



AGENDA

Economic Development Commission Meeting **In-Person / Electronic Meeting**

**New Brighton City Hall; 803 Old Hwy 8 NW
Upper Level Conference Room / Zoom
September 7th, 2022 | 7:30 a.m.**

- **Attend the meeting in Person:** Members of the Economic Development Commission and members of the public may attend the meeting in person. Attendees are required to wear masks and comply with social distancing parameters regardless of vaccination status.
- **Watch the meeting electronically:** To observe the meeting electronically, visit [the City website](#) or tune into CTV Channel 8023 (CenturyLink) or Channel 16 (Comcast).
- **Join the meeting electronically:** Members of the Economic Development Commission may also attend the meeting remotely pursuant to MN Statutes 13D.021. If you would like to interact with our public officials or staff but are not comfortable or able to attend the meeting in person, you may join the meeting electronically by clicking: <https://us02web.zoom.us/j/89862402361?pwd=MWtPeIRNTGt2RmR2TktwSkM0R1VHdz09> (no app needed) or use your Zoom app to join by entering: Meeting ID: 898 6240 2361 and Passcode: 867530.

I. Call to Order

II. Roll Call*

- | | |
|---|---|
| <input type="checkbox"/> Chair Harry Carter | <input type="checkbox"/> Commissioner Victoria Prasek |
| <input type="checkbox"/> Vice Chair Jacqui Sauter | <input type="checkbox"/> Commissioner Paul Zisla |
| <input type="checkbox"/> Commissioner Anthony Pledger | <input type="checkbox"/> <vacant position> |
| <input type="checkbox"/> Commissioner Faycal Belkhous | <input type="checkbox"/> <vacant position> |
| <input type="checkbox"/> Commissioner Michele Norman | |

III. Approval of Agenda

IV. Approval of the July 6th, 2022 Meeting Minutes

V. Report from City Council Liaison

** A quorum of the City Council may be present.*

VI. Business Items

1. Vision Silver Lake Road 2040 Phase II Results & Final Steps
2. Ramsey County Critical Corridors Grants
3. Business Outreach Updates

VII. Adjournment



MINUTES
Joint Economic Development &
Parks, Recreation and Environmental Commission
Meeting – July 6, 2022
6:30 p.m.

I. Call to Order

The meeting was called to order at 6:30 p.m.

II. PREC Roll Call

Members Present.....Chair Julia O’Rourke, Commissioners Maren Hawkings, Pauline Alfors, Laura Sokol-Kraft, Gary Bank, Abe McEathron, and Kristin Hicks

Members Absent.....Commissioners Michael Spooner, Matt Johnson, and Student Commissioner Zoey Tenenbaum

Also PresentJennifer Fink-Parks and Recreation Director, and Councilmember Emily Dunsworth (attending remotely)

III. EDC Roll Call

Members Present.....Chair Harry Carter, Anthony Pledger (attending remotely), Jacqui Sauter, Mike Murlowski (attending remotely), Faycal Belkhous, Victoria Prasek (attending remotely), and Paul Zisla

Members Absent.....Commissioner Michele Norman

Also PresentBen Gozola – Assistant Director of Community Assets and Development

IV. Approval of Agenda

Motion by Commissioner Bank, seconded by Commissioner Zisla to approve the agenda as presented.

Motion approved.

V. Approval of PREC Minutes

Motion by Commissioner McEathron, seconded by Commissioner Sokol-Kraft to approve the PREC minutes from the June 1, 2022 meeting.

Motion approved (Chair O'Rourke abstained).

VI. Approval of EDC Minutes

Motion by Commissioner Prasek, seconded by Commissioner Zisla to approve the EDC minutes from the June 1, 2022 meeting.

A roll call vote was taken.

Motion approved.

VII. Business Items

A. Coordinated Placemaking through Monument and Park Signage

Parks and Recreation Director Fink stated following completion of the 2040 Comprehensive Plan in 2019, PREC and the EDC have undertaken separate but related efforts that have the potential to positively brand the City for decades to come. Approval of the Parks Master Plan and subsequent improvement projects will result in significant new park signage being erected throughout the community. Likewise, recommended monument signage and other efforts to create a "unique New Brighton sense of place" are being formulated to foster greater economic development in the community. Stepping back and taking this opportunity to align the visions of PREC and the EDC will be invaluable to the goals of both Commissions and will best inform Council on design decisions as they arise. Both bodies will learn at this joint meeting where the other commission is at with their efforts and can share their ideas for improvements or additions to each body's placemaking efforts. The desired end result of this meeting is a unified approach to improvements such that citizens and visitors alike will always feel they're in New Brighton while in our City.

Assistant Director of Community Assets and Development Gozola discussed the number of entry points throughout the City, noting there were approximately 40 entry points, 20 to the north and 20 to the south. He reviewed what other cities were doing and how they were designing their entry monument signs. He understood the EDC wanted to see a simple sign design at the City's entry points. In addition the EDC was interested in repurposing existing smaller signs while having electronic display signs at strategic locations. He noted light pole banners were supported along with wayfinding or directional signage to major destinations in the community.

Parks and Recreation Director Fink reported staff was working with WSB on parks and recreation signage in order to incorporate City colors which would assist with creating a sense of place. She explained the same types of wood, stone and metal would be used on all new park signs. It was noted the City's larger parks would have larger entry monument signs with stone and wood.

