businesses to comply with all environmental performance standards.

LU 8.0  Provide quality business park environments and financial incentives as inducement for businesses to locate in New Brighton.

LU 8.1  Participate in the creation of business park settings that have protected environments and offer amenities that are attractive to large and innovative employers.

LU 8.2  Provide financial incentives to attract strong employers to New Brighton.
Focus on redevelopment, reinvestment, and infill opportunities that provide high quality design, an appropriate mix of uses, shared parking facilities, and levels of access for all users.

Ensure that residential infill development is compatible in architectural character and scale with adjacent housing.

Encourage developers to interconnect facilities and provide shared places for public gathering.

Require a high-level of aesthetic quality in design.

Promote the application of Traditional Neighborhood Design (TND) principles, such as on-street parking in planned communities, pedestrian friendly streetscapes, or multi-story mixed-use developments.

**Place-Based Land Use**

Land use in communities like New Brighton must strike a balance between Places to Live, Places to Shop and Interact, and Places to Work. These different functions can be spread throughout a community by different land uses, or can be found on the same site in Mixed Use areas.

**Places to Live**

Maintaining a quality stock of life-cycle housing will be important for the community’s health. Places to live will continue to comprise the largest single category of land use in New Brighton moving forward. Places to live include low, medium, and high-density residential.

**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. 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 or reinvestment is intended to occur (or has recently occurred) in the Old Highway 8 corridor or the city center. Such development will be relatively small components of larger mixed-use developments, and will benefit from each location’s high level of visibility and/or good accessibility. Silver Lake Road will continue to be a corridor of retail activity, although reinvestment is needed. Places to shop and interact include Commercial and Mixed Use.

**Places to Work**

Places to work should be integrated with places to shop and live. Places to work are categorized as Industrial; however, it is recognized that places to shop and interact are also places to work.
Places to Live, Shop, Interact, and Work (Mixed Use)

Mixed Use areas can be found at important nodes throughout the city, and are intended to provide flexibility in how these areas transform over the next twenty years. Some mixed use sites are prime for redevelopment requiring the demolition (or partial demolition) of existing buildings followed by new construction. Such transitions could include a change in use (e.g., from commercial to residential), or an intensification of the existing use on the property. Other mixed use sites will be transformed via infill development which involves the integration of new construction with existing buildings and/or neighborhoods on vacant or underutilized land (such as oversized parking lots). Still other mixed use areas may have the opportunity for rehabilitation: investing resources to fix-up sites and buildings that would benefit from improvements such as updated facades, upgraded infrastructure, landscaping, pedestrian improvements, or other safety enhancements.

Most of the improvements within these mixed use areas will be market-driven, and the city intends to provide regulatory flexibility so these areas can optimize their development potential. To that end, the City will identify methodologies that implement the design principles of the Comprehensive Plan including the placement of buildings, streets, parking areas, sidewalks, and open space. In the short term, uses will be regulated by the underlying zoning district(s) with mix of uses on the same parcel available through an update to the B-4 Zoning District. If larger redevelopment projects are proposed within any of these areas, developers are encouraged to utilize the city’s PUD process which allows for both a vertical and horizontal mix of uses.

There are three Mixed Use designations that will be discussed later in this chapter and that are based on activity nodes within the community: (1) Mixed Use – Regional Node, (2) Mixed Use – City Center Node, and (3) Mixed Use – Neighborhood Node.

Sustainability in Land Use

While much attention is given to the notion of sustainability as it relates to resources and energy, how we plan land uses also contributes to sustainable communities. The use of a mixed use land use category enhances New Brighton’s ability to re-use and recycle land uses as consumer behavior and demand changes.

Resilience

The use of the mixed use land use category also strengthens New Brighton’s ability to adapt to change within the key nodes of activity within the city. Mixed use nodes are much more able to withstand changing technology, markets, or economic downturns.
EXISTING LAND USE

Table 3-1, identifies existing land uses within the City, the overall acreage devoted to the land use types, and the percent total of the City each land use represents. Please note that all acreages are “net” meaning arterial rights-of-way, water bodies, wetlands, and public parks have already been removed.

Residential

New Brighton is primarily a residential community with 1,850 acres (40% of its land area) devoted to housing. Only 4% of the City’s land is occupied by multi-family units, which suggest that the City is overwhelmingly a single-family community. The present densities for existing (built) single-family housing generally range from 2 to 4 units per acre. Multi-family housing ranges from a density of 6 units per acre to more than 12 units per acre in some places. And notably, the City of New Brighton has a total of 362 manufactured homes within two (2) manufactured home parks covering just over 46 acres (density of 7.7 units per acre).

There will not be a significant change in land area committed to residential uses except within the Old Highway 8 corridor where redevelopment offers opportunities to increase lifecycle housing as part of future mixed-use developments. Beyond that, changes in residential use areas will largely be limited to infill housing on individual lots and maximization of under-developed parcels.

Table 3-1. Existing Land Use (2016)

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Acres</th>
<th>% of Whole</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Detached</td>
<td>1,496.34</td>
<td>33.04%</td>
</tr>
<tr>
<td>Single Family Attached</td>
<td>115.26</td>
<td>2.54%</td>
</tr>
<tr>
<td>Multiple family</td>
<td>192.80</td>
<td>4.26%</td>
</tr>
<tr>
<td>Mobile Home Park</td>
<td>46.38</td>
<td>1.02%</td>
</tr>
<tr>
<td>Commercial</td>
<td>139.09</td>
<td>3.07%</td>
</tr>
<tr>
<td>Industrial</td>
<td>383.34</td>
<td>8.46%</td>
</tr>
<tr>
<td>Institutional</td>
<td>176.96</td>
<td>3.91%</td>
</tr>
<tr>
<td>Parks and Open Space</td>
<td>508.89</td>
<td>11.24%</td>
</tr>
<tr>
<td>Utility</td>
<td>42.30</td>
<td>0.93%</td>
</tr>
<tr>
<td>Railway</td>
<td>113.58</td>
<td>2.51%</td>
</tr>
<tr>
<td>Vacant</td>
<td>62.00</td>
<td>1.37%</td>
</tr>
<tr>
<td>Open Water</td>
<td>380.65</td>
<td>8.40%</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>871.61</td>
<td>19.24%</td>
</tr>
<tr>
<td>Totals</td>
<td>4,529.19</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Source: GIS data provided by the City of New Brighton
Figure 3-1. 2016 Existing Land Use Map
Neighborhoods

During the 2000 Comprehensive Plan update, residents were asked to identify their neighborhood and the features they associate with their neighborhood. Boundaries were typically established using physical or natural features (highways, rail lines, lakes, etc.), but overall feedback made it clear that the perception of neighborhood varies with each resident. For some, “neighborhood” encompasses the area where you recognize neighbors and, perhaps, know their name. For others, neighborhood is the area around and through which they 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. As such, neighborhoods are not specifically delineated by this comprehensive plan update, although they are recognized as a tremendously important components of the urban fabric.

Things identified as defining “neighborhood” and giving it character included physical features such as parks and local businesses. Neighborhood events, social gatherings, and familiar faces were also mentioned as critical elements defining a neighborhood. In most people’s definitions, parks were seen as the neighborhood’s central focus.

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 focal point (such as a park) better defines a neighborhood for residents than edges. Neighborhoods would, perhaps, be more recognizable if they had discernible edges, but real neighborhoods are generally too small and established to create noteworthy edges that re-enforce their identity.

What does this tell us about New Brighton’s neighborhoods?

» First, “real” neighborhoods likely share focal points with other neighborhood types.
» 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. Like schools, parks 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.
Commercial Development

Commercial development consists of 139.09 acres (or 3.07%) of the total land area of the City of New Brighton. Most of this land use type 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, was redeveloped in 2018 into service retail oriented uses and a 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 evidenced by numerous vacancies. All three were constructed at a time when over-development was the rule, and were fully occupied when new. Unfortunately, obsolescence combined with changes in retailing has made it difficult for these developments to sustain full occupancy.

The City’s smaller commercial centers at 5th Street & 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 at the present time, and the little that remains can be attributed to another era when Old Highway 8 served as the north gateway to the Twin Cities. Commercial activity is increasing through a new convenience center known as Main Street Village, which has recently been constructed at the corner of County Road E2 and 5th Avenue.

The Old Highway 8 Corridor

The Old Highway 8 corridor has changed dramatically within the last 10 years to the north of I-694 in a new mixed-use development known as New Brighton Exchange. The remainder of the Old Highway 8 corridor (to the south of I-694 and to the north of the Exchange) is primarily industrial uses consisting of office/warehouse development, some manufacturing, and several businesses that at best should be considered interim uses. While many undesirable heavy industrial uses in this corridor have been eliminated in the past (including two rendering plants and an asphalt plant), industry is still the corridor’s signature land use with businesses devoted to pole processing, trucking operations, and newer high quality office/warehouses still in existence. Past land uses along Old Highway 8 suggest that redevelopment of areas will more likely require the cleanup of contaminated land.

The corridor contains relatively little retail, service, or commercial development with the exception of the 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 does remain is a throwback to another era when Old Highway 8 served as a major highway. Changes in traffic patterns over the years and access issues in certain locations continue to challenge the corridor from a commercial perspective. That said, the City recognizes that the face of retail and services is rapidly changing with online shopping now a dominant force in the marketplace. A shift in focus to “experience-based” commercial such as restaurants, entertainment venues, and showrooms may be more appropriate in the future.

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 a considerable amount of newer residential development (townhomes) has already occurred in the Town Center. Residential development has also been an important component in the New Brighton Exchange redevelopment area.

The Old Highway 8 corridor also has several public/institutional uses that are essential parts of the City Center. They include the New Brighton Community Center (the heart of social and recreational activity in the community), City Hall, Veterans Park, the Public Safety Center, and the Public Works garage.
Public and Quasi-Public Lands

A rather significant amount of the City’s land area (508.89 acres or 11.24%) is comprised of parks and open space which includes the City’s local park system and the Long Lake Regional Park.

While parks make up a significant portion of the city and the distribution of neighborhood parks throughout the community is good, many parks are isolated from one another and are difficult to access by non-motorized transportation. Another 176.96 acres (or 3.91% 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.

Vacant Land

The City of New Brighton is virtually fully developed with just 62.00 acres (or 1.37% of its land area) denoted as vacant. All vacant land within the City consists of small lots and parcels with the exception of remaining lots within the New Brighton Exchange. A limited amount of vacant land exists along the Old Highway 8 corridor, but adjacent businesses control these areas and therefore dictate how, when, and/or whether such land is developed. The City’s store of vacant land consists of private properties that may be the subject of future redevelopment.

Right-of-way

Right-of-way consumes a considerable amount of land in the City of New Brighton. Streets, highways, and railroads take up of 985.19 acres of land (or 21.75% of the total area of the City of New Brighton). This percentage is not unusual, but does represent a significant proportion of the land that is committed almost exclusively to the use of automobiles.
**FUTURE LAND USE**

The future land use plan defines and illustrates a future vision for physical development and redevelopment of the community between now and 2040. At first blush, the future land use map seems to suggest that there will be significant changes over the next twenty years. A closer look though attributes most of those changes to revised land use classifications that are part of this plan rather than actual changes in use. Most changes occur at the important nodes within the community transforming such areas primarily from commercial to mixed use. These areas will focus on redevelopment, infill, and reinvestment to varying degrees. Much, if not all of these areas, will be transformed by 2040.

**Low-Density Residential**

Because there is so little vacant land remaining in the City of New Brighton, only a few new single-family homes will be built with the exception of infill on still vacant lots and replacement homes. 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 & support system that connects neighborhoods and makes them stronger and more vital.

Low-density residential areas are the designated lands for detached single-family homes. Existing low density residential areas range from 2.5 to 6.0 units per acre, encompassing newer neighborhoods of the City which are characterized by larger lots, and older homes where dwellings have been built on lots with a 40-foot minimum width and 5,000-square foot lot area. Both types of these single-family residential areas are in very good condition, are not expected to change in character, and are not anticipated to be compromised by incursions of commercial development.

**Table 3-2. Future Land Use 2040**

<table>
<thead>
<tr>
<th>Future Land Use</th>
<th>Acres (Net)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential</td>
<td>1,534.72</td>
<td>33.89%</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>184.64</td>
<td>4.08%</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>133.13</td>
<td>2.94%</td>
</tr>
<tr>
<td>MU Regional Node</td>
<td>73.82</td>
<td>1.63%</td>
</tr>
<tr>
<td>MU City Center Node</td>
<td>138.89</td>
<td>3.07%</td>
</tr>
<tr>
<td>MU Neighborhood Node</td>
<td>86.07</td>
<td>1.90%</td>
</tr>
<tr>
<td>Commercial</td>
<td>18.46</td>
<td>0.41%</td>
</tr>
<tr>
<td>Light Industrial</td>
<td>333.70</td>
<td>7.37%</td>
</tr>
<tr>
<td>Heavy Industrial</td>
<td>92.17</td>
<td>2.04%</td>
</tr>
<tr>
<td>Public/Quasi-Public</td>
<td>129.16</td>
<td>2.85%</td>
</tr>
<tr>
<td>Parks and Open Space</td>
<td>530.73</td>
<td>11.72%</td>
</tr>
<tr>
<td>Rail Road</td>
<td>22.88</td>
<td>0.51%</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>870.17</td>
<td>19.21%</td>
</tr>
<tr>
<td>Open Water</td>
<td>380.65</td>
<td>8.40%</td>
</tr>
<tr>
<td>Total</td>
<td>4,529.18</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Source: GIS data provided by the City of New Brighton
Figure 3-2. Future Land Use Map 2040
Medium-Density Residential

Medium-density residential areas are intended to accommodate densities in the range of 6 to 12 units per acre including housing types such as attached and detached townhomes, row houses, two-family dwellings, manufactured housing, and small-scale 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 areas are intended to be located where convenient shopping and accessible transit is nearby, and/or other amenities are available. They are also 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 at a minimum, and is expected to include levels exceeding 30-units per acre with a maximum of 50 units per acre.

Mixed Use – Regional Node

The City intends the Mixed Use – Regional Node designation to be for areas serving community and regional needs with convenient and immediate access to regional highways and Interstates. These areas are targeted to have regional-serving commercial retail or service businesses, offices, and high-density housing. The mix of uses will tend to lean commercial with, in most cases, at least 50 percent of development being commercial in nature. Commercial, office, and residential development may be combined vertically in the same building or horizontally on the same or adjacent sites. When uses are mixed within a building; retail, service, and civic uses should be focused on the ground floor while housing and offices should be focused on the upper floors.

Residential uses will primarily consist of higher-density stacked multi-family housing, with the possibility of higher-density row homes or townhouses utilized as a transition into surrounding neighborhoods. Development is expected to be around 35% residential with density of residential development at 12 - 50 units per acre. The mix of uses will be more automobile-oriented than other Mixed Use nodes, but pedestrian facilities are still important to ensure safe movement through the site. Parking should be optimized, with shared parking where possible/feasible, and parking facilities on the interior of the site. The intensity of mixed use - community development will vary depending on its location within the City and surrounding uses, but generally will be more intense in nature. Because frequent and reliable transit service greatly benefits Mixed Use – Regional Nodes, transit service maintenance and expansion to these areas should be supported.
Mixed Use – City Center Node

The City intends the Mixed Use – City Center Node designation to recognize the unique mix of uses in the downtown Civic area and the New Brighton Exchange along Old Highway 8. It is the City’s intent for these areas 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 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.

Residential redevelopment may include stacked multi-family homes and attached and detached townhomes. Development is expected to be 60% residential with density of residential uses at 12 - 50 units per acre. Non-residential uses will predominantly be commercial and service, focusing on retail, office, lodging, and entertainment, with the addition of civic/public uses as well.

Mixed Use – Neighborhood Node

The City intends the Mixed Use - Neighborhood Node designation to be for neighborhood-serving commercial retail or service businesses, offices, and medium to high density housing. Redevelopment within these areas would tend to lean residential with, in most cases, at least 60 percent of development being residential in nature. Stacked housing and townhomes will be predominately used. The shape, form, and character of housing should transition to stacked multifamily along major roadways to townhomes or villa homes as the areas transition to surrounding neighborhoods. Density of residential uses is anticipated to be between 8 and 40 units per acre.

Commercial and residential development may be combined vertically in the same building or horizontally on the same or adjacent sites. When uses are mixed within a building; retail, service, offices, and civic uses should be focused on the ground floor while housing should be focused on the upper floors. Parking may be in structures to maximize land development intensity.

These areas should emphasize pedestrian facilities and pedestrian-scale amenities into their design. Pedestrian connections throughout the site and to surrounding neighborhoods are important. The intensity of mixed use - neighborhood development will vary depending on its location within the City, surrounding uses, and transit service. Commercial areas of New Brighton with a commercial designation are intended to serve the retail, service, and other commercial needs of the community. Commercial uses can range from local, neighborhood-level services, and convenience shopping, to community-wide retail, business, and professional offices and services. As a built-out community, New Brighton does not currently have any regional retail centers, nor does the city foresee a regional-level of commercial development in the future of the community. As such, future commercial uses should serve the retail, entertainment, and service needs of the community along established corridors within the city.
Commercial

Areas of New Brighton designated Commercial are intended to serve the retail, service, and other commercial needs of the community. Commercial uses can range from neighborhood-level services and convenience shopping, to community-wide retail, business, and professional offices & services. As a built-out community, New Brighton does not currently have any regional retail centers, nor does the city foresee a regional-level of commercial development in the future of the community. As such, future commercial uses should serve the retail, entertainment, and service needs of the community along established corridors within the city.

Light & Heavy Industrial

Areas designated as Industrial are planned for uses that include business parks, light industrial, and heavy industrial uses. Uses intended to be accommodated in business parks include research laboratories, light manufacturing, warehousing, offices, and incidental commercial or retail uses that support the business park and its employees. Uses intended to be accommodated by light and heavy industrial districts are the same: construction, manufacturing, warehousing, wholesaling, offices, and trucking and transportation services amongst other similar uses. The main difference between the districts is how the outdoor portion of the properties are expected to be used. Light industrial uses are those which conduct most of their business (including sales, storage and processing) inside the building. Comparatively, Heavy industrial uses are anticipated to conduct a portion of their business outdoors in the form of materials, supplies, product and truck storage, and/or outdoor sales.

Public & Quasi-Public

The Public/Institutional classification includes uses such as public schools, fire stations, libraries, water-system facilities, religious institutions, cemeteries, private schools, and other City, County, and State-used and owned properties. There is currently no zoning district designated for public/institutional uses.

Park

New Brighton intends the parks classification to represent active or passive recreation areas. Some areas designated as park are informal recreation areas while others are formal with groomed fields. As a whole, the system consists of a wide variety of park & facility types including a regional park, community parks, neighborhood parks, recreational centers, open space areas, regional trails, and local trails.

" Would love to see development that depends on foot traffic or some type of pedestrian friendly marketplace. We are obviously a city that is bisected in so many ways by major highways and roads... lets get away from that concept."
REDEVELOPMENT POTENTIAL

Potential Redevelopment Areas

Many opportunities exist to enhance existing land uses or to improve less desirable development patterns through the process of redevelopment. Although the Old Highway 8 corridor and the industrial lands have been the focus of the City’s most recent redevelopment activities, attention must still be given to other aging and changing areas of the community. Figure 3-3 illustrates potential redevelopment areas 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, and 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:

» The area contains “Brownfield” sites and/or supports a higher intensity use.
» The area or sites pose a threat to the environment.
» The area or sites present a highly negative image to the community.
» Sites with high vacancy rates and lacking in maintenance.
» The area or site creates land use conflicts with adjacent uses.

Redevelopment Staging

While much of the future development in New Brighton will come from redevelopment, there is a small amount of infill and new growth that’s been identified as well. Figure 3-3 identifies the land areas within the City that are available for redevelopment, infill development, or new development. To plan for future growth, an estimate for when development or redevelopment might occur was identified and placed into one of three timeframes: 2018 through 2020, 2021 through 2030, and 2031 through 2040. This staging plan was used in the development of the Local Sewer Plan which concluded the City will be capable of serving this new growth as it occurs.

As a developed community, New Brighton will experience only a limited amount of growth through the year 2040. Most of the growth will occur through redevelopment as there are very few vacant and developable properties remaining in the city. Table 3-4 summarizes the anticipated household growth and Table 3-5 summarizes anticipated employment growth due to new development and redevelopment. As Table 3-4 shows, the overall net density for new development in the City of New Brighton will be around 11 units per acre net for each decade, which meets the minimum set by the Metropolitan Council for communities with the designation of “Urban.” The range of new housing units and the anticipated number of jobs based on redevelopment and land use both meet regional projections for each decade. The amount of redevelopment is difficult to predict as it is hard to know when the private sector might act, when market forces may change, etc; so this table should be used as an indication on what is possible and when phasing is likely to occur, but not required to occur. Most of the new housing units anticipated by this plan will be constructed in redevelopment projects as there are a limited number of low and medium density undeveloped parcels.

Redevelopment

The demolition or partial demolition of existing building and construction of new buildings. This could include changing land uses, or intensifying the existing land use of a property.

Infill

Development of projects to fit within the fabric of existing buildings and neighborhoods on unbuilt land, including vacant parcels, as well as underutilized parts of larger sites, such as an oversized parking lot.

Rehabilitation

Investing resources to fix up existing sites and buildings that would benefit from improvements such as updated facades, upgraded infrastructure, landscaping, pedestrian improvements, or other safety enhancements.

Willing-Seller/Willing-Buyer

The City may be a willing buyer of property that advances strategic goals, but only if the property owner is a willing seller and the conditions are right for redevelopment. Willing-Seller/Willing-Buyer agreements are NOT the use of eminent domain, and do not force anyone to unwillingly sell their property.
Figure 3-3. Potential Areas of Improvement in New Brighton
### Table 3-3. Anticipated Developable Acres by Decade

<table>
<thead>
<tr>
<th>Future Land Use</th>
<th>Vacant Acres (Net)</th>
<th>Redevelopment Acres (Net)</th>
<th>Total Development Acres (Net)</th>
<th>2017-2020</th>
<th>2021-2030</th>
<th>2031-2040</th>
<th>Total by 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium Density Residential</td>
<td>0.47</td>
<td></td>
<td></td>
<td>0.47</td>
<td>0.47</td>
<td>0.47</td>
<td>0.47</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>0.17</td>
<td>3.87</td>
<td>4.04</td>
<td>2.83</td>
<td>1.21</td>
<td>4.04</td>
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<tr>
<td>MU Regional Node</td>
<td>-</td>
<td>20.51</td>
<td>20.51</td>
<td>14.36</td>
<td>6.15</td>
<td>20.51</td>
<td></td>
</tr>
<tr>
<td>MU City Center Node</td>
<td>31.55</td>
<td>6.98</td>
<td>38.53</td>
<td>19.27</td>
<td>15.41</td>
<td>38.53</td>
<td></td>
</tr>
<tr>
<td>MU Neighborhood Node</td>
<td>1.59</td>
<td>11.37</td>
<td>12.96</td>
<td>9.07</td>
<td>2.59</td>
<td>12.96</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>0.81</td>
<td></td>
<td>0.81</td>
<td>0.81</td>
<td>0.81</td>
<td>0.81</td>
<td></td>
</tr>
<tr>
<td>Light Industrial</td>
<td>10.45</td>
<td></td>
<td>10.45</td>
<td>3.14</td>
<td>7.32</td>
<td>10.45</td>
<td></td>
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<tr>
<td>Heavy Industrial</td>
<td>5.82</td>
<td></td>
<td>5.82</td>
<td>1.75</td>
<td>4.07</td>
<td>5.82</td>
<td></td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>50.87</strong></td>
<td></td>
<td><strong>93.60</strong></td>
<td><strong>5.15</strong></td>
<td><strong>51.69</strong></td>
<td><strong>36.76</strong></td>
<td><strong>93.60</strong></td>
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</table>

### Table 3-4. Anticipated Residential Units by Decade

<table>
<thead>
<tr>
<th>Future Land Use</th>
<th>Units/Acre</th>
<th>% Res</th>
<th>%</th>
<th>2017-2020</th>
<th>2021-2030</th>
<th>2031-2040</th>
<th>Total by 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Min</td>
<td>Max</td>
<td></td>
<td>Net Acres</td>
<td>Min Units</td>
<td>Max Units</td>
<td>Net Acres</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>6</td>
<td>12</td>
<td>100%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.47</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>12</td>
<td>50</td>
<td>100%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2.83</td>
</tr>
<tr>
<td>MU Regional Node</td>
<td>12</td>
<td>50</td>
<td>35%</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>14.36</td>
</tr>
<tr>
<td>MU City Center Node</td>
<td>12</td>
<td>50</td>
<td>60%</td>
<td>3.85</td>
<td>28</td>
<td>116</td>
<td>19.27</td>
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<td>MU Neighborhood Node</td>
<td>8</td>
<td>40</td>
<td>60%</td>
<td>1.30</td>
<td>6</td>
<td>31</td>
<td>9.07</td>
</tr>
<tr>
<td><strong>Total Acres</strong></td>
<td>5.15</td>
<td></td>
<td></td>
<td></td>
<td>51.69</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Residential</strong></td>
<td>3.09</td>
<td>147</td>
<td></td>
<td>25.33</td>
<td>279</td>
<td>1,194</td>
<td>14.17</td>
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<tr>
<td><strong>Units/Acre</strong></td>
<td>10.99</td>
<td></td>
<td></td>
<td></td>
<td>11.03</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Units per acre uses percentage of acreage for Mixed Use categories

### Table 3-5. Anticipated Jobs by Decade

<table>
<thead>
<tr>
<th>Future Land Use</th>
<th>FAR</th>
<th>SF / Job</th>
<th>% Emp</th>
<th>2017-2020</th>
<th>2021-2030</th>
<th>2031-2040</th>
<th>Total by 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Net Acres</td>
<td>Est. Sq Ft</td>
<td>Jobs</td>
<td>Net Acres</td>
<td>Est. Sq Ft</td>
<td>Jobs</td>
<td>Net Acres</td>
</tr>
<tr>
<td>MU Regional Node</td>
<td>0.25</td>
<td>300</td>
<td>65%</td>
<td>14.36</td>
<td>101,626</td>
<td>339</td>
<td>145</td>
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<tr>
<td>MU City Center Node</td>
<td>0.30</td>
<td>250</td>
<td>40%</td>
<td>19.27</td>
<td>100,709</td>
<td>403</td>
<td>322</td>
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<tr>
<td>MU Neighborhood Node</td>
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<td>250</td>
<td>40%</td>
<td>9.07</td>
<td>47,437</td>
<td>190</td>
<td>127</td>
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<tr>
<td>Commercial</td>
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<td>250</td>
<td>100%</td>
<td>0.81</td>
<td>10,609</td>
<td>42</td>
<td>-</td>
</tr>
<tr>
<td>Light Industrial</td>
<td>0.25</td>
<td>300</td>
<td>100%</td>
<td>3.14</td>
<td>34,146</td>
<td>114</td>
<td>7.32</td>
</tr>
<tr>
<td>Heavy Industrial</td>
<td>0.25</td>
<td>350</td>
<td>100%</td>
<td>1.75</td>
<td>19,008</td>
<td>54</td>
<td>4.07</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td>108</td>
<td>1,142</td>
<td>914</td>
<td></td>
</tr>
</tbody>
</table>
THE CITY’S ROLE

Regulatory Support

The City is responsible for establishing zoning regulations, reviewing development applications, and permitting. The City may amend zoning to remove certain barriers or “fast track” projects to help bring desired development to New Brighton.

Financial Support

Sometimes the City may feel a project is especially important. If a certain development project brings public benefit and would not otherwise happen, the City may provide financial support and partnerships to help bring a project to New Brighton.

Public Redevelopment / Infrastructure

The City is responsible for maintaining and improving the public facilities within New Brighton. This means the City pays for and manages the development of and ongoing maintenance of facilities such as roads, public buildings, parks, and other features.

Redevelopment Strategy

The City has been very proactive in redeveloping areas of the community over the years, and was especially proactive over the last decade with the redevelopment of the New Brighton Exchange. Current redevelopment efforts are focused on finishing up the redevelopment of the New Brighton Exchange, and advancing that effort to the south along the Old Highway 8 Corridor near 8th Avenue and north of 5th Street NW. It is expected these redevelopment efforts may take an additional 10 years to realize. Beyond that, many areas are still in need of some form of redevelopment, and these projects cannot occur all at once. It will be imperative for the City to employ a rational redevelopment process that establishes priorities which 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.
Funding Strategies

Funding for redevelopment projects must be a combined effort between the public (who wants to “see” improvements, needs jobs, desires lower property taxes, requires 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 in order 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.

Minnesota Department of Employment and Economic Development (DEED)

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

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, the development of a Response Action Plan (RAP), or for the cleanup of contamination on sites which will be redeveloped. The Contamination Cleanup grant addresses the growing need for uncontaminated and developable land within the metro area. Grants are awarded to those sites where there is serious, imminent, private or public development potential such as the New Brighton Exchange.
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 Districts. Depending upon which district type is being used, generally TIF can be spent on:

- 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 in 1997 by the State legislature (see Minnesota Statutes, Section 469.1812 to 469.1815). Tax abatement essentially works as a tax rebate to the property whereby 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:

- 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
- It finds that doing so is in the public interest because it will:
  - Increase or preserve tax base;
  - Provide employment opportunities in the political subdivision;
  - Provide assistance to acquire or construct public facilities;
  - Help to redevelop or renew blighted areas; or
  - Help residents of the political subdivision access local services.

Municipal Bonds

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

Internal Borrowing

The City of New Brighton has developed a healthy redevelopment fund which should be preserved. To this end, internal borrowing for redevelopment efforts should be encouraged and complement other funding strategies with account interest accumulating in support of the fund's growth. To ensure New Brighton remains competitive, the City should periodically evaluate the need to supplement this fund through its annual budget planning process.
NATURAL AND SPECIAL RESOURCE PROTECTION

Solar Resources Protection & Development

Objectives

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

**LU 10.0** To be proactive in facilitating the use of alternative energy sources and ensure reasonable access to direct sunlight for areas that will undergo redevelopment over the next 20 years.

As shown in Figure 3-4, a majority of the residential neighborhoods in New Brighton do not have solar potential that exceeds 900,000 watt-hours per year. There is more gross solar potential in areas of the city that have historically been industrial uses. The values represented in the map are reflected in Table 3-6 below. The gross solar potential and gross solar rooftop potential were calculated by the Metropolitan Council. These potentials are expressed in megawatt hours per year (Mwh/yr), and represent gross totals. In other words, these calculations do not demonstrate the amount of solar likely to develop in New Brighton, but rather provide an estimate on the total potential resource within the City.

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, and solar access protection may need to be employed in those instances.

Policies

The City’s policy for solar resource development is to:

- **LU 10.1** Protect existing solar collectors from shading by development and vegetation on adjoining properties.
- **LU 10.2** Consider solar access in the formulation of plans for street landscaping and private planting plans.
- **LU 10.3** 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).

<table>
<thead>
<tr>
<th>Community</th>
<th>Gross Potential (Mwh/yr)</th>
<th>Rooftop Potential (Mwh/yr)</th>
<th>Gross Generation Potential (Mwh/yr)</th>
<th>Rooftop Generation Potential (Mwh/yr)</th>
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<tr>
<td>New Brighton</td>
<td>8,020,024</td>
<td>1,175,611</td>
<td>802,002</td>
<td>117,561</td>
</tr>
</tbody>
</table>

Source: Metropolitan Council, 2017
Figure 3-4. Gross Solar Potential

Gross Solar Potential
(Watt-hours per Year)

- High: 1272499
- Low: 900001

- Solar Potential under 900,000 watt-hours per year
- County Boundaries
- City and Township Boundaries
LU 10.4 Encourage the use of solar energy in future housing developments through such programs as the “Energy House.”

LU 10.5 Consider variances to ordinance regulations, consistent with state statute, which will create opportunities for solar access employment.

LU 10.6 Encourage and support educational programs and research that focuses on alternative or renewable energy systems and sources.

LU 10.7 Work with Clean Energy Resource Teams (CERTS) on potential projects and future programs.

LU 10.8 Work towards recognition for Best Practices within the Green Step Cities Program for Renewable Energy.

LU 10.9 Explore opportunities/programs for commercial/industrial property owners to take advantage of robust solar development potential of large rooftop areas.

**Historic Site Protection**

The Metropolitan Land Planning Act (Minnesota Statutes 473.859, Subd. 2) requires that local comprehensive plans include a section on historic preservation. Historic assets promote community pride and create a sense of community. At the present time, the City has only one property listed on the National Register of Historic Places: the Foss House located at 321 Silver Lake Road. The Foss family arrived in the area in the late nineteenth century, and were early settlers of the rural area south of the original town site. New Brighton was incorporated in 1891, and the Foss House was build circa 1896 by an unknown architect. The home is historically and architecturally significant as the largest and most intact Victorian house now standing within the municipal limits of New Brighton.

Continuing its commitment to protect local resources, the City of New Brighton will continue to include assessments of historical and cultural resources for redevelopment projects through state assessment programs such as EAWs or AUARs.

**Natural Resource Protection**

Objectives and policies related to natural resource protection may be found in “Chapter 7. Environmental Protection”.

**Aggregate Resource Protection**

The City of New Brighton does not have any aggregate resources which need to be protected.
The City of New Brighton is a fully developed first tier suburb of the Minneapolis/St. Paul metropolitan area. New Brighton is conveniently located a short distance from both downtown Minneapolis and downtown St. Paul. Its central location close to a large concentration of jobs and colleges has shaped New Brighton as a convenient place to live and work.

Into the next century, the focus on housing and economic development will continue to be on maintenance, infill development, and redevelopment. The vision plan goal for housing in New Brighton is to ensure people, of all walks of life, have the opportunity to live in the community their entire lives. This philosophy towards housing (referred to as “Life Cycle Housing”) is intended to continually meet the needs of the evolving demographic profile of New Brighton and surrounding communities. A key to creating a quality environment for job and tax base growth is being a great place to live. Thus a quality housing stock is intrinsically linked to New Brighton’s strategic intent for economic development “...to increase and broaden the City’s tax base.”

### HOUSING PLAN FRAMEWORK

The future of the City of New Brighton relies heavily on a diverse supply of high-quality housing that is available to residents at multiple income levels. Housing is usually the single biggest investment made by an individual household. Likewise, as residential represents the highest percentage of land use in the community, housing is arguably the largest investment target (from a quality of life as well as financial perspective) by the community as a whole.

This housing plan sets a vision for places to live within the community, establishes a roadmap to ensure citizens have access to housing resources, and identifies implementation steps to ensure the community is a safe, convenient, comfortable, attractive, and affordable place to live.
Objectives & Policies

The following are the City’s objectives and policies relative to housing:

**HSG 1.0** Maintain and Enhance Existing Housing Stock

- **HSG 1.1** Participate in low interest loan programs to assist low to moderate-income homeowners with housing maintenance and home improvements.
- **HSG 1.2** Target housing rehabilitation program efforts and redevelopment efforts to older neighborhoods.
- **HSG 1.3** Encourage participation in the Crime Free Multi-Family Housing Coalition.

**HSG 2.0** Provide a Wide Variety of Housing Types to meet the Needs of a Diverse Community at all Stages of Life

- **HSG 2.1** Encourage housing development on undeveloped or skipped over lots within existing developed neighborhoods that is consistent with the style and type of housing in the surrounding neighborhood.
- **HSG 2.2** Encourage and promote redevelopment projects that will add to the diversity (both in terms of housing styles and price ranges) of New Brighton’s housing supply creating more life-cycle and affordable housing opportunities.
- **HSG 2.3** Encourage and support the rental housing community (both tenants and landlords/property managers) in addressing the needs of the rental community.

**HSG 3.0** Promote Neighborhoods that are walkable, safe, and connected to amenities

- **HSG 3.1** Encourage creative mixed use development in key redevelopment corridors. This development should integrate housing with public places, retail, and service commercial.
- **HSG 3.2** Protect the integrity and long-term viability of residential neighborhoods and eliminate land use conflicts through code compliance.
- **HSG 3.3** Continue neighborhood and town hall meetings and other community interaction activities that help ensure strong, safe neighborhoods.

**HSG 4.0** Ensure an Adequate Supply of Quality Affordable Housing

- **HSG 4.1** Continue to collaborate with non-profit or limited profit affordable housing developers to acquire sites and rehabilitate dilapidated
housing structures including apartments and single family homes.

HSG 4.2 Encourage the use of Planned Unit Developments (PUDs) on remaining vacant parcels to allow for smaller parcels and possibly more affordable housing units.

HSG 4.3 Co-apply for CDBG money or other funding with affordable private housing developers.

HSG 4.4 Assist large rehabilitation projects by selling bonds to raise funds for private developers.

HSG 4.5 Periodically review zoning ordinance provisions and other regulatory tools to ensure they do not restrict infill or redevelopment to the point of creating barriers to the development of affordable housing. (These regulations include minimum floor areas, minimum lot sizes and standards, garage stall requirements, permit fees, and others).

HISTORICAL DEVELOPMENT PATTERN

New Brighton has grown incrementally over time with the majority of its housing stock built during the 1960s and 1970s. In fact, over 65% of New Brighton’s total housing supply was built during this period. The oldest housing stock can be found near the old downtown area generally from 1st Avenue NW to 6th Avenue NW, and from 5th Street NW to 10th Street NW. Many older homes can also be seen along major roadways (particularly Old Highway 8, Long Lake Road, and County Road E) and around the City’s major water bodies (Long Lake and Pike Lake). These homes were generally built prior to 1950, and are pre-World War II in many instances. New housing has continued to occur within these older areas via redevelopment and the infill of vacant lots.

Over time, housing development within the City expanded westward from the Old Highway 8 corridor and the old downtown area. This trend can be observed through the housing styles and street patterns in residential neighborhoods. In the older neighborhoods, the predominant housing style is a bungalow situated on a narrow lot on a typical grid patterned street system. The second wave of housing saw single story ramblers become the popular housing choice, and such homes were usually situated on a curvilinear road or cul-de-sac. Over 40% of the City’s current housing stock are ramblers; while split-entries, colonials, and split-levels comprise the majority of the remaining homes. The vast majority of multi-family housing was also built during the 60s and 70s. This housing type typically consists of 12 to 18 unit, three-story buildings, usually with limited off street parking and little green space or play area. Many of these apartment complexes remain very affordable because they lack the amenities that newer apartments include such as heated parking, ample storage, and in some cases in-unit laundry.

The City’s newest housing developments are primarily located in the western portion of the community. These include higher priced luxury single family homes in Wexford Heights, affordable townhomes and condominiums in Brighton Square, and market rate single family homes and townhomes in the walkable New Brighton Exchange neighborhood.
**EXISTING HOUSING SUPPLY**

New Brighton is an excellent place to live. A 2017 survey of New Brighton residents found that 92% of the sample rated the quality of life as either "excellent" or "good". This high level of satisfaction can be attributable to many things including the excellent condition of the housing stock. Even the oldest housing in the community is extremely well maintained, for many of them have recently been resided, re-roofed, painted, or in many cases, expanded.

According to the Metropolitan Council, there were 9,741 housing units in New Brighton in 2016, and 9,378 households.

**Housing Mix**

The City of New Brighton has a good mix of housing available to its residents including single family detached, single family attached/townhome, condominium, and apartment housing. The majority of the housing stock in New Brighton is single family detached homes which consist of 52% of the total housing supply. In recent years, the City has seen more townhome, condominium, and senior housing built on infill lots and redevelopment sites to accommodate a demand to offer a greater variety of life-cycle housing. Out of the 9,741 housing units in New Brighton in 2016, 6,013 (61.7%) are owner occupied, 3,728 (38.3%) are rented.

*Table 4-1. Housing Units by Type (2016)*

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Total Units</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Detached</td>
<td>5,011</td>
<td>52.1%</td>
</tr>
<tr>
<td>Single Family Attached / Townhome</td>
<td>898</td>
<td>9.3%</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>3,360</td>
<td>34.8%</td>
</tr>
<tr>
<td>Mobile Home Park</td>
<td>364</td>
<td>3.8%</td>
</tr>
<tr>
<td><strong>Total Units</strong></td>
<td><strong>9,642</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

*Source: 2016 GIS base data from Ramsey County*

**Figure 4-1. Housing Age 2016**

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 10 Years</td>
<td>3.42%</td>
</tr>
<tr>
<td>10-20 Years</td>
<td>4.44%</td>
</tr>
<tr>
<td>20-30 Years</td>
<td>8.31%</td>
</tr>
<tr>
<td>30-40 Years</td>
<td>9.42%</td>
</tr>
<tr>
<td>40-50 Years</td>
<td>36.29%</td>
</tr>
<tr>
<td>50-60 Years</td>
<td>29.57%</td>
</tr>
<tr>
<td>Over 60 Years Old</td>
<td>8.56%</td>
</tr>
</tbody>
</table>

*Source: American Community Survey 2011-2016 Estimates*

**Age of Housing Stock**

Over 65% of the housing stock was built during the 1960s and 1970s. Only 8% of New Brighton’s housing units were built in the last twenty years. Because so much of the housing stock is over 20 years old, it will be of critical importance to ensure the community has available resources for residents to maintain their homes. The useful life for many housing components such as roofs, windows, siding, and mechanical systems is often 20 to 30 years. Figure 4-1 illustrates the breakdown of housing by age.
Figure 4-2. Year Built of Housing
Housing Values

Figure 4-3 represents 2016 housing values for owner-occupied units as represented by the Metropolitan Council. As seen in the graphic, the highest percentage of owner-occupied homes in New Brighton are $243,500 or less in value, which is the “affordable” threshold for owner-occupied homes. Many of these units are those that are considered “Naturally Occurring Affordable Housing” or NOAH. NOAH are market-rate units, typically older homes on small lots, that are affordable to modest income (80% Area Median Household Income) households. These affordable homes are found throughout the community with concentrations between Silver Lake Road and Downtown to the south of 694. Higher-value units are found in some of the more recently developed areas of the city, as well as around Long Lake.

Table 4-2 shows trends in housing sales as recorded by the Minneapolis Area Association of REALTORS through the multiple listing service. Over the four-year span depicted on the table (2012–2016), New Brighton’s median sale price increased significantly, perhaps showing the after-effects of recovering from the Great Recession of 2008-2012. Compared to neighboring communities, New Brighton sits in the middle of the pack with median sales falling just below the $243,500 affordable threshold.

### Table 4-2. Median Home Sales Prices over Time

<table>
<thead>
<tr>
<th>Location</th>
<th>2012</th>
<th>2014</th>
<th>2016</th>
<th>% Change 2012-2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arden Hills</td>
<td>$325,000</td>
<td>$252,000</td>
<td>$299,000</td>
<td>-8.00%</td>
</tr>
<tr>
<td>Falcon Heights</td>
<td>$228,706</td>
<td>$257,450</td>
<td>$288,800</td>
<td>26.28%</td>
</tr>
<tr>
<td>Fridley</td>
<td>$126,500</td>
<td>$160,000</td>
<td>$187,800</td>
<td>48.46%</td>
</tr>
<tr>
<td>Lauderdale</td>
<td>$171,450</td>
<td>$117,750</td>
<td>$187,500</td>
<td>9.36%</td>
</tr>
<tr>
<td>Moundsview</td>
<td>$139,500</td>
<td>$176,000</td>
<td>$195,000</td>
<td>39.78%</td>
</tr>
<tr>
<td><strong>New Brighton</strong></td>
<td><strong>$165,000</strong></td>
<td><strong>$197,000</strong></td>
<td><strong>$241,250</strong></td>
<td><strong>46.21%</strong></td>
</tr>
<tr>
<td>Roseville</td>
<td>$187,450</td>
<td>$205,000</td>
<td>$225,213</td>
<td>20.15%</td>
</tr>
<tr>
<td>St. Anthony</td>
<td>$154,950</td>
<td>$211,700</td>
<td>$240,000</td>
<td>54.89%</td>
</tr>
<tr>
<td>Shoreview</td>
<td>$191,000</td>
<td>$223,000</td>
<td>$221,250</td>
<td>15.84%</td>
</tr>
<tr>
<td>Spring Lake Park</td>
<td>$118,000</td>
<td>$164,900</td>
<td>$170,000</td>
<td>44.07%</td>
</tr>
</tbody>
</table>

*Source: Minneapolis Area Association of REALTORS 2017*
Figure 4-3. Estimated Market Value of Owner-Occupied Units 2016

Estimated Market Value
- $243,500 or Less
- $243,501 - $350,000
- $350,001 - $450,000
- Over $450,000
**Table 4-3. Housing Cost Burden**

<table>
<thead>
<tr>
<th>Households with income at or below:</th>
<th>Housing Cost Burdened Households</th>
<th>Percentage of Total Households (9,378 in 2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30% AMI</td>
<td>1,051</td>
<td>11.21%</td>
</tr>
<tr>
<td>31% to 50% AMI</td>
<td>798</td>
<td>8.51%</td>
</tr>
<tr>
<td>51% to 80% AMI</td>
<td>308</td>
<td>3.28%</td>
</tr>
</tbody>
</table>

*Source: Metropolitan Council, 2018*

**Table 4-4. Rental and Vacancy Rates in New Brighton**

<table>
<thead>
<tr>
<th>Average Rents</th>
<th>One-Bedroom</th>
<th>Two-Bedroom</th>
<th>Three-Bedroom</th>
<th>Overall Vacancy Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>$525</td>
<td>$666</td>
<td>$760</td>
<td>1.0%</td>
</tr>
<tr>
<td>2008</td>
<td>$675</td>
<td>$795</td>
<td>$900</td>
<td>6.0%</td>
</tr>
<tr>
<td>All Others</td>
<td>$379</td>
<td></td>
<td></td>
<td>3.93%</td>
</tr>
</tbody>
</table>

*Source: Metropolitan Council, 2015*

**Table 4-5. Housing Units Affordable to Households at or Below Area Median Income**

<table>
<thead>
<tr>
<th>Units Affordable to HH w/ income at or below:</th>
<th>Percentage of Total Housing Units (9,741 in 2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>30% AMI</td>
<td>718</td>
</tr>
<tr>
<td>31% to 50% AMI</td>
<td>2,040</td>
</tr>
<tr>
<td>51% to 80% AMI</td>
<td>4,051</td>
</tr>
</tbody>
</table>

*Source: Metropolitan Council, 2018*

**Table 4-6. Publicly Subsidized Units by Type**

<table>
<thead>
<tr>
<th>Publicly Subsidized Unit Type</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Senior Unit</td>
<td>0</td>
</tr>
<tr>
<td>People with Disabilities</td>
<td>0</td>
</tr>
<tr>
<td>All Others</td>
<td>629</td>
</tr>
</tbody>
</table>

*Total* 629

*Source: Metropolitan Council, 2018*

**Affordability**

**Housing Cost Burden**

The cost of housing is typically the most significant expense in a household’s budget. A residence is considered “affordable” when 30% or less of the household’s gross income is spent on housing. If a household spends more than 30% of their gross income on housing, it is experiencing a “Housing Cost Burden”. See Table 4-3 for a breakdown of New Brighton households experiencing housing cost burden according to the Metropolitan Council.

**Housing Affordability**

As seen in Table 4-5, New Brighton has a limited number of housing units that are considered affordable to very low-income households (those households with 30% or less of the Area Median Income [AMI]). There are a fair number of homes considered in the affordable range for low-income households (31% to 50% AMI) and moderate-income households (51% to 80% AMI).

**Number of Publicly Subsidized Units**

Sometimes the cost of housing is so out of reach for individuals or families that the only way to make a unit affordable is through public subsidy. Table 4-6 shows the breakdown of publicly subsidized units currently in New Brighton.

**Rental Market**

The rental housing market in New Brighton consists primarily of older apartment buildings that lack the amenities offered by newer apartment buildings. These older apartments typically have little green space, lack playground equipment and have no garages.
New Brighton fits right in with regional market trends characterized by low vacancies, slowly rising rents, and little new construction. Table 4-4 reflects recent trends in the rental market in New Brighton.

The City currently has nearly 200 participants in the Section 8 Program, approximately half of which are located in just two apartment complexes: Aspen Glen and Garden View. The ability for landlords to voluntarily choose to participate in Section 8 can be a barrier to ensure future Section 8 housing opportunities will be available to the New Brighton Community.

**CURRENT HOUSING NEEDS**

The City has identified the following priorities related to housing based on a 2017 Citizen Survey that ranked “housing” as the 2nd most critical issue facing the city, feedback from community members through public engagement activities, and the current state of housing conditions:

1. **Maintain and enhance existing housing stock**
2. **Provide a wide variety of housing types to meet the needs of a diverse community at all stages of life**
3. **Promote neighborhoods that are walkable, safe, and connected to amenities**
4. **Ensure an adequate supply of quality affordable housing**

These priorities will be the primary focus for housing in New Brighton until the next comprehensive plan update in 2028.

**Housing Assessment**

It is important when analyzing the existing housing conditions data to keep in mind local context. New Brighton is a historic metropolitan suburb that provided worker housing and employment for the manufacturing sector of the economy. Single family homes within automobile-oriented neighborhoods dominate as the City’s main housing choice. The handful of multi-family housing options that exist are spread throughout the city; however, most are approaching 40+ years in age, and are in need of repair/renovation. Thus, the City would benefit from the creation of new market rate apartments, as well as the modernization of existing complexes. The Land Use Plan of New Brighton 2040 aims to provide flexibility to encourage new multi-family residential development in Mixed Use areas, and the Housing Implementation section of this chapter has some tools for maintenance/repair of existing properties to meet the need for this housing type.

The amenities that make New Brighton an attractive residential community also impact cost. Housing cost is a concern for those desiring to move to (or remain in) the community. While units in higher density projects are not necessarily less expensive, a diversification of the housing stock does allow for the creation of some lower cost options that could not otherwise be built. Furthermore, adding new housing options within the community will provide existing single-family homeowners with relocation options which in turn will free up their naturally occurring affordable housing for another user. The City will continue to seek opportunities to partner on the creation of affordable housing options, and to maintain existing affordable housing such as the robust manufactured housing neighborhoods within the city.
As a developed community, most new housing options will come through redevelopment of private property. As part of this planning effort, the City has created mixed-use districts to provide flexibility and encourage the development of attractive neighborhoods with a mix of medium and high density residential. These neighborhoods will have an emphasis on circulation and access to make sure that residents can get to amenities, retail, services, transit, and other destinations via sidewalks, bikeways, or roads.

**EXPECTED FUTURE HOUSING DEMAND AND NEEDS**

Future housing needs reflect those of a maturing community. New Brighton’s housing stock is reaching an age at which maintenance becomes important to the vitality of housing and neighborhood stabilization. The primary housing need in New Brighton is making sure homes and neighborhoods are maintained as they age.

In addition to simply maintaining the housing stock, the City needs to adapt to changing housing needs generated by a maturing population and an evolving demographic profile. The 1994 Housing Study indicates the need to provide more housing for empty-nesters (specifically seniors) as the baby boom generation grows into a new lifestyle and more senior housing is needed. New Brighton has several senior housing projects offering both market rate and subsidized housing.

Also identified in the housing study is the need for new “general occupancy rental housing” or housing not reserved for a particular demographic profile such as seniors. Current multi-family housing offers little in terms of variety or choice primarily because most of the multi-family housing was built in the 60s and 70s. The City’s multi-family housing built in the 60s and 70s lacks the amenities that new apartment housing provides such as private entrances, underground parking, in-unit laundry, and access to meeting space or business equipment. One market that is not necessarily served in New Brighton is the moderate to upper level apartment (a segment falling short of what many refer to as the “luxury” apartment). The only “luxury” building within the City was built in 2012 in the New Brighton Exchange, and is known as the View Apartments at Long Lake. In order to continue to compete in the housing market, it is important to offer new housing developments with modern amenities.
Affordable Housing Need Allocation

Through its regional planning efforts, the Metropolitan Council has prioritized housing affordability in the Thrive MSP 2040 Regional Policy. The Metropolitan Council determined the allocation of affordable housing needed to meet the rising need of affordable housing across the Twin Cities metropolitan area. Housing is considered “affordable” when no more than 30% of household income goes to housing. As such, households with different income levels have different thresholds of “affordable,” as seen in Table 4-7.

The Metropolitan Council has selected the four-person household thresholds as a general measurement for affordable housing needs at each income level. This allocation of affordable housing need is calculated based on a variety of factors:

- Projections of growth of households experiencing housing cost burden
- Current supply of existing affordable housing, whether subsidized or naturally occurring
- Disparity of low-wage jobs and housing for low-wage households within a community

Table 4-8 depicts the Affordability Housing Need Allocation for New Brighton between now and 2030 as identified by the Metropolitan Council. The way that communities accomplish their affordable housing allocation is by designating adequate vacant land (or redevelopable land) at minimum densities (units/acre) that support the creation of lower-cost housing. Essentially, increasing the units/acre that are allowed on a site lowers the per unit cost to build housing thereby making development feasible for both affordable housing developers as well as market-rate developers. The affordable housing allocation does not mean that the City must force the building of this many affordable units by 2030. Rather, through its future land use guidance, the City needs to ensure that the opportunity for affordable housing exists by having adequate vacant or redevelopable land guided for higher densities to meet the allocated regional share.

In order to determine if this plan can achieve the allocated number of affordable units, the City needed to first determine which New Brighton future residential land use designations count towards the Affordable Housing Allocation Need. According to the Metropolitan Council, any residential future land use designation that has a minimum density of 8 units per acre or more can count towards affordable housing allocation calculations. Table 4-9 features all future land use designations for New Brighton and their minimum allowed units per acre.

### Table 4-7. Twin Cities Metropolitan Regional Household Income Levels, 2015

<table>
<thead>
<tr>
<th>Household Size</th>
<th>30% AMI</th>
<th>50% AMI</th>
<th>80% AMI</th>
</tr>
</thead>
<tbody>
<tr>
<td>One-person</td>
<td>$18,050</td>
<td>$30,050</td>
<td>$46,000</td>
</tr>
<tr>
<td>Two-person</td>
<td>$20,600</td>
<td>$34,350</td>
<td>$52,600</td>
</tr>
<tr>
<td>Three-person</td>
<td>$23,200</td>
<td>$38,650</td>
<td>$59,150</td>
</tr>
<tr>
<td>Four-person</td>
<td>$25,750</td>
<td>$42,900</td>
<td>$65,700</td>
</tr>
<tr>
<td>Five-person</td>
<td>$28,440</td>
<td>$46,350</td>
<td>$71,000</td>
</tr>
<tr>
<td>Six-person</td>
<td>$32,580</td>
<td>$49,800</td>
<td>$76,250</td>
</tr>
<tr>
<td>Seven-person</td>
<td>$36,730</td>
<td>$53,200</td>
<td>$81,500</td>
</tr>
<tr>
<td>Eight-person</td>
<td>$40,890</td>
<td>$56,650</td>
<td>$86,750</td>
</tr>
</tbody>
</table>

Source: Metropolitan Council, 2015

### Table 4-8. Affordable Housing Need Allocation for New Brighton 2030

<table>
<thead>
<tr>
<th>Household Income Level</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>At or below 30% AMI</td>
<td>84</td>
</tr>
<tr>
<td>31 to 50% AMI</td>
<td>29</td>
</tr>
<tr>
<td>51 to 80% AMI</td>
<td>51</td>
</tr>
<tr>
<td>Total Units</td>
<td>164</td>
</tr>
</tbody>
</table>

Source: Metropolitan Council, 2015
Any vacant or redevelopable land designated as High Density Residential, or the designated residential portions within the new Mixed Use nodes (Regional, City Center, and Neighborhood), may count towards affordable housing allocation calculations. As seen in Table 4-10, the net developable or redevelopable acres for each future land use category that could create affordable housing over the next ten years have been multiplied by the minimum allowed units per acre to determine the minimum number of affordable units that could be developed on the allocated land. Note that Mixed Use areas only require a proportion of their developable land to be residential, so those percentages were used to determine the unit count in this calculation. Additionally, the calculations utilize net developable acreage which removes areas where units cannot be built (such as right-of-way, open water, and wetlands).

With the available vacant and redevelopable land within areas designated as High Density Residential and Mixed Use, New Brighton is able to meet its allocation of affordable housing need for 2021-2030.

Table 4-9. New Brighton Future Land Use Designations for Affordable Allocation

<table>
<thead>
<tr>
<th>FLU</th>
<th>Min. Units / Acre</th>
<th>Qualify?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential</td>
<td>2.5</td>
<td>No</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>6.0</td>
<td>No</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>12.0</td>
<td>Yes</td>
</tr>
<tr>
<td>Mixed Use – Regional Node</td>
<td>12.0</td>
<td>Yes</td>
</tr>
<tr>
<td>Mixed Use – City Center Node</td>
<td>12.0</td>
<td>Yes</td>
</tr>
<tr>
<td>Mixed Use – Neighborhood Node</td>
<td>8.0</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Source: City of New Brighton

Table 4-10. Minimum Unit Yield for 2021-2030

<table>
<thead>
<tr>
<th>FLU</th>
<th>Acres 2021-2030</th>
<th>Min. units/acre</th>
<th>% Res. For Redevelopment</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Density Residential</td>
<td>2.83</td>
<td>12</td>
<td>100%</td>
<td>34</td>
</tr>
<tr>
<td>MU Regional Node</td>
<td>14.36</td>
<td>12</td>
<td>35%</td>
<td>60</td>
</tr>
<tr>
<td>MU City Center Node</td>
<td>19.27</td>
<td>12</td>
<td>60%</td>
<td>138</td>
</tr>
<tr>
<td>MU Neighborhood Node</td>
<td>9.07</td>
<td>8</td>
<td>60%</td>
<td>43</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>45.53</strong></td>
<td></td>
<td></td>
<td><strong>275</strong></td>
</tr>
</tbody>
</table>

Source: City of New Brighton
IMPLEMENTATION

City Approach
The City of New Brighton has multiple policies and programs in place that have historically helped the City meet its housing needs. Below are brief descriptions of approaches New Brighton is currently undertaking.

Windshield Survey
The windshield survey is a tool already being used by the City of New Brighton. The purpose of the windshield survey is to monitor and detect changes in the city’s neighborhoods and housing stock so that the city may be better prepared to prevent area-wide deterioration. Windshield surveys should be performed on a bi-annual basis, and be recorded in a database format that can be related to the city’s Geographic Information System (GIS) base map.

Housing Maintenance Code/Code Compliance
The city currently has a housing maintenance code applicable to multi-family (four or more units) rental housing to ensure the housing stock is maintained in good livable condition. Code compliance is primarily done on a complaint basis. These codes need periodic reviews to ensure they are consistent with the continually changing state building code laws, and yet provide flexibility so as not to place an undue burden on homeowners with older housing units.

Rehabilitation/Renovation Programs
While the city has shown its commitment to improving the housing stock through its zoning regulations, enforcement policies, and community partnerships; there are also many programs currently available for housing rehabilitation and renovation. As the community’s housing stock ages, it will be important to provide low to moderate income residents with such resources so they can maintain their homes. Furthermore, many homes need renovation to meet the needs of changing household demographics. Older homes often are within the price range of first time home buyers and because they are older, they frequently need maintenance and modernizing. Much of the City’s housing stock is still occupied by the first owners. As they begin to move out, those affordable units become available to younger first-time home buyers.

The city will periodically evaluate the need for housing rehab funds for low-moderate income and first time homeowners. These funds could be designed to help homeowners maintain homes and in some cases improve or renovate homes. Priority will be given to maintenance issues as opposed to remodeling or aesthetics. This fund could be supported through dollars from the general fund combined with grant monies, and be leveraged against loans from local banks and lending institutions. The Minnesota Housing Finance Agency, Ramsey County HRA, and the Metropolitan Council have programs that have effectively supported this effort (see below). Because the housing stock today is in relatively good condition, these programs may not be needed in the short term, but should be reviewed at a future date when future housing assessments identify a need.

The apartment housing stock is also aging and in need of not only maintenance, but remodeling and renovations as well. The City will work closely with apartment property owners (specifically through the MHFA Super RFP process) and obtain appropriate permit approvals for rehab and renovation work on multi-family properties.
Infrastructure Improvements

An important part of maintaining strong neighborhoods and strong housing opportunities is providing quality infrastructure including streets, sidewalks, and utilities. Old streets that are poorly maintained show a lack of investment into the community while maintaining streets (in some cases) will encourage the upkeep of housing. The city will continue to implement a street reconstruction program throughout the community, and consider the same efforts for sidewalk reconstruction where sidewalks are in place.

Housing Committee

Citizen involvement is always an integral part of determining the needs of the community when it comes to housing and community development in general. The Economic Development Commission has historically served this function for the City, but a citizen based organization or “housing committee” could be established to provide a forum for discussing housing issues and alternative solutions to housing problems in the community. When needed, this group could become a formal group that is staffed by the City and works in partnership with other city advisory boards, the City Council, and with other regional housing committees or agencies (both for profit and non-profit). At this time, however, the Economic Development Commission will continue to advise the City Council on housing needs.

First Time Home Buyer Programs

The city is a participant in the Minnesota Housing Finance Agency (MHFA) first time home buyer programs which offer low interest loans to qualifying first time home buyers. The city will continue to partner with the MHFA and local lenders to provide this resource. New Brighton residents are also eligible to apply for first time homebuyer program through the Ramsey County HRA.

Housing Subsidy Programs

The city has nearly 200 section 8 participants, and continually encourages use of this program in rental housing units. The city should encourage landlords to be cognizant of local, regional, and federal legislation dealing with the restructuring of the section 8 program. State legislation has created programs to ensure affordable housing by providing tax breaks to apartment owners who ensure a percentage of its rental units remain affordable. Many of these legislative efforts also encourage renovation and remodeling to ensure a higher quality of affordable housing. Title II Tax Classification (4D) is one such legislative effort that the City of New Brighton should consider utilizing as a means to preserve affordable rental housing.

Housing Fair/Marketing

The City of New Brighton, through the Ramsey County HRA, participates in the metro area Fair Housing Implementation Council.

Participation in and creation of local housing coalitions and organizations

Local housing coalitions, groups, and organizations play an important role in providing a forum for discussion of housing issues, needs, and concerns. They also are a more powerful source for lobbying at the state legislature for changes in state laws. These organizations are a way to put ownership back into the hands of the citizens and the community. The city has worked with and participates in many of these organizations already including Habitat for Humanity and the Ramsey County HRA amongst others.
The city should continue working with its multi-family housing organization consisting of landlords and property managers to address problems and issues in the rental community.

**Funding Sources**

The Twin Cities area is fortunate to have many funding sources available for housing needs that can be leveraged with private dollars and the City of New Brighton taxpayer’s dollars. The following is a brief list of resources and programs for housing finance assistance that the City should consider when developing any of the above mentioned housing programs:

» Department of Housing and Urban Development (HUD)
» Community Development Block Grants (CDBG)
» HOME
» Minnesota Housing Finance Agency
» Public/private partnerships with local lenders, business leaders, and non-profit groups
» Livable Communities Act/Metropolitan Council
» Department of Employment and Economic Development (DEED)
» Ramsey County Housing and Redevelopment Authority
» Tax Increment Financing (TIF)(Housing Districts)
# Implementation Tools

Table 4-11 outlines tools that can be utilized by the City, residents, developers, and financiers to meet Housing Needs in New Brighton. The table identifies each widely-available tool/action, when it would be considered, and what housing need(s) it addresses.

- **Maintain and enhance existing housing stock**
- **Provide a wide variety of housing types to meet the needs of a diverse community at all stages of life**
- **Promote neighborhoods that are walkable, safe, and connected to amenities**
- **Ensure an adequate supply of quality affordable housing**

<table>
<thead>
<tr>
<th>HOUSING TOOL</th>
<th>CIRCUMSTANCES AND SEQUENCE OF USE</th>
<th>IDENTIFIED HOUSING NEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Development Authority (EDA)</td>
<td>The City Council, through its role as the EDA, will review the Housing Implementation Plan on an ongoing basis to ensure its resources are being utilized most effectively to address needs.</td>
<td>Tool addresses multiple housing needs and improves our housing strategy capacity in general</td>
</tr>
<tr>
<td>Tax Increment Financing (TIF)</td>
<td>The City would consider Tax Increment Financing for redevelopment projects in High Density Residential and Mixed Use areas that meet housing goals and provide a number of units that are affordable to very low-, low-, or moderate-income* households.</td>
<td>Ensure an adequate supply of quality affordable housing</td>
</tr>
<tr>
<td>Housing Bonds</td>
<td>The City would consider issuing Housing Bonds for residential projects that are eligible for TIF and the use of Housing Bonds would make more units affordable to very low-, low-, or moderate-income households. However, there are competing priorities and limitations to city bonding authority.</td>
<td>Ensure an adequate supply of quality affordable housing</td>
</tr>
<tr>
<td>Tax Abatement</td>
<td>The City would consider tax abatement for housing projects that increases the number of affordable units available to very low-, low-, or moderate-income households.</td>
<td>Ensure an adequate supply of quality affordable housing</td>
</tr>
<tr>
<td>Consolidated RFP through the MHFA</td>
<td>The City would strongly consider supporting/sponsoring an application to the Consolidated RFP programs through MHFA for residential project proposals in areas guided for high density residential uses and mixed uses.</td>
<td>Ensure an adequate supply of quality affordable housing</td>
</tr>
<tr>
<td>Livable Communities Demonstration Account (LCDA)</td>
<td>The City would strongly consider supporting/sponsoring an application to Livable Communities Account programs for proposals with residential units in areas guided as high density residential as well as mixed use areas.</td>
<td>Provide a wide variety of housing types to meet the needs of a diverse community at all stages of life</td>
</tr>
<tr>
<td>Livable Communities Demonstration Account (LCDA)</td>
<td>The City would strongly consider supporting/sponsoring an application to Livable Communities Account programs for proposals with residential units in areas guided as high density residential or mixed use that are along or near major transit services.</td>
<td>Provide a wide variety of housing types to meet the needs of a diverse community at all stages of life + Promote neighborhoods that are walkable, safe, and connected to amenities</td>
</tr>
</tbody>
</table>

*Household income levels refer to the following: very low-income = 30% or below AMI; low-income = 31% - 50% AMI; moderate-income = 51% - 80% AMI
<table>
<thead>
<tr>
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<th>CIRCUMSTANCES AND SEQUENCE OF USE</th>
<th>IDENTIFIED HOUSING NEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Development Block Grant Funds (CDBG) through Ramsey County</td>
<td>The City will explore the use of a portion of our CDBG funds to prioritize projects if they provide units affordable to very low-, low-, or moderate-income* households, and are located in the high density or mixed use locations on the City’s future land use map. The City would support Ramsey County’s use of CDBG funds to create a low-interest revolving loan fund for the rehabilitation of existing rented units that are affordable to households with 50% AMI or below.</td>
<td>Ensure an adequate supply of quality affordable housing. Maintain and enhance existing housing stock.</td>
</tr>
<tr>
<td>HOME Investment Partnerships Program (HOME) through Ramsey County</td>
<td>The City will explore with Ramsey County the application for HOME funds to provide rental assistance to low and moderate income households that are in existing rental units in the City.</td>
<td>Ensure an adequate supply of quality affordable housing.</td>
</tr>
<tr>
<td>Home Improvement &amp; Suburban Weatherization Programs through Ramsey County</td>
<td>The City will continue to support Ramsey County’s programs that assist home owners with improvements to their property, especially focusing on energy efficiency, for households with low- and moderate-income levels.</td>
<td>Maintain and enhance existing housing stock.</td>
</tr>
<tr>
<td>Housing Improvement Area (HIA)</td>
<td>The City will evaluate the potential use of Housing Improvement Areas (HIA) through its HRA and EDA as a tool to assist condo and townhome associations with improvements they could not otherwise finance.</td>
<td>Maintain and enhance existing housing stock.</td>
</tr>
<tr>
<td>Preservation of expiring Low-Income Tax Credit Properties</td>
<td>The City will work with Ramsey County, advocacy organizations, and property owners to explore opportunities to preserve properties currently under low-income tax credit programs.</td>
<td>Ensure an adequate supply of quality affordable housing.</td>
</tr>
<tr>
<td>Community Land Trust</td>
<td>The City would explore opportunities to collaborate with a community land trust to support affordable housing options for households with for any type of housing density.</td>
<td>Ensure an adequate supply of quality affordable housing.</td>
</tr>
<tr>
<td>NOAH Impact Fund</td>
<td>The City will explore opportunities with the Minnesota Housing Fund on the use of NOAH (Naturally Occurring Affordable Housing) Impact Funds to finance the acquisition and preservation of naturally occurring affordable housing.</td>
<td>Ensure an adequate supply of quality affordable housing. Maintain and enhance existing housing stock.</td>
</tr>
<tr>
<td>Local 4d Tax Incentives</td>
<td>The City will evaluate the appropriateness of a local 4d tax incentive policy.</td>
<td>Ensure an adequate supply of quality affordable housing.</td>
</tr>
<tr>
<td>First Time Homebuyer Programs through MHFA</td>
<td>The city is a participant in the Minnesota Housing Finance Agency (MHFA) first time home buyer programs which offer low interest loans to qualifying first time home buyers. The city will continue to partner with the MHFA and local lenders to provide this resource.</td>
<td>Provide a wide variety of housing types to meet the needs of a diverse community at all stages of life.</td>
</tr>
<tr>
<td>Resources for Manufactured Home Parks</td>
<td>The City will consider programs to help protect and support the 300+ manufactured homes currently within the community, as they are an important and vulnerable source of naturally occurring affordable housing. Programs to be explored include rehabilitation resources, local notice-of-sale, or first look provisions. Resources will be available to households of all income levels.</td>
<td>Ensure an adequate supply of quality affordable housing.</td>
</tr>
</tbody>
</table>

*Household income levels refer to the following: very low-income = 30% or below AMI; low-income = 31% - 50% AMI; moderate-income = 51% - 80% AMI*
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<th>CIRCUMSTANCES AND SEQUENCE OF USE</th>
<th>IDENTIFIED HOUSING NEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Assembly</td>
<td>The City would strongly consider supporting/sponsoring an environmental clean-up grant application for housing projects that provide affordable units for very-low, low, and moderate income households. The City would be open to working with Land Bank of Twin Cities in order to hold land for affordable housing development. The City would strongly consider using any awarded funds, including but not limited to the programs described in this list, to assemble a site in the locations guided at appropriate densities and land uses, as shown on the future land use map, for projects which include a portion of units that are affordable to very low-, low-, or moderate income households. This could include acquiring and holding land, as well as sub-allocating such monies to a qualified developer approved by the City Council.</td>
<td>Ensure an adequate supply of quality affordable housing</td>
</tr>
<tr>
<td>Referrals</td>
<td>The City will review and update its reference procedures and training for applicable staff, including a plan to maintain the ability to refer our residents to any applicable housing programs outside the scope of our local services.</td>
<td>Tool addresses multiple housing needs and improve our housing strategy capacity in general</td>
</tr>
<tr>
<td>Guiding land at densities that support affordable housing</td>
<td>See the future land use plan and projected housing needs section of the housing chapter of this comprehensive plan.</td>
<td>Tool to address multiple housing needs and improve our housing strategy capacity in general</td>
</tr>
<tr>
<td>Participation in Housing Related Organizations</td>
<td>The Mayor of New Brighton may participate or designate an appropriate representative to actively engage in local and regional housing related organizations, such as the Urban Land Institute Minnesota’s Regional Council of Mayors Group.</td>
<td>Tool to address multiple housing needs and improve our housing strategy capacity in general</td>
</tr>
<tr>
<td>Fair Housing Policy</td>
<td>The City will continue to assist residents facing issues of fair housing within the community as well as monitor actions and best practices by other communities in the region to help further fair housing. The City will consider the adoption of a Fair Housing policy to comply with forthcoming funding requirements to be eligible for Livable Communities Act (LCA) awards beginning in 2019.</td>
<td>Tool addresses multiple housing needs and improve our housing strategy capacity in general</td>
</tr>
<tr>
<td>Zoning and Subdivision Ordinances</td>
<td>The City will be reviewing its zoning and subdivision ordinances to identify any regulations that inhibit the housing priorities in this document.</td>
<td>Tool addresses multiple housing needs and improve our housing strategy capacity in general</td>
</tr>
<tr>
<td>Expedited Pre-application</td>
<td>The City will consider the creation of a pre-application process to identify ways to minimize unnecessary delay for projects that address our stated housing needs, prior to a formal application submission.</td>
<td>Tool addresses multiple housing needs and improve our housing strategy capacity in general</td>
</tr>
</tbody>
</table>

*Household income levels refer to the following: very low-income = 30% or below AMI; low-income = 31% - 50% AMI; moderate-income = 51% - 80% AMI*
A focus on Economic Development is a key to realizing the City of New Brighton’s vision and in keeping with many of the identified vision plan goals. Economic development efforts in New Brighton must take on the task of making New Brighton a place where a business wants to call home. The City of New Brighton must have a strong “infrastructure” that supports business development and overall quality of life. This “infrastructure” includes more than the typical infrastructure such as roads and utilities. It includes things like: communication technology (band width, fiber, etc.); a critical mass of other innovative businesses leaders; a great park and trail system that offers an escape from the office environment; quality and diverse housing to support a stronger labor force; great community gathering places to meet for socializing or networking; a culture of innovation where new ideas can be explored and cultivated.

The Economic Development Commission (EDC) is charged with carrying out economic development related activities. In the past it has focused its efforts on redevelopment and specifically the New Brighton Exchange. As the New Brighton Exchange project is moving towards completion, the City’s efforts will expand into other areas of redevelopment as well as provide programs and initiatives that will support business retention and expansion and will give New Brighton a stronger sense of place to encourage job growth and an increase in the tax base.

Objectives & Policies

The following are the City’s objectives and policies relative to economic development:

**ED 1.0** Create new and retain diverse, quality, and good paying jobs

- **ED 1.1** Ensure New Brighton is well connected with modern technology and communication technology so that it can compete in a global market.
- **ED 1.2** Seek partnerships with educational institutions and job training opportunities.

**ED 2.0** Build and maintain a resilient and enduring tax base

- **ED 2.1** Invest in staffing resources and economic development programs that provide measurable progress towards community objectives.
- **ED 2.2** Collaborate with the community to understand demand for services and business development that provides jobs and tax base AND a desired community services.
- **ED 2.3** Participate in state legislative processes focused on economic development issues.

**ED 3.0** Create and maintain a healthy and resilient business environment

- **ED 3.1** Partner and collaborate with regional and local economic development agencies and organizations that share similar objectives.
- **ED 3.2** Maintain an open and collaborative dialogue with community
business leaders and innovators.

**ED 3.3** Ensure city regulations are effective at ensuring a safe and quality built environment and do not create unintended consequences or barriers to business development and growth.

**ED 4.0** Establish a stronger community identity and sense of place

**ED 4.1** Continually explore and understand emerging trends (local, regional, national, and global) and opportunities for economic development.

**ED 4.2** Collaborate with the community to understand demand for services and business development that provides jobs and tax base AND a desired community services.

**Existing Conditions**

**Office Market**

New Brighton has traditionally not had a significant amount of office space relative to other areas in the northern suburbs and the larger metro area. Whereas the overall office market in the Twin Cities metro area comprises around 83 million square feet, and the West / Northwest submarket (containing New Brighton) contained nearly 14 million square feet of leasable space, in 2016, the City of New Brighton itself contains just over 700,000 square feet of leasable office space, as of the third quarter of 2016.

The vacancy rate for office space in New Brighton of 8.5 percent in the 2nd quarter of 2016 trails the overall vacancy rate for the West / Northwest submarket of around 10 percent. The average lease rate in New Brighton, for all classes of office combined, of just over $20 per square foot, per year, for the second quarter of 2016 exceeds the overall average lease rate in the West / Northwest submarket of around $14, during the same period.

The New Brighton Exchange development along Old Highway 8, and north of I-694, represents the largest office development in the history of the community. API and Cardiovascular Systems are the two largest tenants in the development. Parcels that would accommodate future office space remain along the eastern portion of the project. Outside of New Brighton Exchange, the office market in the city includes a range of older, and smaller format, office spaces along and near Silver Lake Road, including a variety of spaces used for medical office and for smaller professional offices. The New Brighton Village Center, at 919-929 Old Highway 8, just to the north of City Hall, has performed fairly well in the local market.

**Key Takeaways from Office Market:**

» The New Brighton area is a very small portion of the overall Northwest submarket and the larger Twin Cities office market. Outside of the larger format offices that have developed at New Brighton Exchange, the New Brighton area does not represent a key cluster for offices or employment in the region. The city largely includes smaller sized office developments geared to small companies, medical office locations, and similar land uses.

» While the size of the New Brighton office market is relatively small, the City has demonstrated strength in terms of lease rates and vacancy rates in recent years.
Retail Market

The City of New Brighton has traditionally lost a good deal of potential retail spending from residents to larger concentrations of retail in neighboring and nearby communities, including Columbia Heights, Arden Hills, and other municipalities. The community does not have any larger, regional concentrations of retail, containing larger “big box” retailers and similar national tenants, within its borders. The Silver Lake Road corridor features a handful of smaller retail strip shopping centers, and the Main Street area within New Brighton includes a variety of smaller restaurants, coffee shops, and in-line retailers.

The Old Highway 8 corridor includes a variety of smaller retailers, including repair shops, convenience stores, and mom-and-pop stores, to the north and south of 5th Street NW. The New Brighton side of the County Road 93 corridor, at the south end of the community, also includes a handful of eateries (including a brewpub and sit-down restaurant) and a few smaller retail and commercial businesses. Overall, the City of New Brighton includes around 1 million square feet of retail space, compared to a total of 51 million square feet in the overall Twin Cities metro area.

While the base of retail space in New Brighton is relatively limited, the market has historically demonstrated relatively solid fundamentals. The vacancy rate has remained below 2 percent over the last four to five years. While the city’s retail market briefly experienced increased vacancies during the Great Recession in 2008, overall the city’s various shopping areas have remained fairly stable over the last several years. Rental rates for retail space have averaged in the $12 to $14 per square foot range over the last two to three years.

Key Takeaways from Retail Market:

» While the New Brighton retail market primarily serves neighborhood needs (including groceries, convenience good, and related items) and residents travel to other communities for a good deal of shopping, the fundamentals of the city’s retail space appear relatively healthy.

» As retail centers in the community continue to age, however, the City and the business community will need to focus on reinvesting in retail areas over time to retain tenants and to serve changing trends and preferences.

» As the City continues to explore ideas for revitalization in various areas of the community, developers may be able to attract additional retail spending through the introduction of restaurants or retailers that have less presence in New Brighton.

Industrial Market

The City of New Brighton has a larger concentration of industrial space, compared to office space, including a number of larger format warehouses and industrial buildings on the city’s east side. The areas to the east of Old Highway 8 and south of 5th Street NW, for example, include a variety of heavy and light industrial users, including Bell Lumber & Pole, Dalco Enterprises, and Armstrong Crane & Rigging Corporation. The city includes just over 3 million square feet of industrial space.

Again, the city’s industrial base represents a very small portion of the Minneapolis North submarket (containing over 45 million square feet) and the overall Twin Cities industrial market (containing over 245 million square feet). The industrial properties in the community have consistently reported rental rates of between $5 and $6 per square foot. These rates represent the lower end of rates for the overall Twin Cities market (which ranged from $4.86 to $9.48 per square foot in the 2nd quarter of 2016).
Key Takeaways from Industrial Market:

- Sizeable industrial presence on east side of city. New Brighton has around 3 million square feet industrial.
- Various industrial properties have notable vacancies.
- Aging industrial space, various areas.

Regional Context

New Brighton’s ability to have a thriving business community depends on development outside of the city’s borders. Several key projects have influence on the market demands for new economic development in New Brighton including TCAAP/Rice Creek Commons, Central Avenue Corridor, and St. Anthony Village to name a few.

Figure 4-4. Commercial Hubs around New Brighton
Implementation Tools

Business outreach and retention programs

» Having a diversity of businesses is an important component of a stable and healthy community. Ongoing business development efforts will focus on encouraging the creation of small businesses, attracting a variety of employers, and developing a variety of local-serving shopping, dining, and retail services. Potential economic development initiatives may include the following:

» Working with local, regional, and state economic development entities to develop shared and coordinated strategies for business attraction.

» Developing services, facilities, and infrastructure to support start-up companies, entrepreneurs, and individuals who work remotely. Examples of these ideas may include the following:
  - Small business incubators (targeting new companies, restaurants or food processing, etc.)
  - Entrepreneurial support spaces such as co-working and meeting spaces

» Initiate further discussions and strategic planning with regional economic development groups. These discussions should focus on ensuring maximum efficiencies and collaborations between these organizations in order to support business development strategies.

» Maintain strong working relationships with local businesses through direct outreach to understand their needs, identify opportunities for growth, and tap into their expertise. For example, members of local economic development organizations could meet with businesses on a regular basis to hear about their concerns, understand their needs and plans for growth, and to listen to the ideas of local business owners and managers for the community’s overall economic growth.

» Educating businesses and entrepreneurs about the type and use of available municipal, regional, state, and federal economic development incentive programs.

» Refine assistance programs designed to help businesses looking to locate in or expand in New Brighton.

» Target public assistance to businesses that choose to locate or expand in focus areas in New Brighton such as the Old Highway 8 Corridor.

» Ensure that business has adequate work space to expand within the community

» Assist business development services such as financial planning, marketing, and market research

Open to Business Program

» Open to Business is a program that provides assistance in areas including financial management, bookkeeping set-up and training, loan packaging, business plan assistance, real estate analysis, marketing assistance, strategic planning, business regulation, and professional referrals.

» Continue to partner and utilize the Open To Business Program expanding on the metrics that can be evaluated in order to measure successes and adapt the program to achieve its full benefits.
Redevelopment Planning/Small Area Planning

» Identify and promote key commercial and industrial development or redevelopment opportunities, in locations with sufficient access to transportation systems and adequate public infrastructure systems.

» Identify and leverage financial programs and assistance, including various incentives, to promote the rehabilitation and redevelopment of existing commercial facilities.

» Refine and adjust financial incentives and other economic development tools (such as TIF, tax abatements, grants, etc.), in order to better attract or retain companies in New Brighton.

» Establish and define design standards for commercial and industrial development, addressing the inclusion of green spaces, paths, sidewalks, and other amenities as part of site plans and the use of appropriate building materials and façade treatments to enhance the aesthetic qualities of developments.

» Support a variety of building types and configurations beyond the traditional commercial or industrial building, including co-working spaces, live/work spaces.

» Allow a diversity of commercial land uses including supportive retail that serves the immediate area.

» Ensure that new development has convenient access to commercial business.

» Create greater access and higher visibility from I-694 and I-35W through wayfinding and signage.

Marketing, branding, and promotion efforts

» Establish marketing campaigns and strategies to broaden the recognition of New Brighton in the regional Twin Cities market and the Upper Midwest.

» Facilitate marketing of available industrial/commercial property and buildings.

» Create programs to encourage residents, employees, and visitors to patronize local businesses.

» Refine marketing campaigns and strategies to leverage New Brighton’s strengths.

» Educate local businesses and entrepreneurs regarding the various types of municipal, state, and federal economic development programs and incentives available.

» Survey current businesses to gauge satisfaction with city services.

» Promote business successes and achievements through newsletter stories and features and promotion at key community events.
Key Takeaways and Directions

» Focus on redevelopment strategies for Old Highway 8 Corridor

» Explore City-wide policies / programs / strategies to revitalize retail and multi-family properties

» Retail in New Brighton focuses on local / neighborhood needs. The key is finding suitable locations that do not require significant reinvestment

» City should focus on “place-making”, rather than (or in addition to) only aesthetic enhancements to existing development areas

» Pursue commercial/retail services at New Brighton Exchange to support development

» Leverage gateways into New Brighton for potential redevelopment and creating a stronger sense of place
   » County Road D
   » County Road E2
   » Highway 96
   » Silver Lake Road and County Lake Road H
   » Silver Lake Road and 694
Parks, recreation, open space, and trails play a critical role in the physical, social, and natural environment of a community. As a whole, the system consists of a wide variety of features, including a regional park, community parks, neighborhood parks, recreational centers, open space areas, regional trails, and local trails. This section of the comprehensive plan is to provide, in general terms, a basic framework for the City of New Brighton’s systems and how they will continue to grow and adapt to future demands.

Parks, recreation, open space, and trails continually rise to the top in community surveys as the most important community and livability features in New Brighton. The community has expressed a strong desire to improving ageing or outdated facilities, adding new concepts and ideas to existing parks, providing programing that meets emerging trends and strengthening connections within or to the park system as top priorities.

PARKS, RECREATION, & OPEN SPACE PLAN FRAMEWORK

The benefits of parks and recreation go beyond parks and programs and extend community wide. Those benefits such as community building, economic development, health and wellness, safety, human and cultural development, recreation experiences, natural resource stewardship, and natural resource stewardship should be consistently portrayed in communications within the City and to the public. Increasing awareness leads to advocacy and builds constituency for parks, recreation, trails, and community improvements.

"Our parks are a tremendous resource and we should invest more into them"
Objectives & Policies

The following are the objectives & policies relative to parks, recreation, and open space:

**PR&OS 1.0** Improve the health of the community through safe, convenient, and accessible facilities and services for all and increased overall participation in programs.

- **PR&OS 1.1** Support active living and wellness by maintaining and expanding facilities and programming for all ages, abilities, and interest levels.
- **PR&OS 1.2** Create a community pathway network between city parks, neighborhoods, and community destinations.
- **PR&OS 1.3** Develop strategies for broad and inclusive participation and engagement in recreation programs and use demographic data and neighborhood surveys to tailor specific programs to an area’s needs.
- **PR&OS 1.4** Ensure safe recreational places through thoughtful design and inclusive access.
- **PR&OS 1.5** Promote the arts through programming, design, and building connections with local artists.
- **PR&OS 1.6** Create parks that reflect community interest by using community-driven park planning processes to prioritize significant capital improvements.
- **PR&OS 1.7** Improve outreach and engagement to diverse populations and minority groups.

**PR&OS 2.0** Protect natural resources through sustainable policies and practices that preserve the environment for future generations.

- **PR&OS 2.1** Maintain a healthy urban forest and park system.
- **PR&OS 2.2** Preserve existing open space and facilitate a greenway network.
- **PR&OS 2.3** Foster environmental stewardship through educational programs and as best practices for city facilities.

**PR&OS 3.0** Foster healthy youth development through opportunities to learn positive life-long skills.

- **PR&OS 3.1** Expand youth leadership opportunities to participate in City decision-making processes.
- **PR&OS 3.2** Facilitate partnerships with existing programs at local schools, religious organizations, and non-profits.
- **PR&OS 3.3** Encourage play and physical activity by providing active and passive recreation facilities and programs for all ages of children.

For More Information

Review the Natural and Special Resource Protection section (page 3-36)
PR&OS 4.0 Sustain fiscal responsibility through sound, cost-effective resource management.

PR&OS 4.1 Develop sustainable revenues by maintaining and updating fees for programming and facilities.

PR&OS 4.2 Expand community partnerships to enhance investments.

PR&OS 4.3 Protect and enhance community investment by prioritizing maintenance and updates to facilities through the City’s Capital Improvement Plan (CIP).

PR&OS 5.0 Support community reinvestment through investments in parks, open spaces, and facilities.

PR&OS 5.1 Strengthen community identity through consistent signs, pedestrian lighting, furniture (benches, bicycle parking, waste receptacles), and wayfinding throughout all parks and trails.

PR&OS 5.2 Plan for long term renewal by identifying priorities for investment.

PR&OS 5.3 Communicate the benefit to community members through consistent active engagement methods.

PR&OS 5.4 Distribute neighborhood scale recreation facilities across park service areas.

PR&OS 5.5 Focus neighborhood park activities on playgrounds, informal gathering, and informal turf play.

PR&OS 5.6 Explore ways to improve the park system to provide park facilities within a 1/4 mile walking distance of all New Brighton households.
New Brighton maintains 17 park and open space areas including many neighborhood parks, one community park, four neighborhood centers, and one community center (Family Service Center) all of which are well distributed across the city. Approximately 85% of New Brighton residents live within 1/4 mile (typical walking distance) of a park. Four schools, a municipal golf course, and Ramsey County’s Long Lake Regional Park, Rice Creek West Regional Trail, and Rice Creek North Regional Trail also serve New Brighton residents’ outdoor recreational needs. Parks benefit the entire community and work together as a system. All parks should not and will not be identical but may contain similar programing or facilities based on the overall system needs and the unique context the park offers. New Brighton has the following park categories:

### Regional Parks
Ramsey County owns and operates the 300 acre Long Lake Regional Park located in the northwest corner of the New Brighton. It offers opportunities for walking, biking, nature study, fishing, boating, and picnicking. Long Lake Regional Park is the only regional park in New Brighton. Ramsey County has indicated to the City that they are going to undertake a Long Lake Regional Park Master Plan update within the next 2-4 years. It is anticipated that the City will be aware of, and involved in this process.

### Community Parks
Hansen Park is the City’s most heavily utilized park. Its mix of trails, picnic facilities, disc golf course, children’s play area, creek, and natural setting contribute to its popularity. Hansen Park is the primary community park that draws from the entire community.

### Neighborhood Parks
The function of neighborhood parks is primarily to service the neighborhood that immediately surrounds the park. These are also relatively small parks ranging in size from three to ten acres. Neighborhood parks have some structured or programmed play within them, most notably in the form of ball fields. Other components include picnic facilities and active play areas plus playground equipment. Neighborhood parks are intended to accommodate both active and passive activities. They are intended to correlate with the neighborhood’s demographics and geographic size. Neighborhood parks are not simply places for active recreational play but are also intended to facilitate neighborhood interaction and social activities. They are gathering places, places where residents of all lifestyles and backgrounds are encouraged to interact as productive and healthful members of the neighborhood community.

### Special Purpose Recreational Facilities
These are facilities which provide indoor recreation and specialized public outdoor recreation facilities. Uses include community centers with indoor playgrounds, swimming pools, racket court facilities, gymnasiums, community rooms, and outdoor facilities like golf courses, driving ranges, miniature golf courses, and parks and facilities which provide opportunities for historical interpretation.
**Brightwood Hills Golf Course**

The City owns and operates Brightwood Hills Golf Course, a nine-hole, par 30, municipal golf course located at 1975 Silver Lake Road, just south of Rice Creek Road. Brightwood Hills is home to many adult, junior, and senior golf leagues and offers adult and junior golf lessons.

**Community Center**

The 70,000 square foot Community Center is home to the Parks & Recreation Department and a focal point for the community. It serves as a gathering place for New Brighton and surrounding areas, having 500,000 visits annually for recreation, social, and business purposes. The Community Center hosts birthday parties, weddings and social functions, and meetings. Community Center facilities include the Eagles Nest Indoor Playground, meeting and event space, fitness center, walking/running track, gymnasium, multi-purpose rooms, fitness studio, and a senior center. The Community Center also is home to multiple tenants, such as WIC, a massage therapist, and RISE (an adult day care).

**Open Space Parks and Greenways**

The City currently has two parks providing unprogrammed green space areas: Creekview and Hansen Parks. These are primarily for the purpose of preserving important natural resources (e.g. wetlands, woodlands, etc.). These parks accommodate more passive activities like walking and wildlife interpretation rather than athletic activities. Greenways create connections or linkages which are extensions of the park system and connect important natural resource elements while re-establishing important historical wetland and drainage patterns. These are generally very large parks whose primary purpose is the protection of valuable natural resources.

**School Facilities**

Mounds View School District #621 has four schools within New Brighton, including Irondale High School and Highview Middle School. These school sites offer public access to some recreation facilities. New Brighton participates in cooperative recreation programming with the Mounds View School District #621.

**School Parks**

These are smaller elementary school parks with a limited amount of facilities including playground equipment and ball fields which from time to time are rented for City Park programming. They range in size from three to ten acres.

**Athletic Parks**

Athletic parks are those found in conjunction with school facilities. These accommodate athletic events and, in particular, school athletic events. These are structured and programmed facilities that serve the entire community but are not under the jurisdiction of the City of New Brighton.
Figure 5-1. Existing Parks & Trails in New Brighton
Trails

Trails are an increasingly desired recreation and mobility feature of the community. They appeal to all ages and abilities and also perform an alternative transportation function. Building new trails (or increasing connectivity) can be a difficult task within established communities such as New Brighton. The barriers of I-35W, I-694, and an active railroad corridor through the city inhibit pedestrian movement and bicycle use. These barriers also pose safety issues that make expansion of the existing trail and sidewalk network an even greater priority.

Improving connectivity can be achieved by retrofitting existing streets to have a more pronounced trail (bike or walking) or by working with willing property owners to secure easements or right-of-way where desired trail connections make the most sense. This challenge should be addressed through the park system planning process as a priority implementation initiative.

The City should commit resources to make New Brighton a connected and walkable community. This will pay dividends to the community in terms of accessibility and community identity and will enhance quality of life for existing and future residents, businesses, and organizations.

Regional Trails

Rice Creek West Trail is a regional trail located in the northern part of the city, which is connected to Long Lake Regional Park to the east and the Mississippi River to the west. Rice Creek North Trail connects New Brighton to communities to the north and east following Rice Creek into Anoka County. Highway 96 Trail provides connections to the east towards White Bear Lake and connects with other regional trail corridors. More information on these regional corridors is available through the Ramsey County Bicycle & Pedestrian Plan. Ramsey County municipalities came together to develop this plan and establish the Connected Ramsey Communities Network as a framework for planning, prioritizing, and designing the countywide active transportation network. Ramsey County also recently adopted an All-Abilities Transportation Policy, which should have a positive impact on implementing New Brighton’s trail network. The network is built from local facilities and is guided by local and regional planning efforts. When fully developed, it will connect people with desirable destinations throughout the city and county with high-quality, long-distance, and connector routes. The plan includes a set of tools, analyses, and actions to engage communities in creating a place where people of all ages, abilities, and backgrounds can safely and comfortably walk and bike in their daily lives. The City will utilize this resource in the further development of its pedestrian and bicycle network, and will continue to collaborate with Active Living Ramsey Communities.

Sidewalks and Trails

The City has approximately 21 miles of sidewalks. Sidewalks are the backbone of the City’s bike and walk system. Community input has shown a strong desire for enhanced bike and pedestrian connections throughout the city, especially to connect people to the parks system, as well as the regional trail network. Most existing local trails are currently within existing city parks. However, additional local trails are planned outside of city parks.

I would love more bike lane connections to regional trails, but also into the Minneapolis system. We are a good bikeable distance for commuters, but getting into Minneapolis on a safe route is difficult.
TRENDS IN PARKS AND RECREATION

Many emerging trends have an impact and influence on the objectives and policies within the Comprehensive Plan. The following is a summary of those key trends:

Emphasis on quality

One trend in parks, and society in general, is an emphasis on quality. People want to play hockey on indoor ice rather than in outdoor rinks, more and more ballfields are being built with dugouts, comfortable bleachers, irrigated or artificial turf, etc. For the most part, the City is no longer building new parks and now has an opportunity to focus resources on providing more than functional facilities and equipment. Attractive spaces and facilities will attract more park users and keep them coming back. An emphasis on quality can include a number of improvement types:

- Screening of unsightly areas such as restrooms, utilities, and off-site views.
- Garden/Landscape accents around signs, seating areas, etc. to provide color, texture and visual interest and to attract the park user’s eye.
- Picnic shelters or other “signature” park elements can help create a positive park identity.
- Attractive park signs to help the user identify with the place and the city.
- Improved materials such as brick, block, or stone, rather than wood, which are more durable, and give an impression of greater wealth.
- Providing concrete bench and picnic pads to improve aesthetics and maintenance.
- Multi-use indoor field house.
- Standardized materials and aesthetics to provide a sense of place and community.

Desire for natural areas and open space

As the population ages and the amount of natural areas and open spaces diminish in urban environments, natural areas, and open space become more valued by residents. There is a growing need for passive recreation places to walk to, to sit in, to have a picnic, or to watch birds or other wildlife. Even for those who do not use these natural or open spaces, there is a comfort knowing that these areas exist and have been preserved. Research has shown that proximity to parks and open space is an important factor in retaining or growing property values and deciding where to live.

Desire for walking and biking paths

Use of trails has become the number one recreation activity in America. Trails have universal appeal for all ages and abilities. They perform recreation and transportation functions. People like connectivity, trail loops, and destinations. Roads have become busy, noisy, and unsafe for walking. Trails or walks detached from roads have especially become popular as a quick way to increase recreation in our busy lives.

Need for accessibility

All people have the right to equal access to public services. As New Brighton’s population ages, the number of people with age-related mobility disabilities will continue to increase. Providing and maintaining accessible facilities for people of all ages, backgrounds, and abilities promotes equal access to all city parks and trails.
Dog parks
Off-leash dog areas have become popular along with an increase in the number of pets and pet advocacy groups. Dog parks provide a safe and social place to walk and exercise dogs as well as their owners.

Flexible spaces
Emerging sports and trends, such as rugby, lacrosse, and ultimate Frisbee put an increasing demand on field spaces of different sizes and configurations. To meet the growing and ever-changing demands, flexible field spaces are growing in importance. Similarly, to get more use out of existing field spaces, conversions to artificial turf fields can provide greater durability and extended use. Large green spaces can act as a venue for a community celebration and the next day host a soccer tournament. Urban plazas provide space to stroll, sit, eat, read, meet friends, as well as act as a site for a farmer’s market, arts and craft shows, theaters, or other venues.

Other trends
The Mounds View School District has experienced an increase in student enrollment for the last several years and this trend is expected to continue for the near term. New Brighton – St. Anthony School District enrollment has remained relatively stable. The need for safe walking and biking routes to and from school and other key destinations continues to be an important concern for the community. The area remains attractive to young families but like many built-out communities, New Brighton also continues to age. This trend places greater demand for more passive uses such as walking, nature watching, and gathering. Similarly, interest in public art and other aesthetic improvements can be expected with an aging population.

Free space is good. Connected. Safe. Lit. Maintained. All a must. Makes it feel like a community. We need sidewalks. We need safe paths.
FUTURE NEEDS AND SYSTEM PLANNING FOCUS AREAS

Parks, recreation, and open space play significant roles in encouraging reinvestment in a community. Public input has shown that parks and recreation opportunities are consistently among the top reasons people cite for choosing a new city or neighborhood (along with schools and convenient location). A strong and vibrant park and recreation system protects existing investment and attracts new residents and businesses. The benefits of parks and recreation include community building, health and wellness, safety, human and cultural development, recreation experiences, natural resource stewardship, and active living. Resource allocation should keep pace with the demand for and importance of parks and recreation’s role in the community. The last time the city completed a park system plan was over 12 years ago. A key implementation strategy is to update the city’s park system plan. Key components of this will include:

1. An inclusive community engagement process
2. An updated inventory of existing park and trail facilities and conditions
3. Identification of improvements needed to ensure that 100% of residents live within safe and convenient walking distance to a park. A system wide vision, needs assessment, and evaluation
4. An athletic fields and facilities analysis
5. A park specific vision and key recommendations
6. An implementation plan for specific park master planning and system improvements including general costs, funding sources, and priority/time frame.

The following topics, provide a starting point for the system plan update:

Master Planning to Guide the Ongoing Maintenance and Revitalization of Parks

The maintenance and upgrading of neighborhood parks is an essential and ongoing process for park and recreation departments. A planned systematic renovation program is needed to replace worn out equipment and facilities, respond to changing recreation and community needs, keep aesthetics at a high level and to assure that city parks remain fresh, vital, and functional. An important step in the process to keeping parks fresh, vital, and functional is engaging the diversity of park users in a master planning process. Individual master plans provide a solid inventory and assessment of park assets and a plan for long term replacement. Furthermore, not every park needs to have the same components within them. Addressing individual park master plans with a system level vision will ensure New Brighton parks provide a diversity of park and recreation opportunities across the whole city.
Park Improvements

Community members have indicated an interest in improving aging park facilities and in adding the features such as the following to the New Brighton park system:

» Dog Park
» Splash pad/interactive fountain
» Winter programming, such as cross-country ski rentals, sledding, and ice rinks
» More programming focused on seniors
» Greenway connections, wayfinding, and placemaking

Trail Connections

The addition of trails will help shape community reinvestment and build vitality. Interstate highways 35W and 694 bisect New Brighton and tend to separate the City and neighborhoods. They also fragment community identity and present challenges to walk-ability and trail connections. Opportunities to strengthen the bridges over or under regional transportation corridors should continue to be a priority in future park and trail system planning efforts. The addition of signature features in parks (park signs and city park and trail system maps) can help build identity and sense of place. Parks are also great locations for public art and community gateway features.

Greenway Concept

Many community members enjoy utilizing the parks but indicated they would like to see connections between the parks throughout the city. A system of greenways along natural waterways and choice roads would help connect not only the parks and neighborhoods within New Brighton, but could also serve to connect the city to regional trails and the robust trail system of Minneapolis, St. Paul, Ramsey County, and surrounding areas.

Priorities and phasing for a greenway could be explored through an updated park system plan.

" More greenways please! As someone that occasionally commutes on bike, it would be nice to have a safe thoroughfare for us to get us safely through New Brighton and into each of the neighboring communities. (Especially Silver Lake Road, which many of us cyclists refer to as a “death wish”)"
For More Information

See Also:

» TRAN 1.0 and TRAN 4.0 (page 6-82)
» Chapter 6 - “Pedestrians and Bicycles” section
» “2017 Existing and Planned Pedestrian and Bicycle Facilities”
» “Connected Ramsey Communities Network - New Brighton”
» “Connected Ramsey Communities Network - Ramsey County”
A possible greenway system could include:

» Wayfinding and signage to popular destinations
» Usability for pedestrians, bicyclists, and other trail users
» Connections over existing barriers, such as 694 and railroad crossings

As seen in Figure 5-2, the City adopted a Trails Master Plan in 2008. That plan proposed a network of off-street multiuse trails along major road corridors of the City, such as Silver Lake Road and Old Highway 8. Since that time, very few of the proposed trails shown were built. Along with the need for a Master Plan of the Parks, New Brighton 2040 has also shown the need for an update to the Trails Master Plan to be integrated into the Parks Master Plan. This update should incorporate these identified future trail system needs of trail connections and developing greenway corridors.

Public Art

Public art is an important element of community spirit, vitality and identity. Public art helps define sense of place and enhances public space. New Brighton is evolving and redeveloping and wants to enhance sense of community and strengthen city identity. Projects like the New Brighton Exchange redevelopment are examples of creative and market-driven change that responds to an evolving community. Most new successful redevelopments in the Twin City area focus on a lively public space and incorporate public art as defining and accent elements.

The previous Comprehensive Plan placed a focus on Public Art; through the New Brighton 2040 process, community input has indicated a slight shift from traditional “public art” towards desires to see a high level of design and artistic elements integrated into infrastructure and community connections. This includes streetscaping, updated recreational facilities, city gateways, and greenway connections. Art has the opportunity to be integrated into the design of these new features, and can be interactive, accessible, and even take advantage of the newest technologies.

There is also considerable interest in expanding fine arts and cultural arts programs, classes and events. These activities enliven a city and build communities. The Parks and Recreation Department can play a key leadership role in fostering an arts community.

By investing in beautification and cultural amenities, the city can avoid being perceived by some outsiders as a pass-through community with little reason to stop, and rarely attracts new business investment and residential improvements.

» Public art can help make New Brighton a destination.
» New Brighton needs a sense of identity and place.
» There aren’t many art programs provided by the Parks and Recreation department. Future development should include art as a consideration in the design process.
» Integrate public art with capital facilities planning.
» Establish a relationship between the arts and culture community and the city’s economic development goals and planned projects.
» Include art that fits the community.
Aesthetic Improvements

Small aesthetic improvements to parks are a simple way to begin revitalizing parks and park facilities, improve the overall image of the parks, and help develop an overall park system identity. Possible aesthetic improvements include:

» Creating new identification signs for all parks and trails.
» Accent landscaping around signs to add color, texture, and interest.
» Create a park and trail system-wide bench and waste receptacle detail with concrete slabs.
» Creation of a “signature element” within each park
» System-wide standards for colors, materials, and facility elements to assist in place making and community feel.

Increase awareness and connectivity

One finding of community public opinion survey and public open house meetings was that New Brighton residents typically use the park nearest their home and are generally not aware of other park and trail facilities available to them elsewhere in the city. A system-wide park and trail facilities wayfinding system, and a way of communicating about it, should be considered as a way to better connect residents and visitors to park amenities throughout the city.

Intergovernmental Cooperation

Collaboration and cooperation with other regional units of government (Ramsey County, Rice Creek Watershed District, adjacent cities, and school districts 282 and 621) is of importance to the City of New Brighton. Regional collaboration and cooperation can expand opportunities to connect to regional amenities, provide a stronger economic base and draw for the New Brighton area, and to improve the quality and access to park and recreation opportunities for New Brighton residents. New Brighton has partnered with the Active Living Ramsey Communities initiative for over ten years. This initiative improves health through community engagement. It promotes and creates environments that make it safe and easy for everyone to integrate physical activity into their daily routine. The city will continue collaborating to encourage walking, biking, and active living as a way of life throughout the city and county.

Community Engagement activities for New Brighton 2040 revealed a strong desire from the community to have a trails network that establishes connections with other regional trail systems. Some systems cited in comments include the Grand Rounds, the Minneapolis Trail System, and the Ramsey County trail system. Because of New Brighton’s unique position, bordering three counties, and multiple municipalities, as well as the regional impacts the TCAAP development could have for recreation and trails the forthcoming Master Parks and Trails plan will have to engage early with various entities. Building connections to these existing and planned trail systems will be a priority during the Master Parks and Trails system planning process.
The first priority implementation initiative regarding parks, recreation, and open space systems is for the city of New Brighton to complete a comprehensive system plan update. The park system plan update will:

» Gain input from all residents on the needs and desires for physical park facilities and recreation services;

» Gain input on the current desires for public recreation facilities and how well existing facilities such as the New Brighton Community Center fulfils those desires, and determine what level of interest exists in the community for remodelling or expanding the Community Center;

» Ensure an inclusive process that seeks to garner participation from a full spectrum of the community’s residents;

» Use a combination of community workshops, PREC work sessions, focus groups, and individual stakeholder interviews to gain input from the community members, key leaders, and stakeholder groups in the city;

» Target specific user groups such as youth sports associations, seniors, teens, active adults, families, and other specific groups for input that may not be readily accessed through traditional input methodologies;

» Explore marquee park and recreation opportunities within New Brighton that will not only serve residents but emphasize New Brighton as a destination and contribute to a stronger economy and business climate;

» Identify where gaps exist in New Brighton’s park system that prevent every household from being within a convenient walking distance to a park;

» Establish master plans for key parks in greatest need for updates, renovation, and improvements;

» Identify key trail/connection gaps and a project list to close the gaps;

» Collaborate with Ramsey Public Works and Active Living Ramsey Communities to construct pedestrian and/or bike facilities along county roads as shown in city and county plans;

» Collaborate with other governmental units to complete the Connected Ramsey Communities Network and implement the Ramsey County-wide Pedestrian and Bicycle Plan; identify capital improvement costs and ongoing funding needs for proposed park and trail improvements;

» Identify and align funding sources; and,

» Establish priorities and phasing for key improvement projects.

"We have great parks. That could be New Brighton’s identity if we prioritize this greenway system. Our city lacks a natural downtown for retail but seems best suited as a great place for families. Good schools, abundant parks and lakes, strong neighborhoods. We’re central in the Twin Cities so access to retail, jobs, and freeways are still good... Money spent on livability will make New Brighton great and will cement our identity."
The New Brighton 2040 Transportation Chapter is meant as a framework to guide the maintenance and development of road, transit, pedestrian, and bicycle facilities in the City of New Brighton. The Chapter is necessary to ensure that the City’s transportation system best accommodates the present and future mobility, access, and safety needs for all of its users.

The Chapter aims to position the City’s transportation system within a regional context, putting emphasis on the ability of residents to stay connected to their community, the capacity of business districts to attract new companies, and the ability of all users to move smoothly and safely throughout the community.

**TRANSPORTATION FRAMEWORK**

While this plan is meant to guide transportation planning in the City of New Brighton, it is also intended to fit strategically into the regional vision laid out by the Metropolitan Council. Minnesota State law requires that the Council create regional plans and policies to guide growth and manage regional systems for transportation, aviation, water resources, and regional parks. The Metropolitan Council adopted the 2040 Transportation Policy Plan (TPP) in January 2015. The TPP establishes a vision for the metro region over the next 20 years and provides guidance on how this vision will be reached.

Ultimately, the content of this chapter supports the policies and strategies outlined in the TPP that will help the region realize its vision in the coming decades.
Objectives & Policies

The following are the City’s objectives & policies relative to transportation:

**TRAN 1.0** Develop safe, efficient, and convenient interconnected transportation systems for automobiles, mass transit, bicycles, and pedestrians of all ages and abilities

**TRAN 1.1** Increase the degree to which public transportation, walking, and cycling options connect people to local and regional destinations

**TRAN 1.2** Identify and eliminate gaps in the Regional Bicycle Transportation Network and Connected Ramsey Communities Network, and build connections to those networks.

**TRAN 1.3** Utilize low-cost/high-impact methods to make the transportation system more efficient for the movements of people and goods through all transportation modes

**TRAN 1.4** Collaborate with other government entities to take advantage of regional transportation projects to improve conditions/optimize local investment

**TRAN 1.5** Address major barriers to bike/pedestrian movement such as interstates, railroads, streams, and busy street crossings

**TRAN 1.6** Reduce the number of access points to major roadways by consolidating multiple points of access into a single point of access where appropriate. Emphasize safety and mobility on collector and arterial roads by limiting access on these roads

**TRAN 2.0** Develop transportation facilities in a manner that does not adversely impact adjacent land uses and deteriorate the quality of life in the community

**TRAN 2.1** Advocate for higher frequency transit service at key nodes of employment and residential development

**TRAN 2.2** Prioritize shared parking, joined accesses, and circulation for pedestrian and bicycle traffic for redevelopment projects

**TRAN 2.3** Implement traffic calming measures, as appropriate, to create safer corridors, enhance pedestrian and bicycle safety, and reduce the amount of through traffic on residential streets

**TRAN 2.4** Employ traffic calming devices on local and collector streets as means to improve the compatibility between land use and traffic

**TRAN 2.5** Adhere to MnDOT and Ramsey County access management policies on state and county highways to the greatest extent possible

**TRAN 2.6** Explore ways the City can reduce environmental impact of transportation system, especially related to run-off, salting, and exhaust from public works vehicles
TRAN 3.0 Embrace road designs that increase safety, minimize pollution, & decrease construction & maintenance costs

TRAN 3.1 Continue to involve affected residents in determining the severity of traffic problems that may warrant traffic calming

TRAN 3.2 Slow speeds of vehicular traffic, thereby reducing frequency of crashes and severity of those crashes that do occur

TRAN 3.3 Reduce cut-through traffic and make trips safer for residents

TRAN 3.4 Generally narrow local and collector streets consistent with traffic and on-street parking demands as part of the city’s ongoing reconstruction projects. Employ stop signs only where the cross traffic volume meets traffic warrants as noted in the Minnesota Manual on Uniform Traffic Control Devices

TRAN 3.5 Avoid traffic calming measures where the effect is to simply relocate a traffic problem to another location

TRAN 4.0 Create a comfortable street environment for pedestrians and bicyclists and balance the needs of vehicular traffic with those of non-motorized forms of transportation.

TRAN 4.1 Utilize traffic calming devices and methods at major pedestrian crossing points (such as parks, schools, and commercial areas) to alert motorists to the crossing and to enhance pedestrian safety and comfort at the crossing

TRAN 4.2 Utilize road reconstruction projects as an opportunity to add bicycle and pedestrian facilities to existing roadways

TRAN 4.3 Adopt a Living Streets Policy utilizing concepts of streetscaping, wide sidewalks, medians, bump outs, enhanced pedestrian crossings, etc. to make walking more comfortable

TRAN 4.4 Incorporate traffic calming devices as an integral part of the streetscape design

TRAN 4.5 Support the installation of traffic signals, as proposed by the County, at Old Highway 8 and CR E
PEDESTRIANS AND BICYCLES

The City of New Brighton has established bikeways and sidewalks to promote non-motorized travel. The system connects neighborhoods, parks, schools, transit service, shopping centers, and restaurants. The City of New Brighton has approximately 21 miles of sidewalks located along roadways, 4 miles of bituminous paths in City parks, and 5 miles of paths in Ramsey County Long Lake Park.

Sidewalks are located primarily along major collectors and arterial streets. They provide a safe connection between neighborhoods and key destinations throughout the community. In most cases, sidewalks are not present on the local system within neighborhoods. New Brighton was primarily developed during the 1940’s - 1960’s, at the same time as the rise of the automobile as the dominant transportation mode. At that time, sidewalks were not popular and were not planned.

Throughout New Brighton 2040, community members expressed their desire for more pedestrian and bicycle facilities throughout the city as well as facilities that provide safe, comfortable connections to destinations within the community and along transportation corridors. Many people expressed a desire to walk or bike from their homes to local businesses or parks, but felt they could not because of barriers and gaps. Some gaps that were identified include:

» Interstate 694 bisects the entire city separating it into two distinct north-south districts. Existing connections across the interstate are not optimized for pedestrians or bicyclists and often feel unsafe

» Various railroads bisect the community and safe crossings are difficult

» Water features, including Long Lake, create physical barriers to moving around the city, but are also destinations that should be accessible via bike and on foot

» Local streets with unsafe crossings, especially Silver Lake Road and Old Highway 8

In addition to addressing these gaps, pedestrian circulation will be built into redevelopment standards as the City continues to grow. Pedestrian circulation within a site, through a site, and to local destinations was one of the major takeaways from this round of Comprehensive Planning.

Regional Bicycle Transportation Network

Planning the next phases of the multi-modal system within the City should correspond closely to the corridors identified in the Regional Bicycle Transportation Network (RBTN) to provide seamless connections to neighboring communities and the broader regional transportation network. According to the Metropolitan Council, the RBTN corridors and alignments make up the “trunk arterials” of the overall system of bikeways that connect to regional employment and activity centers. The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails that complement each other to most effectively improve conditions for bicycle transportation at the regional level. These routes are further classified into two tiers of corridors and alignments:

» Tier 1 corridors have been identified as the highest priority for regional transportation planning and investment. The priority corridors/alignments are planned in locations where they can attract the most riders and where they can most effectively enhance mode choice in favor of biking, walking, and transit over driving alone.

» Tier 2 corridors are the remaining corridors in the overall RBTN; these corridors...
Figure 6-1. 2017 Existing and Planned Pedestrian and Bicycle Facilities
are assigned the second tier priority for regional transportation planning and investment.

» Similar to the regional bicycle transportation corridors, there are Tier 1 and Tier 2 regional bicycle transportation alignments where specific route alignments have been designated through the Regional Bicycle System Study process that included discussions with local agency staff. The designated RBTN alignments are based on local bicycle plans and in many cases (particularly in the core cities) already exist in some form and may need little or no improvement for the regional network. Other designated alignments have not been developed and are based on planned on-street and off-road route alignments or other factors as discussed with local agency staff.

Several RBTN alignments have been identified in the City (see Figure 6-1):

» Highway 96 W (Tier 1): The proposed east-west corridor links the City of New Brighton, Arden Hills, and Shoreview. The small portion of this route that falls within New Brighton provides a connection over the I-35 W/Hwy 10 interchange, and leads to connections of the employment corridor of Old Highway 8. This route corresponds with City and County trail plans.

» Rice Creek West (Tier 2): This corridor provides a regional connection along Rice Creek, connecting the cities of Fridley, New Brighton, Arden Hills, and Mounds View. The corridor follows the existing regional trail and looks to provide a connection at the north of Long Lake Regional Park, which corresponds with City and County trail plans.

Several Tier 1 corridors have also been identified in east and south New Brighton. The City will utilize these corridors as a foundation while developing the Master Trails Plan, described in Chapter 5. The ability of bicycle corridors to serve multiple functions such as building a thorough non-motorized transportation network, providing recreational opportunities, and connecting the city’s robust parks system stresses the importance of investing in a Master Trails Plan for New Brighton.

Regional Trail Search Corridors

The RBTN is further supported by Regional Trail Search Corridors, which include proposed regional trails to provide connections between Regional Parks System facilities where the trail alignment has not yet been planned.

The Regional Trail Search Corridors within New Brighton are shown in Chapter 5. Both the RBTN and the Regional Trail Search Corridors will serve as the foundation for the future Master Trails Plan. Potential trail enhancements that may have significant benefits for the community include connecting the regional trail system in Long Lake Regional Park to Hanson Park; working with the railroads to explore the possibility for creating trails within their right-of-way; and building connections between New Brighton and the downtown Minneapolis employment corridors.

Connected Ramsey Communities Network

The Ramsey County-wide Pedestrian and Bicycle Plan establishes the Connected Ramsey Communities Network as a framework for planning, prioritizing, and designing the countywide active transportation network. Ramsey County municipalities came together to build this network from local facilities and plans. When fully developed, it will connect people with desirable destinations throughout
Figure 6-2. Connected Ramsey Communities Network - New Brighton
Figure 6-3. Connected Ramsey Communities Network - Ramsey County
the city and county with high-quality, long-distance, connector routes. The plan includes a set of tools, analyses, and actions to engage communities in creating places where people of all ages, abilities, and backgrounds can safely and comfortably walk and bike in their daily lives.

Figure 6-2 shows the planned and existing Major Countywide Bicycle Corridors, Countywide Connectors, and local bikeways in New Brighton. Figure 6-3 shows the entire network throughout the county. Bikeway facilities shown on these maps include off-street trails, on-street bike lanes, and paved shoulders.
New Brighton is within the Metropolitan Transit Taxing District, which designates Transit Market Areas and aligns types and levels of transit service to expected demand. New Brighton is within two Transit Market Areas:

» Transit Market Area II: areas with moderately high population and employment; they can support fixed route transit at frequencies of every 20-30 minutes daily

» Transit Market Area III: areas with moderate density that can primarily support express service supplemented by some fixed-route local service at 60-minute frequencies for basic coverage on weekdays, with limited weekend service. Local dial-a-ride is also available to fill service gaps exceeding walking distance guidelines to transit

The City of New Brighton is presently served by the Metropolitan Council/Metro Transit, which is the major transit coordinator/provider for the seven county metropolitan area.

The mass transit function of Metro Transit currently consists of the diesel bus system that services most of the metropolitan area. Local/Limited Stop Routes 4, 25, 141, 801, 825 currently serve New Brighton directly and Express Routes 250, 252 and 860, stop at the park and ride lot at Hwy 10 and Co Rd H near New Brighton’s northeast border. These routes, along with park and ride lots, are shown on Figure 6-5.

The Metropolitan Council offers two shared-ride public transportation systems in New Brighton. Metro Mobility provides daily door-to-door transportation service for people with disabilities. Certified riders call the transportation provider in their area and schedule their trip one to four days in advance. Metro Link Dial-a-Ride provides weekday approximate door-to-door transportation service to anyone. Certified riders call the transportation provider in their area and schedule their trip one to four days in advance. The purpose of the trip does not matter; all trips are treated equally and priority is not given to any particular destination.

Future Conditions

It is anticipated that Metro Transit will continue to provide mass transit, Metro Mobility, and Metro Commuter services in New Brighton. Metro Transit is a division of the Metropolitan Council providing transit service and Metro Commuter Services. Metro Mobility is a separate service of the Metropolitan Council that provides paratransit service.

As more land use changes are realized in the New Brighton Exchange, transit considerations including increased bus service should be explored.

According to the 2040 Transportation Policy Plan, no Transitways are planned to serve New Brighton under the Current Revenue Scenario. The Increased Revenue Scenario does show the possibility of a Transitway along I-35W; however, no Transitway stations would be located within New Brighton proper. In either scenario, New Brighton will want to advocate for the city to continue to be connected by transit investments within the metropolitan region, especially as redevelopment provides nodes of housing, commercial, and employment opportunities.
Figure 6-4. Transit Market Areas
Figure 6-5. Existing Transit Services
One element that will be important for New Brighton to monitor closely is the development of the TCAAP property in Arden Hills, as well as the MnPASS improvements to I-35W. Both of these projects could have major implications for transit service within the area, and the connections throughout New Brighton could be amplified as a result.

**Recommended Strategies**

As congestion continues to increase, greater emphasis will be placed on public transit as a viable alternative to the automobile in the community’s transportation plans. Consistent with this view, New Brighton will continue to advocate affordable, dependable, and efficient means of public transit in the community. Specifically, the City will encourage mixed-use, pedestrian friendly development to support the use of transit. The City will cooperate with the public agencies responsible for the planning and providing of public transit services for the community. The city will encourage and promote transit oriented design principles that make land use more supportive of transit services. The city will plan, implement, and maintain safe and accessible pedestrian and bicycle facilities connecting transit stops to nearby residences and destinations.


## ROADWAYS

### Existing Public Roadway System

#### Jurisdictional Classification

The City of New Brighton has approximately four miles of State Trunk Highways (TH), 14 miles of County State Aid Highways (CSAH), two miles of County Roads (CR), and 64 total miles of City streets. Figure 6-6 illustrates these roadway jurisdictions within the City limits of New Brighton. All other roadways are local collectors and City streets.

Jurisdiction over the City’s roadway system is shared among three levels of government: State of Minnesota, Ramsey County, and the City. The Minnesota Department of Transportation (MnDOT) maintains the Interstates and State Trunk Highway (TH) systems. Ramsey County maintains the County State Aid Highway (CSAH) and County Road (CR) systems. The City maintains the remaining streets, some of which are designated as Municipal State Aid (MSA) Streets and receive MSA funding.

#### Functional Classification

The Metropolitan Council classifies roadways using a hierarchical classification scheme. This scheme has four general classifications: principal arterial, minor arterial, collector, and local streets. Table 6-1 lists the roads by functional class.

**Principal Arterials**

Principal Arterials are the highest roadway classification and are considered part of the metropolitan Interstate freeways. Interstate freeways connect the region with other areas in the state and other states. They also connect the metropolitan centers to regional business concentrations. The emphasis is on mobility as opposed to land access. New Brighton is bisected by principal arterials I-35W and I-694.

The two principal arterials located in New Brighton are I-35W and I-694. I-35W is located on the eastern edge of the City and runs north/south. It is a six-lane freeway with interchange access at County Road 96, I-694, County Road E-2, and County Road D. I-694 runs east/west through the middle portion of the City. It is a six-lane freeway with interchange access at Silver Lake Road, Long Lake Road, and I-35W.

<table>
<thead>
<tr>
<th><strong>Table 6-1. New Brighton Road Functional Class</strong></th>
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<tbody>
<tr>
<td><strong>Principal Arterials</strong></td>
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<tr>
<td>» I-35W</td>
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<td>» I-694</td>
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Figure 6-6. Existing Roadway Jurisdiction

Road Jurisdiction
- Red: Interstate Highway
- Yellow: County State Aid Highway
- Green: County Road
- Blue: Municipal State Aid Road
- Gray: Municipal Road
- Orange: Private Road
Minor Arterials

Minor Arterials are intended to connect important locations within the City with access points to the freeway system as well as provide access between neighboring city business centers. These arterials carry short to medium trips. The emphasis of minor arterials is on mobility as opposed to access in the urban area.

There are 14 roadways that are classified as minor arterials: County Road D, County Road E, County Road E2, County Road H, Silver Lake Road, Old Highway 8, Cleveland Avenue, New Brighton Road, 10th Street NW, Long Lake Road, Rice Creek Road, Highway 88, and Highway 96. The minor arterial roadways in New Brighton typically are characterized as having either two or four through traffic lanes with additional turn lanes provided at intersections. Intersections with other arterials may be controlled with traffic signals. Parking is generally prohibited and access to abutting property is often limited.

Collector Streets

Collector Streets are designed to provide connections between neighborhoods and from neighborhoods to minor business concentrations. The emphasis on mobility and land access are equal. Collector streets typically provide a connection to minor arterials.

Major collectors in New Brighton include 1st Street NW, 5th Avenue NW, 5th Street NW, 7th Street NW, 8th Avenue NW, 8th Street NW, 9th Avenue NW, 10th Street NW, 14th Street NW, 16th Avenue SW, 16th Street NW, Silver Lane, Foss Road, Stinson Boulevard, Mississippi Street, and Innsbruck Drive. Major collector roadways in New Brighton are characterized as typically having two through traffic lanes, possibly with additional turn lanes provided at intersections. Stop signs often control traffic at intersections with arterials or other collectors. Parking is usually permitted, as is access to abutting property.

Local streets

Local streets typically connect blocks and land parcels. The primary emphasis is on land access. In most cases, local streets will connect to other local streets and collectors. Local streets serve short trips at low speeds. All other streets within the City are classified as local streets.

The principal arterials, minor arterials, and major collectors in New Brighton and its environs are shown in Figure 6-7. This existing functional classification map is consistent with the functional classification maps of Ramsey County and the Metropolitan Council, with the addition of a few major collectors which account for local traffic patterns. These collectors were added by the City’s Public Works Director to account for local traffic patterns.

"Silver Lake Road and Long Lake Road crossings over 694 are really dangerous for pedestrians/cyclists along with other major intersections in New Brighton. We need to slow down the traffic and increase visibility of pedestrians and cyclists."
Figure 6-7. Existing Functional Classifications
Analysis of Roadway System Needs

Planned Changes to Roadway System

New Brighton is a substantially built-out City. Other than new streets related to on-going development, there are no plans to construct new roadways within the City. All of the planned improvements are rehabilitation of existing facilities as shown on Figure 6-10. The streets shown for reconstruction may not be reconstructed in the year shown. Streets not shown on the figure may be added at the discretion of the Council. The figure is intended as a guideline only, and actual streets selected for reconstruction will be based upon pavement condition, age of street, subsurface utilities requiring replacement, and conformance with the comprehensive street plan.

In addition to local street improvements, the roadways in New Brighton will feel a major impact from the proposed MNPASS Improvements on I-35W, with construction set to begin in 2018. As seen in Figure 6-8, significant traffic will be diverted from I-35W onto local roads. Old Highway 8 and Silver Lake Road, roads that already get a fair amount of traffic, will see much higher volumes during the project. Several mitigation strategies will be implemented in advance of the project, including temporary signals, signal timing adjustments, and striping/geometric changes to improve anticipated queuing times at these intersections. These mitigation strategies will provide an opportunity to determine if future permanent improvements could be developed with MnDOT and Ramsey County.

Programmed County roadway projects in the area are shown in Figure 6-9.
Figure 6-10. 2016-2045 MSA Street Reconstruction from New Brighton CIP

NOTE: Streets shown for reconstruction may not be reconstructed in the year shown. Street not shown may be added at the discretion of the City Council. This figure should be used as a guideline only.
Current Traffic Volumes

The 2016 annual average daily traffic volumes (AADT) for the principal arterials, minor arterials, and major collectors at representative locations in New Brighton are shown in Figure 6-11. Existing traffic volumes are compared to the size and the capacity of each roadway in order to determine where capacity problems exist or are expected to occur in the future.

Existing levels of traffic were a major concern for many community members who commented throughout the New Brighton 2040 process. Flow along arterials such as Silver Lake Road and Old Highway 8 are perceived to be congested and dangerous, as residents/employees of other communities use those arterials during high traffic volumes to circumvent the interstates. Many recognized that additional population growth and residential development, without a concerted effort to improve safety and traffic flow could make a difficult situation even worse.

In addition to analyzing current traffic volumes, project participants identified several traffic issues of particular concern to New Brighton:

» Timing of lights and queuing along Silver Lake Road, especially during peak commute times.

» Cut throughs from Long Lake Road to Old Highway 8 using 8th Avenue Northwest

» Old Highway 8/ CR E intersection delay

» Trains crossing 10th Street Northwest cause substantial delays to motorists.

“There is little focus on traffic flow through New Brighton and many proposals for high volume residential spaces in already over crowded/high traffic roads like old highway 8. I think rather than an extensive focus on more high volume residential buildings we should be considering how to address current traffic flow issues.”
Figure 6-11. 2016 Traffic Volumes w/ 2040 Traffic Volume Projections

*Volumes in parentheses indicate 2040 projected traffic volumes provided by Ramsey County.
Figure 6-12. Transportation Analysis Zones
Transportation Analysis Zones

For purposes of regional transportation planning, the Metropolitan Council and the counties divide the region into Transportation Analysis Zones (TAZ’s). Figure 6-12 shows the Council’s TAZ boundaries. Regional population, households, employment, retail, and non-retail forecasts are allocated to the TAZs as a means of calculating traffic volumes. Table 6-2 shows the projections for the Traffic Analysis Zones for the year 2040. Because New Brighton is a fully developed community, the trips generated within the TAZ’s are not expected to change significantly during the period of this plan.

The current roads in New Brighton cannot handle increased traffic and noise. Calling attention to our community would only increase those things so I am not in favor of that. I like my quiet community.

Table 6-2. Projections Based on Traffic Analysis Zones

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Source: GIS Analysis based on Ramsey County data & Metropolitan Council
2040 Traffic Forecasts

The Metropolitan Council has completed a regional transportation traffic model for the Twin Cities area. No transportation modeling has been completed for the minor arterials or collectors in the City. Figure 6-11 shows the 2040 AADT traffic forecasts for principal arterials, minor arterials, and major collectors in New Brighton.

Adequacy of the Local Roadway System in Year 2040

Ramsey County and Anoka County have published daily capacity values for various types of roadway facilities that are used to determine if congestion exists. These daily capacities are as follows:

- 6 Lane Freeway = 94,000 vehicles per day
- 4 Lane Freeway = 63,000 vehicles per day
- 4 Lane Divided Roadway = 31,000 – 32,000 vehicles per day
- 4 Lane Roadway = 21,000 – 22,000 vehicles per day
- 3 Lane Roadway = 20,000 vehicles per day
- 2 Lane Roadway = 10,000 – 12,500 vehicles per day

The existing and future number of lanes for the major roadway facilities are shown on Figure 6-13. Figure 6-13 is not intended to illustrate the available lanes at intersections where exclusive turn lanes may or may not exist, but is intended to provide an overall view of available lanes for through traffic on the roadway segments.

A comparison between the forecast AADT and the capacity provided by each facility has been made to determine whether the major roadways of the 2040 roadway system will adequately accommodate the traffic volumes forecast for 2040.
Figure 6-13. Roadway Lanes

- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes

Note: All other roads are two lanes.
Recommended Strategies

City of New Brighton recognizes the need to focus on the following strategies:

1. Continue to explore the extension of 5th Street should the situation with the railroad change and opportunity for extension present itself through additional redevelopment pressures. The extension of 5th Street across the CP Rail/Minnesota Commercial railroad yard was studied in 1996. This extension is desirable to provide improved access to the County Road E2 Interchange on I-35W. This extension was pursued in 1996, but no agreement was established at that time with the railroad operators.

2. Solutions Outside of Capacity Improvements
   » Collaboration with Ramsey County and MnDOT on regional roadway improvements and studies
   » Roundabouts as potential congestion and flow mitigation
   » Traffic Signal Timing and Synchronization along major streets and key intersections
   » Safety Improvements through Innovation (pedestrian crossing enhancements and Intelligent Transportation System solutions)
   » Intersection Reconfiguration (adding turn lanes)
   » Access Management Guidelines
   » Multimodal Enhancements (and Ramsey County All-Abilities Transportation Policy implementation)
   » Complete Streets and Living Streets design considerations as part of street reconstruction programs
   » Travel Demand Management Solutions

Figure 6-14. MnDOT Access Management Summary of Recommended Street Spacing for IRCs
**Access Management**

The City of New Brighton utilizes the MnDOT Access Management Manual (2008) as a guide for establishing its access management policies. An excerpt from this manual are seen in Figure 6-14 & Figure 6-15, which provide a summary of recommended street spacings by roadway facility type.

**Travel Demand Management**

Travel Demand Management’s (TDM) strategies are focused on reducing peak period congestion, in addition to changing single occupancy vehicle trips. This is accomplished by utilizing techniques that reduce trips in the peak period. The techniques try to eliminate peak hour trips altogether (e.g. telecommuting and flextime) or promote the shift from single occupants to shared ride situations (e.g. ridesharing and transit).

Examples of TDM techniques and strategies include:

» Modified work hours

» Telecommuting and telework centers

» Transit and pedestrian friendly mixed-use development

» Aggressive promotion of alternatives to solo commuting

» Parking supply limitations and charges for single-occupant vehicles

» Discounted and preferential parking for pool vehicles

» Flexible work hours

» Guaranteed ride home programs

**Figure 6-15. MnDOT Access Management Summary of Recommended Street Spacing for Non-IRCs**
The City recognizes the importance of TDM strategies to preserve adequate mobility on the roadway system and limit the magnitude of traffic volume growth, especially during the peak periods. The City intends to promote TDM strategies to contain traffic growth during the peak periods. Specific strategies that are appropriate for the City of New Brighton to promote are:

» Modified work hours
» Transit and pedestrian friendly mixed-use development
» Aggressive promotion of alternatives to solo commuting
» Discounted and preferential parking for pool vehicles
» Flexible work hours
» Guaranteed ride home programs

Traffic Calming

Traffic calming is the use of street design devices and techniques that result in lower vehicle speeds and/or volumes, as well as creating a more comfortable and safer street environment for pedestrians and bicyclists. Europe, especially in the Netherlands, Germany, and Denmark, has lead the way in traffic calming, with some examples implemented as early as the 1970’s. Traffic calming in the United States is still in its infancy; only recently have devices such as chokers, speed humps and traffic circles been applied to streets in this country. Therefore, few standards exist for the application of traffic calming devices, requiring a careful examination of existing conditions and determination of project goals before any traffic calming modifications are made to a street or network of streets.

After formulation of objectives and policies for traffic calming in New Brighton, a process for the application of traffic calming devices is outlined. Next, the passive traffic control methods and traffic calming devices discussed in the process are further defined. To relate traffic calming devices to New Brighton, the city’s streets are examined. Each street is classified with consideration to character and surrounding land uses, functional class, traffic volumes, and role within the city and region, and a palette of appropriate traffic calming devices are identified for each street type. Traffic calming will become increasingly relevant as New Brighton transitions from its previous “suburban” community designation to “urban”.

New Brighton has a well-developed street system with major streets laid out in a gridiron pattern. Traffic moves logically from local street to collector to minor arterial to major arterial and back again. This flow of traffic over the grid of New Brighton’s streets should be maintained. Diversion devices which intensify traffic onto a specific street may lessen traffic problems on surrounding streets, but can create an even larger problem on the street receiving the diverted traffic. Therefore, this plan will not divert traffic onto a few selected streets, but rather keep traffic dispersed over the grid and explore ways to calm traffic on streets where a traffic problem exists. Consider traffic calming measures on local streets only where the 85th percentile speed exceeds the posted or statutory speed by 5 mph or more, excessive cut-through traffic occurs, and/or traffic volumes exceed 1,000 vehicles per day.

1. Consider traffic calming measures on residential collectors only where the 85th percentile speed exceeds the posted or statutory speed by 5% or more, excessive cut-through traffic occurs, and/or traffic volumes exceed 3,000 vehicles per day.

2. Consider traffic calming measures on business collectors only where the 85th percentile speed exceeds the posted speed by 7 mph or more, and/or where traffic volumes exceed 5,000 vehicles per day.

“[A Road Diet is a] nice idea as long as motor vehicle traffic can still move efficiently. Silver Lake Road, for example, between 4 PM and 6 PM is massed with cars. Obstacles would create a mess. On the other hand, such “improvements” may tend to forcibly slow traffic down and not so many trying to avoid I-35 rush hour.”
3. Consider traffic calming measures on business thoroughfares only where the 85th percentile speed exceeds the posted speed by 7 mph or more.

**Stop Sign Policy**

The primary consideration in approving a stop sign request is to make sure that a stop sign is the most appropriate and effective solution to the problem. All stop sign installations must be approved by the City Council.

The majority of the requests for stop signs are from residents who wish to reduce speeds on their street. Numerous national studies have been conducted examining the effects of stop signs on speeding and these studies have consistently shown that stop signs are poor speed control devices. Stop signs do reduce speeds at the point of installation, but the effect of this speed reduction is gone in less than 200 feet.

Because stop signs cause substantial inconvenience to motorists, they should only be used where warranted. A stop sign may be warranted at intersections where one or more of the following conditions exist:

1. Intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
2. A street entering a through highway or street.
3. Unsignalized intersection in a signalization area.
4. Other intersections where a combination of high speed, restricted view, and serious accident records indicate a need for control by a stop sign.

The installation of an unwarranted stop sign can actually make an intersection unsafe by giving motorists and pedestrians a false sense that a vehicle is going to stop. If stop signs are installed where the conditions are not consistent with a typical stop situation, a good share of motorists will ignore the sign and create an even more dangerous condition.

In general, stop signs should not be used when attempting to reduce speed, eliminate cut-through traffic, or providing a safer environment for pedestrians.

**AVIATION**

There are no existing or planned aviation facilities within the City of New Brighton other than a permitted helipad in the New Brighton Exchange area. The City of New Brighton is not within the influence area of any metro system airport; however, it is within the region’s general airspace that needs to be protected from potential obstructions to air navigation.

The Aviation Chapter of the Metropolitan Development Guide (MDG) includes policies on protection of the region’s airspace. These policies support the need to include both Federal and State safety standards which must be a major consideration in the planning, design, maintenance, and operation of air transportation facilities and services.

The City will apply the following policy in order to protect the region’s general air space:
Aviation Policy

1. Ensure its local codes and ordinances are consistent with state laws that regulate height of structures that may obstruct general airspace. The current statutory language is found within Minnesota State Statutes 360 and Aeronautics Rules and Regulations 8800.1200 Criteria for Determining Air Navigation Obstruction.

2. As determined under Code, notify the State Commissioner of Transportation 30 days in advance of any proposal involving the construction or alteration that would exceed a height of 200 feet above ground level, or any construction or alteration of greater height than an imaginary surface extending upward and outward at a slope of 100:1 from the nearest point of the nearest runway of a public airport.

3. As required, the City will notify the FAA as defined under code of federal regulations CFR – Part 77, using the FAA Form 7460-1, “Notice of Proposed Construction or Alteration.”

4. Sea plane access will continue to be permitted on Long Lake, as designated by Minnesota Rules 8800.2800 Subp. 2 and MnDOT, Office of Aeronautics; as land uses on the east side of the lake (regional parks) are more compatible with recreational sea planes than on the west side of the lake (low density residential), sea planes are encouraged to land closer to the eastern side of the lake when possible.

FREIGHT

The movement of goods along freight corridors have been integral to New Brighton's history as a city. The old railroad stock-yards that led to New Brighton’s historic success are still utilized today, augmented by the principal arterials of I-35W and I-694 which, cross the city.

There are two main nodes within the city that currently generate freight movement:

» The Industrial Areas along Old Highway 8, south of I-694, is the main corridor of freight generation within the city. It is the historic home of manufacturing in the city, and still produces a variety of goods that use the convenient access to Minnesota Commercial Railway and the Canadian Pacific Railroad. Several manufacturers and other freight generators still rely on Old Highway 8 to access the interstate system (I-35W and I-694) via County Road E, Old Highway 8, and State Highway 88.

» There is a smaller manufacturing node at Old Highway 8 and Highway 96 W on the northeast edge of the city. This area’s access to State Highway 10 and Interstate 35W make it conveniently located for freight generation.

Major freight roadways can be seen in Figure 6-16, which shows the Heavy Commercial Average Annual Daily Traffic (HCAADT) for 2016.

The freight generators and transportation corridors are anticipated to continue into the future. Local roadway issues or problem areas for goods movement could amplify as mixed use development increases along Old Highway 8. Other issues include the size of vehicles required to transport materials from Bell Lumber and Pole.
Figure 6-16. 2016 Daily Heavy Commercial Traffic Volume
INTRODUCTION

The natural environment is an essential element of community life and protecting such an environment is vital to the success of any community. Wetlands, lakes, streams, trees, and other vegetative cover all play an important role in the physical and socioeconomic development of a community. Many natural features function as filtration systems to help clean rainwater runoff, which eventually becomes our drinking water. In addition to providing cleaner water, natural features help purify the air especially in the urban environment. The natural features and natural areas of the community also help define the character of the community and provide a visual relief from the urban (built) environment.

Environmental protection is becoming more and more of an emphasis in community planning. Over the years, much of the natural features have been cleared to make way for urban development. But many of the resources have been preserved through efforts by the community in providing open space, recreational parks, and trails and through protecting stands of trees and wetlands from being overcome by urban development.

This chapter of the comprehensive plan includes objectives, policies, and strategies that can be applied to both the public and private sector to help preserve, protect and re-establish our natural environment.
INVENTORY OF NATURAL FEATURES AND PATTERNS

Lakes and Wetlands (National Wetland Inventory)

The City of New Brighton has many lakes (open water) and wetland features as identified through the National Wetlands Inventory in Figure 7-1. The predominant wetland features include swamps and marshes with some wet meadows. The most prominent locations of wetlands in the community are along drainage ways and Rice Creek as it spans the northwest portion and northeast portions of the community. A significant pocket of wetlands is also located west of Silver Lake Road between Palmer Drive and Rice Creek Road. Many of the wetland features are located in parks and residential back yards. Many of the open water features are protected under the DNR’s protected waters inventory and include the following: Long Lake, Pike Lake, Rush Lake, Poplar Lake, and Jones Lake.

Impaired Waters

The federal Clean Water Act (CWA) requires states to adopt water-quality standards to protect waters from pollution. These standards define how much of a pollutant can be in the water and still allow it to meet designated uses, such as drinking water, fishing, and swimming. The standards are set on a wide range of pollutants, including bacteria, nutrients, turbidity, and mercury. A water body is “impaired” if it fails to meet one or more water quality standards. To identify and restore impaired waters, Section 303(d) of the Clean Water Act requires states to:

» Assess all waters of the state to determine if they meet water-quality standards

» List waters that do not meet standards (also known as the 303d List) and update every even-numbered year

» Conduct TMDL studies in order to set pollutant reduction goals to restore waters.

Federal and state regulations and programs also require implementation of restoration measures to meet TMDLs. MPCA responsibilities include performing assessment activities, listing impaired waters, and conducting TMDLs in Minnesota. Known receiving waters in New Brighton that have been identified as Impaired Waters include:

» Rice Creek – impaired for aquatic life and recreation

» Pike Lake – impaired for aquatic life and recreation as a result of excess nutrients

» Long Lake – impaired for aquatic life, consumption, and recreation

» Silver Lake – impaired for aquatic life, consumption, and recreation

» Jones Lake and Jones wetland – impaired for aquatic life

» East Moore Lake - impaired for aquatic recreation

» Mississippi River - impaired for aquatic consumption and recreation
Figure 7-1. Wetland Inventory - from City of New Brighton’s Surface Water Management Plan
Groundwater

New Brighton is located within the North and East Metro Groundwater Management Area (GWMA). The North and East Metro GWMA was designated by the Department of Natural Resources (DNR) and includes all of Washington County, all of Ramsey County, and a portion of Anoka and Hennepin Counties. The GWMA Plan will guide the DNR’s efforts to manage groundwater appropriations sustainably in this area over the next five years. The Plan establishes sustainability goals to help appropriation permit holders plan for their future water use and ensure that groundwater supplies remain adequate to meet human needs while protecting lakes, streams, and wetlands.

Topography, Waterways, and Drainage

Ditches

New Brighton generally has topography of rolling hills with an upper, middle, and lower terracing effect. Southwest New Brighton is the higher ground with a lower valley running through the center of the city generally including Long Lake, Pike Lake, and Jones Lake.

New Brighton is part of the Rice Creek Watershed District (RCWD) through which its watershed impacting developments are regulated. Surface drainage in New Brighton generally drains through a county ditch system through Long Lake and into Rice Creek where it eventually drains into the Mississippi River. Figure 7-2 illustrates general drainage directions in New Brighton.

Natural Communities and Rare Species

The Minnesota DNR produces the Minnesota County Biological Survey identifying natural communities and rare species. The survey, completed in 1994 identified where evidence of rare plants and animals exist in New Brighton along the northwest edge of Rush Lake in Long Lake Regional park. This area has significant swamp and marsh type wetlands. The survey also identified the original vegetation of New Brighton as mostly oak openings and barrens, which consist of scattered trees and groves of oaks of scrubbby form with some brush and thickets. The RCWD also identified groundwater dependent resources known as the Ramsey Mounds Kettle Bogs. The bog areas are located in the western portion of the City, between Rice Creek Road and Innsbruck Drive. These resources are very unique to this area. These resources are identified as high priority natural resources in the RCWD and as having significant restoration potential.

One of the speices identified in the Rare Features database is Blanding’s Turtle (Emys blandingii). Blanding’s turtles not only use wetlands, but also travel to upland areas up to and over a mile distant from wetlands. Uplands are used for nesting, basking, periods of dormancy, and traveling between wetlands. Because of the tendency to travel long distances over land, Blanding’s turtles regularly travel across roads and are therefore susceptible to collisions with vehicles. Any added mortality can be detrimental to populations of Blanding’s turtles, as these turtles have a low reproduction rate that depends upon a high survival rate to maintain population levels. Other factors believed to contribute to the decline of this species include wetland drainage and degradation, and loss of upland habitat to development.

As the city continues to redevelop, special consideration for sensitive species should be given as transportation and redevelopment projects occur. Natural areas planted with native species should be retained or restored during private and public development in order to enhance the health and diversity of wildlife populations.

“694 is the big divide in NB. It’s almost like two cities with this freeway cutting through the middle and only narrow, relatively unfriendly bridges across it. Widen bridges to include more green space, lessen the divorcing effect of 694. Consider them as wildlife corridors as well?”
Figure 7-2. Drainage Area Index Map - from City of New Brighton’s Surface Water Management Plan
Figure 7-3. MLCCS - from City of New Brighton’s Surface Water Management Plan
Larger connected areas are preferred over “islands” or patches of natural areas. By adding more native plants into developments through landscaping, not only is the health and diversity of pollinators and wildlife populations enhanced, but these plans can also help filter and store stormwater. Beyond development, the city should explore promoting programs that encourage individual homeowners to install native plantings, especially along the shoreline.

Tree Canopy

Tree canopy throughout New Brighton is somewhat sporadic; however, groupings of oak can still be found interspersed throughout various parklands and along some of the major water bodies. The residential areas of the city are fortunate to have many mature trees that were preserved or planted during the major periods of development in the community. There are concerns for further canopy loss within the city due to threats such as emerald ash borer and oak wilt. New development and redevelopment projects are encouraged to plant a variety of tree types, to avoid future loss of whole areas of plantings due to threats. The City maintains a tree inventory of trees in the community, provides information on how to select different species for planting, facilitates an Emerald Ash Borer program, and has information on tree threats easily accessible on the City’s website for residents, businesses, and developers.

Minnesota Land Cover Classification System (MLCCS)

The Minnesota Land Cover Classification System is a relatively new tool that fills an important information niche for natural resource managers and planners. The MLCCS was developed by the Minnesota Department of Natural Resources in cooperation with other state, federal, and local agencies. This system is unique in that it categorizes urban and built-up areas in terms of land cover rather than land use. The Rice Creek Watershed District has assembled MLCCS data for all of New Brighton, shown in Figure 7-3. The land cover types present in New Brighton include:

- Cultivated Vegetation
- Forested
- Forested Wetland
- Herbaceous Vegetation
- Herbaceous Wetland
- Impervious Surfaces
- Open Water
- Shrub Wetland
- Shrubland
- Woodland

This information should be a tool used in ensuring preservation of the city’s natural resources for current and future residents.
ENVIRONMENTAL PROTECTION OBJECTIVES, POLICIES, AND IMPLEMENTATION STRATEGIES

Objectives of Environmental Protection

Preserving, protecting and enhancing the natural environment will be important to the community’s health and quality of life. The following are the City’s objectives for Environmental Protection.

EP 1. To preserve and capitalize on the remaining opportunities for open space preservation and management of natural habitat and vegetation.

EP 1.1 Except where already developed, protect the shoreline areas of lakes and streams as public resources.

EP 2. To maintain the natural function and environmental quality of our lakes, streams, and other natural drainage features.

EP 2.1 Work with the Rice Creek Watershed District (RCWD) in maintaining a district-wide surface water management plan, and by enforcing appropriate regulations to control surface water run-off especially during construction projects. The RCWD adopted revised Rules on December 14, 2016.

EP 2.2 Enforce all local, regional, and federal codes, ordinances, and laws that work to protect the environment and its natural features.

EP 2.3 Continue working with RCWD to collect baseline water quality data on major City Lakes and conduct regular monitoring to assure compliance with appropriate standards.

EP 2.4 Adopt development controls consistent with National Urban Runoff Program (NURP) standards and the MPCA’s urban best management practices to reduce non-point source pollutant loading in storm water runoff.

EP 2.5 Require storm water management and erosion control plans for urban developments including redevelopment projects.

EP 2.6 Prohibit or strongly restrict development on slopes that are susceptible to erosion.

EP 2.7 Require vegetative cover or other stabilization mechanisms to reduce erosion or slippage problems on steep slopes especially during construction activities.

EP 3. To make the natural environment a more prominent feature in the urban landscape of New Brighton.
EP 3.1 Incorporate permanent public open spaces as part of future redevelopment projects.

EP 4. To protect, preserve, and enhance the supply of clean water and clean air for the current and future generations of New Brighton citizens and businesses.

EP 4.1 Continue to cooperate with the MPCA in enforcing non-point discharge standards.

EP 4.2 Encourage and practice the use of sustainable land treatment activities such as using organic phosphorus free fertilizers and discourage the use of herbicides or pesticides.

EP 5. To reduce the waste-stream and create a sustainable environment.

EP 5.1 Support city-wide recycling, recovery, and reuse of waste materials for both residential property and businesses.

EP 6. To preserve and maintain the City’s mature trees.

EP 6.1 Prohibit alterations or developments that adversely affect wildlife habitat specifically that which may contain unique or endangered species.
Implementation Strategies

In order to enhance the community’s environmental protection and preservation capacity, the City of New Brighton should consider the following strategies:

Ordinances

As a regulatory tool, ordinances can provide standards that define areas or features that need protection or preservation. The City of New Brighton maintains existing ordinances to protect the environment. As state and federal laws change or as new techniques or technologies allow for different best practices, the city should periodically review and update its ordinances, particularly those that address the following issues:

» Establishing plans for replacement and preservation of vegetative cover.

» Providing guidance on proper tree species to protect against disease or to maximize its usefulness as a shade tree or windbreak.

» Establishing guidelines for quantity and species for boulevard plantings and landscaping.

» Determines general planting location guidelines to prevent conflicts with site lines and to maximize energy efficient landscaping techniques.

Brownfields Cleanup

Brownfields are defined by the Environmental Protection Agency (EPA) as “abandoned, idled, or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.” Typically brownfields contain underground tanks that were used for storage of hazardous materials (gas stations), old vacated industrial sites where hazardous chemicals were used (e.g. pole yards), or heavy industrial sites where petroleum products were evident (asphalt plant). Federal and regional financial assistance is available for cities to help bridge the financial gap of redevelopment and clean up environmentally hazardous sites.

Working with citizens, businesses, and schools to foster environmental stewardship and awareness

One of the most cost effective and efficient means to protecting and enhancing the environment is through education. Many programs and events take place yearly on a regional and national level that focus on preserving the environment. These include Arbor Day, Earth Day, National Recycling Week, Bike to Work Day, and others. State law requires recycling, but more can be done in the way of reducing waste materials and coming up with innovative ways to reuse materials. The City should focus on including environmental awareness projects or sessions during City events and festivals. The City should work with schools in funding education programs that focus on sustainability, waste reduction, and environmental awareness.
The City of New Brighton has a Surface Water Management Plan, which meets the requirements of Minnesota Statutes 103B.235, Minnesota Rules 8410, and the Rice Creek Watershed District Watershed Management Plan. The purpose of the Surface Water Management Plan is to:

» Project, preserve, and use natural surface and groundwater storage and retention systems;
» Minimize public capital expenditures needed to correct flooding and water quality problems;
» Identify and plan for means to effectively protect and improve surface and groundwater quality;
» Establish more uniform local policies and official controls for surface and groundwater management;
» Prevent erosion of soil into surface water systems;
» Promote groundwater recharge;
» Protect and enhance fish and wildlife habitat and water recreational facilities; and
» Secure the other benefits associated with the proper management of surface and groundwater.

The full New Brighton Surface Water Management can be found in a separate plan document. The plan consists of the following six sections or topic areas:

» Section 1.0 Executive Summary provides background information and summarizes the plan contents.
» Section 2.0 Land and Water Resource Inventory presents information about the topography, geology, groundwater, soils, land use, public utilities, surface waters, hydrologic system and data, and the drainage system.
» Section 3.0 Agency Cooperation describes the City’s ordinances and other governmental controls and programs that affect water resources.
» Section 4.0 Assessment of Problems and Issues presents the City’s water management related problems and issues.
» Section 5.0 Goals and Policies outline the City’s goals and policies pertaining to water management.
» Section 6.0 Implementation Program presents the program elements and discusses the responsibilities, priorities, and financial considerations associated with the implementation program.

This chapter provides a high level summary of the Surface Water Management Plan.
Goals (Objectives) and Policies

Section 5 of the New Brighton Surface Water Management Plan outlines the City’s goals and policies pertaining to water management. Please refer to the full Surface Water Management Plan for the policies. The goals are as follows:

1. Water Quality. Maintain or enhance the water quality of New Brighton’s lakes, wetlands, and watercourses.

2. Runoff Management and Flood Control. Preserve, maintain and expand (where possible) the stormwater storage and detention systems to control excessive runoff volumes and rates, prevent flooding, protect public health and safety, and minimize public capital expenditures.

3. Wetlands. Achieve no net loss of wetlands, including acreage, functions, and values. Where practicable, improve the functions, values, biological diversity, and acreage of existing wetlands.

4. Erosion and Sediment Control. Protect the capacity of the City’s stormwater management system, prevent flooding, and maintain water quality by preventing erosion and sedimentation from occurring, and correct existing erosion and sedimentation problems.

5. Groundwater. Protect the quality and quantity of groundwater resources.

6. Recreation, Habitat, and Shoreland Management. Protect and enhance fish and wildlife habitat and recreation opportunities.

7. Education and Public Involvement. Increase public awareness, understanding, and involvement in water and natural resource management issues.

8. Financing. Minimize and fairly distribute public expenditures for plan implementation, with emphasis on using the City’s stormwater utility to finance projects and collaborating/partnering with other entities.

Summary of Problems and Issues

Section 4 of the Surface Water Management Plan presents a detailed assessment of the water management related problems and issues in the City of New Brighton. Some of the problems and issues identified include:

» City’s near full development condition makes it difficult for the City to provide additional treatment of stormwater runoff.

» Existing and potential flooding problems at various locations in the City.

» Impaired water quality in Long Lake and other public waters that provide recreational opportunities.

» High sediment loadings to Rice Creek.

» Continuing to find methods for funding projects and programs.

» Expanding community education programs regarding water resource management.

» Maintaining the City’s stormwater management system.

» Prioritizing CIP and implementation programs to adequately address identified programs.

» Meeting future NPDES stormwater permit requirements as they are enacted.
Summary of Implementation

Section 6 of the Surface Water Management plan presents the implementation program for the City of New Brighton, which includes defining responsibilities, prioritizing, and listing the program elements. The implementation section of the plan contains a comprehensive list of the projects, programs, and studies that make up the City of New Brighton’s surface water management implementation program for the next 10 years (2018-2027). The City developed this list through reviewing existing information, identifying potential and existing problems, developing goals and policies, and then assessing the need for programs, studies or projects, taking into consideration the needs identified by RCWD. The City estimated total costs, identified possible funding sources, and developed an approximate schedule to complete the implementation activities. A total of 48 Capital Improvement Projects are identified in Tables 6-1 of the New Brighton Surface Water Management Plan.
Chapter 8. Community Facilities

Community facilities such as the sanitary sewer system, water supply, and the telecommunications infrastructure protect public health, safety, and welfare and improve quality of life for its residents. They are integral to the City’s ability to function on a day-to-day basis and are among some of the most fundamental services the City provides. As the community continues to evolve, it is important to preserve and also enhance infrastructure investments and services. This chapter provides overviews of the Sanitary Sewer, Water Supply, and Telecommunications systems in New Brighton and outlines sets of objectives and policies that will guide future enhancements, changes, and investments in those systems.

Community Facilities Plan Framework

Unlike other chapters within the Comprehensive Plan, each element of the Community Facilities Plan has their own unique Objectives and Policies. You will find those listed at the beginning of each subsection of the chapter.

2040 Water Resources Policy Plan

The Metropolitan Council’s 2040 Water Policy Plan takes an integrated approach to water supply, water quality, and wastewater issues. The Policy Plan seeks to:

» Maximize regional benefits from regional investments in the areas of wastewater, water supply, and surface water.

» Pursue reuse of wastewater and stormwater to offset demands on groundwater supplies.

» Promote greater collaboration, financial support, and technical support in working with partners to address wastewater, water quality, water quantity, and water supply issues.

» Implement environmental stewardship in operating the regional wastewater system by reusing wastewater, reducing energy use and air pollutant emissions, and reducing, reusing, and recycling solid waste.
SANITARY SEWER SYSTEM

Under state law (Minn. Stat. 473.513) local governments are required to submit both a wastewater plan element to their comprehensive plan as well as a comprehensive sewer plan describing service needs from the Metropolitan Council.

Objectives & Policies

The following are the City’s objectives & policies relative to the sanitary sewer system:

SAN 1.0 Promote a healthful and attractive environment by collecting all sewage from existing and projected development in a sanitary and economic manner

SAN 1.1 Provide sewer lines of adequate size to handle existing and future sewage flows.

SAN 1.2 Inspect and televise 1/4 of the system annually and clean the entire sewer system once every two years.

SAN 1.3 Maintain the City mains and lift stations at a high level to minimize sewer backups and other system problems.

SAN 1.4 Require the elimination of septic systems and connection to the sanitary sewer system at such time as the septic system malfunction.

SAN 2.0 Maintain a healthy and efficient sanitary sewer system by preventing and reducing excessive infiltration and inflow (I/I)

SAN 2.1 Continue to monitor and identify sources, extent, and significance of existing inflow and infiltration in both municipal and private sewer systems.

SAN 2.2 Enforce community ordinances prohibiting the discharge of sump pumps, foundation drains, and/or rain leaders to the sanitary sewer system.

SAN 2.3 Eliminate any additional infiltration/inflow problems that may exist or develop in the sanitary sewer system and meet or exceed standards set by the Metropolitan Waste Control Commission.
Existing Conditions

The New Brighton sanitary sewer system consists of approximately 70 miles of sewer mains, over 1,500 manholes, and 4 lift stations. The majority of the sewer system was built between 1955 and 1980 when New Brighton was a developing community. Now that the City of New Brighton is nearly fully-developed and sewered, very little, if any growth of the sanitary sewer system is anticipated.

Treatment of New Brighton wastewater is handled on a metropolitan level. New Brighton is in the Metropolitan Council Environmental Service Area No. 2. New Brighton’s wastewater flow is determined by MCES meter 201 minus MCES meter 59 which meters wastewater flow into the system from the City of Arden Hills. MCES meter 201 is located on County Road H and Stinson Boulevard in the northwest corner of the City. MCES meter 59 is located in the northeast corner of I-694 and I-35W.

The treatment costs and the cost of maintaining the City’s system of trunk and laterals are paid for by the sanitary sewer utility. Customer bills for sanitary sewer are based on winter quarter water usage, which is metered. Figure 8-1 is a map of the MCES Sanitary Sewer Meter Service Areas.

For the most part, lateral sewers are located in streets and alleys and provide the connection point for the homes and businesses. The sewer service lines that connect the homes and businesses to the laterals are privately owned.

Larger 12-inch through 30-inch diameter City sewers are known as trunk sewers. The trunk sewers are the backbone of the City’s sewer system and collect the wastewater flow from the smaller laterals. The City trunk sewers flow into the Metropolitan Council Environmental Services interceptor sewer which is shown in Figure 8-1. This interceptor serves all of New Brighton and the north half of the City of Arden Hills.

Figure 8-1. Sanitary Sewer Distribution & Cover
Figure 8-2. Local Sanitary Sewer System

Location of city’s only individual SSTS

Sanitary Sewer System

- **Sewer Shed District**
- **MCES Sewer**
- **Trunk System**
- **Sanitary Main**
- **Lift Station**
- **Subdistrict Number**
Lift Stations

Lift Stations 23, and 7 are served by permanent generators. Lift Station 1 overflows to 23, so no generator is needed. Only lift station 8 requires a portable generator. The City owns several portable generators that are capable of running any of the lift stations in the event of a power outage. The City also owns portable pumps and a vacuum truck that could be used to pump the smaller lift stations.

Table 8-1. Lift Stations in New Brighton

<table>
<thead>
<tr>
<th>Lift Station</th>
<th>Description</th>
</tr>
</thead>
</table>
| Lift Station No. 1 | Located at 308 5th Avenue NW  
> 400-gallon per minute Smith and Loveless wet well mounted pumping station.  
> Serves sewer district 10, which is projected to generate 0.096 million gallons per day and a peak flow of 267 gallons per minute |
| Lift Station No. 7 | Located at 650 Cleveland Avenue SW, behind the Chateau Royal Apartment complex  
> 200-gallon per minute Smith and Loveless wet well mounted pumping station  
> Serves sewer district 1 which is projected to generate 0.054-million gallons per day and a peak flow of 150-gallons per minute |
| Lift Station No. 8 | Located at 24 New Brighton Road SE in the alley west of New Brighton Road and north of 1st Street Southeast  
> 75-gallon per minute Smith and Loveless wet well mounted pumping station  
> Serves sewer district 2, which is projected to generate 0.006-million gallons per day and a peak flow of 18-gallons per minute |
| Lift Station No. 23 | Located at 251 County Road E  
> 2 250-gallon per minute Hydromatic submersible pumps  
> Serves sewer district 20 and 21, which are projected to generate 0.042-million gallons per day and a peak flow of 235-gallons per minute |

Connections to Other Municipalities

Areas in the City that are connected to the sewer systems of adjacent municipalities and vice versa are listed below; all of these connections were prior to 2008 and included in the previous comprehensive plan:

» Sanitary sewer district 43 in the northwest corner of the City flows across County Road H into the Mounds View system. This is a very small area consisting of about 12 residential lots. The existing homes are billed for sewer by New Brighton and remitted to Mounds View.

» Seven homes along Stinson Boulevard, 1649, 1659, 1669, 1679, 1689, 1699, and 1723 Stinson Boulevard are in New Brighton, but receive sewer service from the City of Fridley. These homes are billed directly by Fridley.
Year 2040 Wastewater Flows

The forecasted wastewater flows for the City of New Brighton for year 2020, 2030, and 2040 are reflected in Table 8-3. Estimated wastewater flows projected are based on the Metropolitans Council’s population, housing, and employment forecasts, and historical flow data.

The estimated wastewater flows projected in are based on the water usage parameters listed and projected future City redevelopment (see projections in Table 8-2). It is anticipated that the per unit factors used to project wastewater flows will gradually decrease in New Brighton for the following reasons:

» New Brighton continues to implement capital improvements to reduce inflow and infiltration.

» Future redevelopment and growth in residential development will be higher density development which typically has fewer residents per household resulting in less usage per unit.

» Construction and building technologies continue to be more efficient with infrastructure systems and water usage.

With all things considered, the City sanitary system is adequate through 2040.

Table 8-2. New Brighton Projections

<table>
<thead>
<tr>
<th></th>
<th>MCES Sewered Projections*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2020</td>
</tr>
<tr>
<td>Population</td>
<td>22,300</td>
</tr>
<tr>
<td>Households</td>
<td>9,500</td>
</tr>
<tr>
<td>Employment</td>
<td>11,000</td>
</tr>
</tbody>
</table>

*There are no projected Unsewered Properties in New Brighton

Source: Metropolitan Council 2014

Table 8-3. Estimated Wastewater Flows

<table>
<thead>
<tr>
<th>Year</th>
<th>Flow Estimates for Meter 201 (MGD)</th>
<th>Factor GPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016*</td>
<td>1.84</td>
<td>182</td>
</tr>
<tr>
<td>2020</td>
<td>1.87</td>
<td>182</td>
</tr>
<tr>
<td>2030</td>
<td>1.98</td>
<td>182</td>
</tr>
<tr>
<td>2040</td>
<td>2.06</td>
<td>182</td>
</tr>
</tbody>
</table>

* Based on estimated household and employment

Table 8-4. Capacity and Projected Flow by Trunk Sewers

<table>
<thead>
<tr>
<th>Trunk Sewers</th>
<th>Pipe Diameter (inches)</th>
<th>Slope (percent)</th>
<th>Capacity (MGD)</th>
<th>Projected 2040 Flows (MGD)</th>
<th>Peak Factor</th>
<th>2040 Max Flow (MGD)</th>
<th>Remaining Capacity (MGD)/%</th>
</tr>
</thead>
<tbody>
<tr>
<td>14-012</td>
<td>15</td>
<td>0.15</td>
<td>2.34</td>
<td>0.44</td>
<td>4</td>
<td>1.77</td>
<td>0.57 / 24</td>
</tr>
<tr>
<td>14-081</td>
<td>12</td>
<td>0.72</td>
<td>2.82</td>
<td>0.04</td>
<td>4</td>
<td>0.14</td>
<td>2.68 / 95</td>
</tr>
<tr>
<td>14-001</td>
<td>18 X 29 ARCH</td>
<td>0.35</td>
<td>8.05</td>
<td>1.69</td>
<td>3.5</td>
<td>5.92</td>
<td>2.13 / 26</td>
</tr>
<tr>
<td>08-007</td>
<td>21</td>
<td>0.10</td>
<td>3.51</td>
<td>0.59</td>
<td>4</td>
<td>2.35</td>
<td>1.16 / 33</td>
</tr>
<tr>
<td>01-035 N</td>
<td>15</td>
<td>0.16</td>
<td>1.81</td>
<td>0.12</td>
<td>4</td>
<td>0.47</td>
<td>1.34 / 74</td>
</tr>
<tr>
<td>01-035 E</td>
<td>12</td>
<td>0.20</td>
<td>1.12</td>
<td>0.07</td>
<td>4</td>
<td>0.30</td>
<td>0.82 / 73</td>
</tr>
</tbody>
</table>
Sanitary Sewer Maintenance

The sanitary sewer system is maintained by the City's Public Works Department. The maintenance consists of cleaning the sewers with a high pressure sewer jetter, proofing and televising to locate existing and potential problem areas, root cutting and root treating in areas where root problems are known to exist, and joint sealing and short lining to correct infiltration and broken tile. It is the practice of the City to perform television inspection and clean the entire sewer system on a two-year cycle.

Septic Systems

Section 24-28 of the City Ordinances requires all structures containing sanitary facilities and located within 75 feet of the City’s sanitary sewer system to be connected to the City’s system. As a result, sanitary sewer serves nearly the entire city. The City Ordinance requires new developments to connect to the City of New Brighton’s sanitary sewer system. There is one remaining property in the City that is served by a private individual sewage treatment system (ISTS) located at 1321 County Road H. The MPCA requires an inspection program for individual systems that meets MPCA standards. Administration and enforcement of individual septic treatment systems are governed by Minnesota Rules Chapter 7080. Until this system is connected to the New Brighton sanitary system, Met Council policy requires that the ISTS system be inspected at least once every three years by trained individuals. In addition the Council has added further clarification on what is needed in a community’s local ISTS management program.

Table 8-5. Assumed Wastewater Generation by Land Use

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>AVG FLOW (GPD/ ACRE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>LDR, LOW DENSITY RESIDENTIAL</td>
<td>945</td>
</tr>
<tr>
<td>MDR, MEDIUM DENSITY RESIDENTIAL</td>
<td>1530</td>
</tr>
<tr>
<td>HDR, HIGH DENSITY RESIDENTIAL</td>
<td>2700</td>
</tr>
<tr>
<td>MU NEIGHBORHOOD NODE</td>
<td>2200</td>
</tr>
<tr>
<td>MU CITY CENTER NODE</td>
<td>2200</td>
</tr>
<tr>
<td>MU REGIONAL NODE</td>
<td>2200</td>
</tr>
<tr>
<td>C, COMMERCIAL</td>
<td>800</td>
</tr>
<tr>
<td>LI, LIGHT INDUSTRIAL</td>
<td>800</td>
</tr>
<tr>
<td>HI, HEAVY INDUSTRIAL</td>
<td>800</td>
</tr>
<tr>
<td>P-QP, PUBLIC &amp; QUASI-PUBLIC</td>
<td>600</td>
</tr>
<tr>
<td>P, PARK</td>
<td>0</td>
</tr>
<tr>
<td>RR</td>
<td>0</td>
</tr>
<tr>
<td>ROW</td>
<td>0</td>
</tr>
<tr>
<td>OPEN WATER</td>
<td>0</td>
</tr>
</tbody>
</table>
Inflow and Infiltration (I/I)

Inflow and infiltration (I/I) are the ways that clear water makes its way into sanitary sewer pipes, potentially causing basement backups and taking up capacity in sewers and wastewater treatment plants.

The addition of clear water into the local sewer systems creates multiple problems:

- Additional flow takes up capacity that was built to accommodate existing flow and new development and, in some cases, the additional flow exceeds the available sewer system capacity. When the capacity of the sewer is exceeded, the wastewater backs up into basements or spills out of a manhole causing water quality concerns.

- Clear water that gets into the wastewater system is eventually treated and discharged into the rivers, hence lost to Minnesota.

- The Metropolitan Council charges communities the same rate for its clear water as it does for sewage. Therefore, communities have a fiscal as well as a public policy reason for ensuring that the total system functions effectively and conforms to regulations.

Sources, Extent, & Significance of Existing I/I

The City sewer flows are impacted by both infiltration and inflow. The sources of I/I are the municipal and private sewer systems. In the case of infiltration, groundwater seeps into cracked or broken wastewater pipes. Infiltration is a steady contributor to the problem, causing water that should be filtering down and recharging the region’s aquifers to end up in rivers. With inflow, clear water enters the wastewater system through sources including rain leaders, storm sewer cross connections, sump pumps or foundation drains that are connected to sewer lines. Private service laterals can also be a source of inflow. Factors that contribute to their susceptibility include age, condition, pipe material, construction, soils, and water table elevation.

New Brighton
Average Monthly Sewer Flows  2015-2017

Millions of Gallons

Source of flow data - Metropolitan Council
Through an assessment of 2015 to 2017 sewer flows, public works staff estimated I/I to be approximately 8% of total sewer flows. At this point, the city does not know the exact sources of the I/I but assumes it is from traditional inflow sources (sewer cleanouts, sump pumps, gutters, building foundation drains, and broken maintenance hole covers) and infiltration sources (such as cracks and openings in sewer service lines and joints, and public sewer mains, deteriorated maintenance holes, and private sewer service laterals).

The MCES has a large trunk line that heads from Arden Hills to the NW corner of New Brighton. Over the last 5 years, several sections of this pipe have undergone CIPP projects, and in the summer of 2019 another section of the trunk main will be reconstructed or lined near Long Lake. This trunk line must be closely monitored as there is no way for New Brighton to control I/I related to this line.

The sources of I/I within the private sewer system include: sump pumps discharging into sanitary sewer lines, and service line issues including cracking, root intrusion and non-sealed joints. At this time the City does not know the extent of I/I due to private systems, but the City is taking steps to prevent and eliminate I/I from these sources through regulations and implementation programs.

Table 8-6. Sewer System Flows and Estimated I/I

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Flow (MGD)</td>
<td>1.783</td>
</tr>
<tr>
<td>Peak Month Flow (MGD)</td>
<td>2.070</td>
</tr>
<tr>
<td>Base Flow (MGD) - Winter Water Usage</td>
<td>1.643</td>
</tr>
<tr>
<td>Average Annual I/I Rate (MGD (%))</td>
<td>0.140 (8%)</td>
</tr>
<tr>
<td>Peak Month I/I Rate (MGD (%))</td>
<td>0.427 (21%)</td>
</tr>
</tbody>
</table>

Requirements & Standards for Minimizing I/I

In 2006, the City initiated a process to more effectively prevent and reduce excess I/I through official controls. Ordinance 736 was adopted prohibiting discharge of clean water sources into the city’s sanitary sewer system and requiring the disconnection of such sources. These sources include sump pumps, foundation drains, cistern overflows, or surface drains and/or rain leader. A copy of the ordinance can be found in Appendix G.

The City also passed Resolution 06-018, which requires disconnection of illegal connections and established an incentives and penalties program to disconnect all illegal connections to the sanitary sewer system. A copy of the resolution can be found in Appendix H.
Implementation Plan for Preventing & Eliminating Excessive I/I

To address the private systems the City conducted a 4-year project to disconnect nearly all sump pumps from the sanitary sewer system from 2006-2010. 5,768 inspections were completed. 429 illicit connections were found with 97% of these being fixed.

The City has also installed self-sealing manhole covers with concealed pickholes on sanitary sewer manholes that could receive stormwater during large rain events.

The City recognizes that sewer mains constructed with clay pipes (with non-gasketed joints) have the highest potential I/I. The City televises ¼ of all its sewer lines each and every year looking for problems.

Sewer services are likely to have the same issues as the City sewer mains, additionally service lines can be located below trees which can add to the inflow problem when the roots enter these lines.

Moving forward, the City will continue to annually televise ¼ of the sewer mains, treat roots, conduct spot repairs and line/replace sewer mains as needed.

The City has allocated $200,000 each year for lining or replacing existing sewer lines. These annual projects will be prioritized based on what is found with sewer televising reports. The City is looking to also include portions of the private sewer lines to further reduce I/I in those sections. The City reconstructs about 2 miles of streets each year. During this reconstruction the City also replaces the rings and mortar for each sanitary manhole, and then provides a sealer to protect the new street and eliminate infiltration. The City also performs spot repairs which include short liners, open digs, root treating/sawing, and joint repair.

The annual sewer rates include a $200,000 investment for the entire 10-year capital improvement plan to perform CIPP lining and replacement projects. An additional $150,000 investment each year is programmed for televising/root treating/short liners and spot repairs. Further information can be found in the City’s CIPP, in Appendix C.

Additionally, the City continues to cooperate with MCES on the structural lining and repair projects of the Trunk line in our City. It is this area that creates the most unknowns for our system.
WATER SUPPLY SYSTEM

Each community in Minnesota that has a municipal community public water supply system is required to submit a Water Supply Plan to the Minnesota Department of Natural Resources (MnDNR) through the MnDNR Permit and Reporting System (MPARS). The City of New Brighton submitted the Municipal Water Supply Plan to the DNR in December of 2016 (Appendix I). The following subsection is an executive summary of that plan.

Objectives & Policies

The following are the City’s objectives & policies relative to the water supply system:

WSUP 1.0 Provide a safe, high-quality, affordable supply of water in sufficient quantity and pressure to meet the City’s present and future needs

- WSUP 1.1 All remedial water to be utilized for municipal water supply.
- WSUP 1.2 Deliver excess water to Fridley as uniformly as possible so that the Fridley system can be operated as predictably as possible.
- WSUP 1.3 Maintain water production and storage facilities and distribution system to insure high reliability and long life on investment.
- WSUP 1.4 Monitor water quality of water supply to insure compliance with Safe Drinking Water Act health standards.
- WSUP 1.5 Monitor water consumption and plan for future needs.
- WSUP 1.6 Maintain secondary water quality standards to minimize taste, odor, and rust complaints.
- WSUP 1.7 Maintain operating costs so as to minimize water rate increases to cover replacement costs of existing infrastructure.
- WSUP 1.8 Strictly enforce all rules and regulations such as plumbing and building codes to prevent development of water related health hazards.
- WSUP 1.9 Loop water system to provide maximum reliability.
- WSUP 1.10 Properly operate the water system under the responsible charge of trained and properly certified personnel.
- WSUP 1.11 Encourage water conservation.
- WSUP 1.12 Route and construct water mains to minimize permanent damage to natural resources.
- WSUP 1.13 Actively support efforts concerning delineation, protection, and management of the recharge areas of the regional groundwater aquifers of the Twin Cities basin.
Table 8-7. Projected Annual Water Demand (from 2016 Water Supply Plan)

<table>
<thead>
<tr>
<th>Year</th>
<th>Projected Total Population</th>
<th>Projected Total Per Capita Water Demand (GPCD)</th>
<th>Projected Average Daily Demand (MGD)</th>
<th>Projected Maximum Daily Demand (MGD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>22,300</td>
<td>145.1</td>
<td>3.23</td>
<td>5.25</td>
</tr>
<tr>
<td>2030</td>
<td>23,100</td>
<td>145.1</td>
<td>3.35</td>
<td>5.43</td>
</tr>
<tr>
<td>2040</td>
<td>24,100</td>
<td>145.1</td>
<td>3.50</td>
<td>5.67</td>
</tr>
</tbody>
</table>

Water Supply in New Brighton

New Brighton is in a very unique position in the Metropolitan Region when it comes to water supply. The City of New Brighton gets its water supply from 11 wells which are finished in the Prairie du Chein/Jordan and Mount Simon/Hinckley aquifers. In the early 1980’s contaminants were found in the New Brighton water supply; by the end of the decade, the source of the contaminants was identified as the Twin Cities Army Ammunition Plant (TCAAP) located in Arden Hills about 2.5 miles northeast of the City water wells. By 1990, the United States Army and City of New Brighton had come to a settlement agreement to build water treatment facilities that would secure sufficient, safe, and reliable potable water supply for the people of New Brighton. The main water treatment plant of New Brighton, Water Treatment Plant 1, was subsequently built, and is a Permanent Granular Activated Carbon Water Treatment Facility (PGACWTF).

In addition to filtering contaminants from the water to make it reliably safe for potable use, New Brighton’s water treatment facilities serve a second function, to pump additional water from the aquifer to help contain the TCAAP contaminant plume.

These elements are important to keep in mind when looking at New Brighton’s water supply plan. While Region-wide goals are to encourage water use conservation, New Brighton’s unique situation with the plume coming from the TCAAP site requires that it meet remediation goals, which at times require pumping more water than New Brighton needs in order to keep the water supply safe and clean.

Water Supply System Description & Evaluation

Over the past 10 years, average daily demand in water use has decreased by almost 500,000 gallons/day in New Brighton. Both residential and total per capita demands have dropped considerably. This could be related to water use education (conservation) and the use of watersense appliances. Maximum daily demand has decreased over the past 10 years and can be contributed to the on-going education and monitoring of the odd/even irrigation policy.

As New Brighton is a nearly fully developed community, household growth will be limited to infill development and redevelopment areas. Persons per household are expected to decline to approximately 2.31 persons per household by the year 2030. Total water pumped from Wells 3, 4, 5, 6, 14, and 15 will continue likely at present volumes based on remediation goals with the United States government, MPCA and EPA. These wells pump and treat to remove contaminants from the aquifer.
In 2015 New Brighton was made aware of an additional contaminant in its groundwater, one that is not removed with GAC. 1,4-Dioxane (DX) is a solvent stabilizer and is highly miscible in water, meaning it does not want to come out. This discovery led to pilot testing for a permanent treatment solution and a temporary interconnect with Minneapolis. Since July of 2016 the City of New Brighton has been solely using Minneapolis water in its distribution system. Following the pilot testing, it was determined that Advanced Oxidation Processes (AOP) would be successful in removing DX from New Brighton’s Prairie Du Chein wells, and an addition to WTP 1 will go live in the fall of 2018. It is at this time when the valve to Minneapolis will shut off.

Emergency Preparedness Procedures

As seen in the Water Supply Plan, the City has a Water Supply Emergency Response Plan which complies with the Safe Drinking Water Act, as well as the provisions required by the Minnesota Department of Heath.

Water Conservation Plan

On March 1, 2016, the City Manager implemented Level Two of New Brighton’s Water Conservation Measures. The status change was in direct result of unseasonably warm weather, WTP 1 out of service status, and the ongoing preventative maintenance of two of the four Mount Simon/Hinckley (deep) wells. Staff monitored pumping capacity of the two remaining wells and actively looked for restriction violations. Information gathered during the event indicted previous efforts related to education, conservation, and system improvements helped the City confront these water supply challenges effectively.

Conservation Benchmarks

» Reduce Unaccounted Water Loss to Less than 10%
   - Leaks: The whole city is checked annually for leak monitoring by a private firm, and repaired in a timely manner
   - Metering: New Brighton is in the process of a complete meter change out and upgrades to a fixed network AMI system. A physical investigation of the commercial and multi-family meters is complete. Next step will be replacement of these meters as well as a cross-connection/backflow prevention inspection by a qualified inspector. Starting in 2018, New Brighton will conduct a three-year project for replacement of all residential meters. Cost for this entire project will be approximately $2,500,000.

» Achieve Less than 75 Residential Gallons per Capita Demand
   - Between the years of 2010-2015, the City of New Brighton has experienced a population growth of 0.2%; however, Residential Per Capita Demand has dropped 13.4% and Total Per Capita Demand has dropped 23%. This trend indicates that increased water use education and the use of water efficient appliances is having a positive impact.
   - Further measures not applicable for New Brighton. New Brighton is required to pump and treat groundwater to meet remediation goals of a formal Record of Decision (ROD) between EPA/MPCA/US Army.

» Achieve at least a 1.5% per year water reduction for Institutional, Industrial, Commercial, and Agricultural GPCD over the next 10 years (or a 15% reduction in ten years).

Water Conservation through Education

The potential for water conservation in the City of New Brighton exists in the area of education and home plumbing retrofits using low water toilets and fixtures. About 85 percent of the homes in New Brighton were built between 1955 and 1970, and it is likely that many still have the original toilets and plumbing fixtures. Low water use toilets and fixtures can significantly reduce water usage. In 1990, the City of New Brighton promoted low-flush toilets and low use fixtures as an Earth Day project. A low-flush toilet was displayed at City Hall with brochures and information for a period of several months.
Installation of enhanced meters capable of automated reading to detect spikes in consumption planned for completion city-wide by 2020.

Working with owners of aged multi-family buildings to obtain MPCA grants to replace old toilets, which could reduce water use by half.

Recently applied for a water re-use grant for irrigation from a stormwater pond, opportunities like this will be considered as projects are planned.

We provide information to our residents on rain barrels and encourage their use.

The City has installed water signs throughout the City that indicate 3 water use scenarios. Each scenario informs residents about non-essential water use restrictions based on current conditions.

Explore possibilities and funding for water reclamation projects as part of development and redevelopment.

Achieve a decreasing trend in Total Per Capita Demand.

Residential demand is going down due to water-smart fixtures replacing old plumbing fixtures and consumer education.

Industrial and commercial demand is going down due to more efficient processes, industries closing, and the desire to save money by using less water.

Reduce Peak Day Demand so that the Ratio of Average Maximum day to the Average Day is less than 2.6.

The position of the DNR has been that a peak day/average day ratio that is above 2.6 in summer indicates that the water being used for irrigation by the residents in a community is too large and that efforts should be made to reduce the peak day use by the community.

It should be noted that by reducing the peak day use, communities can also reduce the amount of infrastructure that is required to meet the peak day use. This infrastructure includes new wells, new water towers which can be costly items.

Implement a Conservation Water Rate Structure and/or a Uniform Rate Structure with a Water Conservation Program.

At this time, New Brighton is not intending to implement a conserving rate structure and will continue utilizing its current conservation neutral rate structure. The New Brighton water system is unique from the standpoint that over 97 percent of the annual water produced is remediation water from groundwater cleanup. In order to contain the contaminated groundwater plume emanating from TCAAP, strategically located wells in New Brighton need to withdraw a minimum of 3.168 million gallons of groundwater per day. When this volume is greater than the City’s average daily demand the excess treated water is delivered to Fridley.

Additional methods.

Participate in GreenStep Cities Program.

Prepare a comprehensive open space plan.

Adopt a water use restriction ordinance.

Implement a stormwater management program.
TELECOMMUNICATIONS

Telecommunications can be interpreted to mean many things. The more obvious meaning is communication via the telephone, as the name would imply. In general, telecommunications is a means of sending information by way of electronic media. However, telecommunications is also another alternative to commuting to work, going shopping, attending an event, or maintaining remote facilities. Over the years, technological advances have expanded the definition of telecommunications and the number of people and organizations who have access to online communications likewise continues to grow.

Objectives & Policies

The following are the City’s objectives & policies relative to telecommunications:

CF 1.0 Improve the quality of business, community, and family life by enhancing the delivery and availability of technology that supports telecommunications

CF 1.1 Research and keep current with new telecommunication technologies.

CF 1.2 Work in concert with the North Suburban Cable Commission (NSCC) to help advance the development and capacity of I-Net services and other technological advances.

CF 1.3 Work with the NSCC to connect all public facilities to the I-Net.

CF 1.4 Facilitate and encourage educational programs to foster knowledge about telecommunications.

CF 1.5 Work in cooperation with State programs and networks to allow local business access.

CF 1.6 Maintain permitting rights for use of local right-of-way to lay wire, cable, or other telecommunications equipment.

CF 1.7 Continue to insure maintenance of cable signal quality standards.

CF 1.8 Encourage infrastructure improvements at a price that supports economic development while meeting local information needs.

CF 1.9 Encourage collaboration between other government agencies in the development of public facilities (schools, library, state, and county offices) with current telecommunications technology.
North Suburban Cable Commission (NSCC)

New Brighton is a member and active participant in the North Suburban Cable Commission (NSCC), a consortium of 10 cities in northern Ramsey County established through a joint powers agreement to further the development of Institutional Networks (I-Nets).

Institutional Networks (or I-Nets)

I-Nets are two-way cable networks, separate from the normal cable network, to serve the public institutions in the community such as government offices, fire stations, schools, libraries, and community centers. In northern Ramsey County there are 75-80 miles of I-Net connecting city buildings, fire stations, libraries, and schools (both public and private).

The City of New Brighton has acknowledged this important technology and has taken steps to ensure the City maintains pace with developments of I-Net and other telecommunication strategies. Several meetings were held with the Economic Development Committee in 1994 on the topic of telecommuting with the outcome being a list of priorities recommended to the City Council. These priorities form the basis for the policies in this chapter.
An important component to any planning effort is an implementation strategy, which outlines how the objectives and policies within the plan become a reality. In order for this plan to realize the vision that New Brighton community has established, it must have an achievable strategy that is supported by many.

While throughout the plan, various components identify implementation strategies that are somewhat unique to that component (such as housing and economic development tools in the housing and economic development chapter), this chapter is intended to address the broader perspective of implementation including such items as zoning and subdivision ordinances and Capital Improvement Programs. The chapter will also identify a series of project ideas that emerged through the community engagement process.
Zoning

Zoning is the most common “official control” to implement the Comprehensive Plan. The primary role of zoning is to guide the physical development of the community in order to protect the general health and welfare of the public. Over the years New Brighton’s zoning ordinance has periodically been updated to resolve various development issues and to adapt to new (and beneficial) development trends such as the mixed-use zoning district. As these updates have been completed, the code becomes less efficient and more complex as a new section replaces an old section that is referred to throughout the code. A current zoning map can be found here. Current zoning districts include the following:

### Residential Districts

**R-1 Single Family Residential** is intended for single-family detached dwellings.

<table>
<thead>
<tr>
<th>Standards</th>
<th>Table 9-1. Current R-1 Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Width</td>
<td>75 ft.</td>
</tr>
<tr>
<td>Minimum Lot Area</td>
<td>10,000 sq. ft.</td>
</tr>
<tr>
<td>Maximum Floor Area Ratio</td>
<td>0.3</td>
</tr>
<tr>
<td>Future Land Use Designation Alignment</td>
<td>Low Density Residential (3-6 u/a)</td>
</tr>
</tbody>
</table>

**R-1A Single Family Residential** is intended for single-family detached dwellings similarly to the R-1 district, however smaller lots are permitted. This district mainly covers the older portions of the City which already have a small lot development pattern.

<table>
<thead>
<tr>
<th>Standards</th>
<th>Table 9-2. Current R-1A Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Width</td>
<td>40 ft.</td>
</tr>
<tr>
<td>Minimum Lot Area</td>
<td>5,000 sq. ft.</td>
</tr>
<tr>
<td>Maximum Floor Area Ratio</td>
<td>0.3</td>
</tr>
<tr>
<td>Future Land Use Designation Alignment</td>
<td>Low Density Residential (3-6 u/a)</td>
</tr>
<tr>
<td></td>
<td>Medium Density Residential (6-12 u/a)</td>
</tr>
</tbody>
</table>

**R-2 Two Family Residential** is intended for two and one family dwellings.

<table>
<thead>
<tr>
<th>Standards</th>
<th>Table 9-3. Current R-2 Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Width</td>
<td>75 ft. at lot line: 85 ft. at building setback</td>
</tr>
<tr>
<td>Minimum Lot Area</td>
<td>12,500 sq. ft.</td>
</tr>
<tr>
<td>Maximum Floor Area Ratio</td>
<td>0.4</td>
</tr>
<tr>
<td>Future Land Use Designation Alignment</td>
<td>Low Density Residential (3-6 u/a)</td>
</tr>
<tr>
<td></td>
<td>Medium Density Residential (6-12 u/a)</td>
</tr>
</tbody>
</table>
**R-3A Multi-Family Residential** is intended for multi-family dwellings and townhouse units two and one-half stories or smaller.

**Table 9-4. Current R-3A Standards**

<table>
<thead>
<tr>
<th>Standards</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Width</td>
<td>100 ft.</td>
</tr>
<tr>
<td>Minimum Lot Area</td>
<td>12,500 sq. ft.</td>
</tr>
<tr>
<td>Maximum Floor Area Ratio</td>
<td>0.5</td>
</tr>
<tr>
<td>Lot Area Per Unit</td>
<td></td>
</tr>
<tr>
<td>1 floor</td>
<td>3,000 sq. ft.</td>
</tr>
<tr>
<td>2 floor</td>
<td>2,800 sq. ft.</td>
</tr>
<tr>
<td>Over 2 floors</td>
<td>2,500 sq. ft.</td>
</tr>
<tr>
<td>Future Land Use Designation Alignment</td>
<td>Medium Density Residential (6-12 u/a)</td>
</tr>
</tbody>
</table>

**R-3B Multi-Family Residential** is intended for multi-family detached dwellings and townhouse units two and one-half stories or smaller.

**Table 9-5. Current R-3B Standards**

<table>
<thead>
<tr>
<th>Standards</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Width</td>
<td>100 ft.</td>
</tr>
<tr>
<td>Minimum Lot Area</td>
<td>12,500 sq. ft.</td>
</tr>
<tr>
<td>Efficiency</td>
<td>2,500 sq. ft.</td>
</tr>
<tr>
<td>One bedroom</td>
<td>3,500 sq. ft.</td>
</tr>
<tr>
<td>Two bedroom</td>
<td>4,375 sq. ft.</td>
</tr>
<tr>
<td>Three bedroom</td>
<td>5,625 sq. ft.</td>
</tr>
<tr>
<td>Minimum green space</td>
<td>300 sq. ft. per unit</td>
</tr>
<tr>
<td>Minimum Floor Area</td>
<td></td>
</tr>
<tr>
<td>Efficiency</td>
<td>500 sq. ft.</td>
</tr>
<tr>
<td>One bedroom</td>
<td>650 sq. ft.</td>
</tr>
<tr>
<td>Two bedroom</td>
<td>800 sq. ft.</td>
</tr>
<tr>
<td>Three + bedrooms</td>
<td>1,000 sq. ft. + 200 for each bedroom over 3</td>
</tr>
<tr>
<td>Future Land Use Designation Alignment</td>
<td>Medium Density Residential (6-12 u/a)</td>
</tr>
<tr>
<td></td>
<td>High Density Residential (12 - 30 u/a)</td>
</tr>
<tr>
<td></td>
<td>Mixed Use (12 + u/a for residential)</td>
</tr>
</tbody>
</table>
**R-4 Manufactured Housing Development** Allows for the development and placement of manufactured single family housing units.

**Table 9-6. Current R-4 Standards**

<table>
<thead>
<tr>
<th>Standards</th>
<th>Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>For individual platted lots</td>
<td></td>
</tr>
<tr>
<td>Minimum Lot Width</td>
<td>60 ft.</td>
</tr>
<tr>
<td>Minimum Lot Area</td>
<td>7,500 sq. ft.</td>
</tr>
<tr>
<td>Maximum Floor Area Ratio</td>
<td>0.3</td>
</tr>
<tr>
<td>For manufactured home park</td>
<td></td>
</tr>
<tr>
<td>Minimum Lot Area</td>
<td>2 acres</td>
</tr>
<tr>
<td>Future Land use Designation Alignment</td>
<td>Medium Density Residential (6-12 u/a)</td>
</tr>
</tbody>
</table>

**Commercial Districts**

**B-1 Limited Business District** is intended to support small scale “limited” business establishments such as professional office and service occupations, funeral home, radio/television studios, or government buildings and grounds.

**B-2 Neighborhood Business District** is intended to provide the daily retail business needs of the residents of the locality only (such as drug store, office/postal service supply store, dental office, beauty saloon, etc).

**B-3 General Business District** contains uses that include the sale of commodities or performance of services for a larger segment of population than the average neighborhood.

**B-4 Downtown Business District** is intended to preserve the unique downtown character of New Brighton’s City Center area focusing on architectural and site improvements with a consistent character throughout the City Center. Commercial businesses typical to a downtown nature would be permitted uses.

- The B-4 District should be considered as a model district for use in mixed use nodes identified in the land use chapter. With modifications, this district would provide the necessary zoning mechanism to support the intended mix of uses and level of intensity outlined in Chapter 3, Land Use.

**B-5 Office Development District** is intended for large office developments of a single building.

**I-1 Light Industrial District** is intended to support high quality laboratories, research centers, light manufacturing that does not include extensive external use such as outside storage, or truck storage.

**I-2 Heavy Industrial District** is intended to support similar industry as I-1 as well as the more heavy industry with external uses.

**I-3 Limited Industrial District** is intended to allow industrial uses in transitional areas where surrounding land uses may be more sensitive to industrial development.
Figure 9-1. New Brighton Zoning Map (2018)
Rezoning and Zoning Code Amendment Considerations

1. The City should undergo review of the entire zoning code to identify and incorporate changes in laws, best practices, emerging technologies, and uses (i.e. food trucks, outdoor seating/venues, cottage industries/home based businesses, tap rooms/breweries/etc, co-working spaces, etc.). Specific attention should be given to evaluating barriers to economic development and affordable housing redevelopment initiatives.

2. Integrating a mix of uses on future redevelopment sites can be a challenge when working with zoning districts designed for separation of uses. The B-4 district, has a focus on downtown, but provides a good model for allowing a mix of uses. This district could be modified to allow for broader application beyond downtown.

Subdivision Regulations

The City will make needed changes to the Subdivision Ordinance within nine months of the adoption of the Comprehensive Plan.

Environmental Regulations

Subsurface Septic Treatment Systems (SSTS) (also known as Individual Septic Treatment Systems - ISTS).

The City continues to have individual septic treatment systems in operation in some of the older residential areas. The city shall establish new ordinance governing individual septic systems consistent with Minnesota Rules 7080 and Metropolitan Council requirements. A number of additional ordinances are in place to regulate surface water management systems. These ordinance are identified in the Surface Water Management Plan updated in 2018.

Neighborhood Planning

In previous planning efforts the City has identified “Planning Neighborhoods” defined by physical boundaries such as major roadways, Municipal boundary, lakes, rivers, and parks. During the course of the public meetings it became evident that these natural boundaries were not necessarily what the neighborhood viewed as its true “neighborhood.” While this plan does not discuss each individual neighborhood in detail, it is important to maintain the neighborhood planning level. Through the data provided by the Crime Watch program (neighborhood “grids”); the City of New Brighton has an opportunity to better understand the physical development of the community from its roots, the neighborhood level.

As a means to better connect residents with the neighborhood planning process the City should consider revisiting the boundaries of each neighborhood to more accurately define planning neighborhoods.

Master Planning/Redevelopment Planning

As existing commercial nodes become outdated and consumer behavior patterns change, redevelopment is often needed in order to maintain vital commercial nodes. In order to ensure that the neighborhood and community interests are respected, the City should consider working with landowners, developers, existing businesses,
and tenants of potential redevelopment nodes to establish a master redevelopment plan that will reestablish or preserve neighborhood character while maintaining commercial vitality.

More strategies for implementing redevelopment planning objectives are located in Chapter 3 Land Use and specifically the section on Redevelopment Potential.

**Housing and Economic Development Strategies**

For housing and economic development strategies see “Chapter 4. Housing & Economic Development”.

**Plan Amendments**

As indicated in the introduction, planning is an evolving process. Events change the way the future might look on a regular basis and sometimes changes (expected or unexpected) call for revisiting the vision of the community and amending the comprehensive plan. At a minimum, the plan should be revisited and updated every 10 years consistent with the Metropolitan Planning Act.

A best practice would be to evaluate the plan on an annual or every other year basis. The evaluation could be a simple process to identify objectives or policies that have posed an issue or are contrary to the day to day planning functions of the City. It could also serve to check in on implementation strategies and project ideas and ensure that actions are being followed through on, or if not, identify why and seek corrective actions.

**Capital Improvement Program**

The Capital Improvements Plan (CIP) is the financial planning mechanism used by communities to plan long range for major expenditures. New Brighton adopts a 10-year CIP annually. The current CIP can be access here. Each year it is reviewed and revised as priorities change. The up-coming year of the CIP is used to aid in the annual budgeting process. Each year the City adopts an annual budget. Expenditures are made in accordance with this budget for the following year.

The Comprehensive Plan sets forth overall direction for the City; the 10-year CIP and annual budget implement the goals and policies contained within it. Each year, each item in the CIP should be evaluated in relation to the goals, policies and general direction of the Comprehensive Plan. This allows spending decisions to be made within the overall context and future planned for the community. It is important that the financial tools implement the intent of the Comprehensive Plan, and resources are utilized with an eye to the comprehensiveness of time and cost considerations and investments.

See the City of New Brighton Capital Improvement Program for a detailed list of programmed improvements.
IMPLEMENTATION IDEA CARDS

During the planning process, a number of “project ideas” were generated based on input received through the initial phase of community engagement. These ideas helped formulate many of the broader vision, guiding principles, objectives, and policies thread through the Comprehensive Plan document. The second phase of community engagement sought community input and feedback on the ideas generated. Each idea was described, mapped (to the degree possible), and associated with some key criteria to help guide potential implementation. All of these ideas were vetted at a very high level of planning. Each will require a more thorough vetting with regards to market and financial feasibility. The following ideas are offered on the following pages:

» Public Market
» Suburban Co-working space
» Restaurant & Food Trucks
» Road -Diet
» Greenway System
» Gateways
» Park Amenities

“Create your own idea” This last idea card is essentially a blank template. New ideas are encouraged at any time and can be submitted to the City of New Brighton through the Community Assets and Development Department. When submitted, these ideas can be evaluated and included in future strategic planning and comprehensive planning updates.
Description

Provide an open-feeling indoor or open-air market space for vendors, small businesses, and local food producers. Can serve as a step for these businesses between idea phase and brick-and-mortar. Develop with a simple structure and an open floor design that allows for year-round use, as well as adaptive spaces within that can change over time depending on the vendors’ needs. Other elements to consider for a Public Market include:

» Create attractive pedestrian spaces
» Multipurpose space (for community events, etc.)
» Proactively plan programming
» Execute marketing strategy beyond New Brighton
» High speed internet connection & Wi-Fi

» Good connections to local / regional transportation corridors
» Connections to transit
» Good visibility to streets
» Sufficient parking
» Creation of enhanced public spaces, to create gathering places

Key Guiding Principles

- Maintain a Healthy Business Environment
- Create Places for the Community to Gather & Interact
- Create a Sense of Place & the “Feeling” of Community

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Description

More and more people are working outside of traditional offices. Shared work spaces provide creative spaces that help growing businesses, enterprises, and entrepreneurs. They can do this by having a fully serviced office space and save money over leased space alternatives. The City of New Brighton could support this use through zoning and economic development services.

Benefits for Entrepreneurship:
» Flexible space for classes, meetings, receptions, events
» Provide spaces at less cost with desirable amenities including high-speed internet and Wi-Fi among others.
» Ability to be surrounded by like minded entrepreneurs or innovators
» Marketable to entrepreneurs wanting to be closer to home, family

Models for Success:
» Attractive, accessible physical space
» Business incubation services
» Partnerships with governments, universities, & business organizations

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Description

Traditional commercial uses are transitioning, with people trending towards seeking an “experience” rather than traditional retail. Food and restaurants sit at the top of this experience-based commercial trend.

Many community members said they want more dining options within the city. Locally based restaurants have begun to thrive in cities surrounding New Brighton. The city could capture some of this energy by promoting food trucks and restaurant entrepreneurship.

Some of the features of promoting these uses could include:

» Allowing for the conversion of existing properties into cafes or restaurant uses

» Strong wayfinding signage and good access to site for pedestrians, cyclists, and drivers alike

» Establishing a location for a “Food Truck Court” and promoting a recurring food truck event

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Description

Crossing large intersections can be difficult for pedestrians and bicyclists. Road diets are one way to increase transportation safety in the city. The drivable areas of roads are narrowed and designed to slow traffic down. Features such as bump-outs, medians, and enhanced crossings also have the added benefit of making pedestrians and cyclists more visible to drivers, thus reducing collisions.

Road diet mechanisms can also be an opportunity for landscaping, wayfinding, and innovative stormwater mitigation techniques, such as rain gardens.

By slowing down traffic and making pedestrians and cyclists more visible, road diets can be effective tools in increasing transportation safety, especially when thoughtfully placed on roads that have the right traffic volumes and serve more local and community functions.

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<th>Strengthen Community Connections</th>
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Description

New Brighton has a robust park system of neighborhood parks, community parks, and a regional park, Long Lake Regional Park. Many community members enjoy utilizing the parks but indicated they would like to see connections between the parks throughout the city.

A system of greenways along natural waterways and choice roads would help connect not only the parks and neighborhoods within New Brighton, but could also serve to connect the city to regional trails and the robust trail system of Minneapolis and St. Paul.

Priorities and phasing for a greenway could be explored through a Master Plan.

A possible greenway system could include:

» Wayfinding and signage to popular destinations
» Usability for pedestrians, bicyclists, and other trail users
» Connections over existing barriers, such as 694 and railroad crossings

Key Guiding Principles

- Strengthen Community Connections
- Celebrate Parks as Neighborhood Activity Centers
- Create & Maintain Streets that are Safe, Comfortable, & Attractive to all users

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**Description**

A common sentiment from community members throughout the New Brighton 2040 community engagement events was that New Brighton is a great place to live, yet remains unnoticed within the region. The community would like to see New Brighton shine; creating a sense of place that celebrates the feeling of community in the city.

Gateways at entrance points to the city allow visitors and residents alike to “feel” like they have arrived. Gateways can be designed as branding efforts throughout the city, and should have designs that tie into other signs, such as wayfinding and public facilities.

Gateways can include:

- Monument sign or archway
- Lighting
- Distinct landscaping and/or water feature
- Unique bridge or overpass treatment or public art

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Description

New Brighton’s parks are well spread throughout the city, with neighborhood parks well-distributed, and community and regional parks serving the whole community. While the locations of these parks are well-situated, the facilities and programming at the parks could use some updates to meet modern recreation needs.

Community members have indicated an interest in adding the following features to the New Brighton park system:

» Dog Park
» Splash pad/interactive fountain
» Winter programming, such as cross-country ski rentals, sledding, and ice rinks
» More programming focused on seniors
» Promote availability of existing facilities for neighborhood events

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<th>Celebrate Parks as Neighborhood Activity Centers</th>
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MY IDEA:

Draw on the map where in New Brighton your idea could go

Description

Guiding Principles (Circle all that apply)

- Have a Diverse Population
- Provide a Diverse Stock of Well Maintained Housing
- Maintain a Healthy Business Environment
- Strengthen Community Connections
- Create Places for the Community to Gather & Interact
- Celebrate Parks as Neighborhood Activity Centers
- Create a Sense of Place & the “Feeling” of Community
- Create & Maintain Streets that are Safe, Comfortable, & Attractive to all users

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