Discussion included:

- The Commission supported the City having the same cohesive look and feel for the park and street signs.
- The Commission discussed how graffiti was addressed by the parks departments.
- The Commission supported the metal/wood over stone look for the park monument signs.
- The Commission discussed the number of monument and wayfinding signs that were being considered for the community. It was noted six entry gateway signs were being considered along with new monument signs and wayfinding signs within each City park.
- The Commission discussed the cost for the proposed monument signs and encouraged staff to keep an eye on the City's budget for these signs.
- It was estimated it would take 12 years to have new signage in every City park.
- Staff reported a funding source has not yet been identified for the gateway entry signs.
- The Commission liked the idea of having consistent marketing across all signs, as well as having the same building materials used for the signs in order to create a brand for the community.
- Staff discussed how all signs would incorporate the City colors and fonts in order to be complimentary.
- It was noted Long Lake was a County park within the City of New Brighton.
- The EDC and PREC Commission thanked staff for their efforts to create cohesive and complimentary gateway, monument and wayfinding signs for the community.

B. Update on Parks Comprehensive Plan Project Implementation

Director Fink provided the Commission members with an update on the progress that was being made on the City's Parks Comprehensive Plan. She commented on the bonding that had been approved for this plan and discussed the six parks that would be targeted for improvements. She stated at this time work had begun on Sunny Square Park, the Lions Park Splash Pad and Hansen Park (with the assistance of a grant). The timelines for each of the park projects was reviewed in further detail. She encouraged residents and Commissioners to provide the City with feedback on the upcoming parks projects. It was noted numbers were coming in higher than originally anticipated for the parks improvements and the City was seeing project delays. If numbers continue to come in high, the City may have to make adjustments to the proposed plan. She reported staff would continue to pursue grants to assist with the proposed parks projects.

Discussion included:

- The Commission discussed the future plans for Sunny Square Park, along with how existing playground structures would be donated overseas as parks are renovated.
- The future plans for the neighborhood centers was discussed, as well as the plans for the warming houses.
- It was noted the playground structures and amenities within each park may differ from park to park.

VIII. Announcements

A. City Council Report – Emily Dunsworth and Pam Axberg, City Councilmembers

Councilmember Dunsworth provided the Commissions with an update noting July was Parks and Recreation Month. She stated Parks and Rec Fest would be held on Saturday, July 9 at Lions Park from 3:00 p.m. to 8:00 p.m. She reported the Council passed an ordinance at its last meeting that would reduce the residential speed limit from 30 miles per hour to 25 miles per hour. She noted this change would go into effect now and the City would be communicating this change to the public. She reported a map of the streets that would be impacted was available on the City's website. She explained speed limit signs would be replaced in a phased approach. She commented on the City's strategic priorities and noted the finance director provided the Council with a presentation at a recent worksession meeting.

B. Chair Updates – Julia O'Rourke, PREC Chair and Harry Carter, EDC Chair

Chair O'Rourke encouraged residents to get out and visit the City's parks and to consider signing up for fall programming.

C. Department Happenings and Upcoming Events – City Staff

Assistant Director of Community Assets and Development Gozola provided the Commissioners with an update on the Silver Lake Road visioning and planning project.

Parks and Recreation Director Fink updated the Commissioners on Chalk Fest noting this was a successful event. She stated 20 artists participated in Chalk Fest and stipends were provided to each artist through a grant from Twin Cities Gateway. She reviewed the June golf numbers noting revenues were up. She stated residents could vote early at the New Brighton Community Center and reported the City was still seeking election judges for the November election.

IX. Adjournment

Motion by Commissioner Bank, seconded by Commissioner Zisla to adjourn the meeting.

Motion approved.

Meeting adjourned at 7:50 pm

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Ben Gozola". The signature is fluid and cursive, with the first name "Ben" and the last name "Gozola" clearly distinguishable.

Ben Gozola
Assistant Director of Community Assets and Development



Agenda Section: VI
Item: 1
Report Date: 9/1/22
Commission Meeting Date: 9/7/22

REQUEST FOR COMMISSION CONSIDERATION

ITEM DESCRIPTION: Vision Silver Lake Road 2040 Phase II Results & Final Steps
DEPARTMENT HEAD'S APPROVAL:
CITY MANAGER'S APPROVAL:
No comments to supplement this report ____ Comments attached ____

15.99 Deadline: None

Recommendations: Review the included memorandum from HKGi, listen to staff's presentation, and pose questions as desired.

Legislative History:

- In 2019, the City of New Brighton adopted the 2040 Comprehensive Plan which guided multiple areas of the community to mixed use.
- In 2021, the City secured funding through Ramsey County to hire HKGi to lead the Vision Silver Lake Road 2040 planning effort.
- Phase I and Phase II of public input were obtained over the last year.

Financial Impact:

- Future redevelopment within the Silver Lake Road corridor will have a significant financial impact on both the corridor and City as a whole. No immediate impact from the work at hand though

Summary: Staff will take an opportunity to update the EDC on the results of Vision Silver Lake Road 2040 Phase II, and explain next steps in the mixed use zoning development process.

Attachments: 1) 7-26-22 CC Work session Packet Items from HKGI

Ben Gozola
Assistant Director of Community Assets and Development

HKGi Memorandum

MEMORANDUM

TO: New Brighton City Council
FROM: Jeff Miller, HKGi
DATE: July 21, 2022
SUBJECT: Update on Silver Lake Road Project

HKGi created illustrative concept plans for future development in the three Silver Lake Road mixed-use areas. These concepts are simply a single representation of potential future development incorporating desirable design aspects identified by the public during phase 1 of the study's community engagement. Phase 2 of the community engagement process provided opportunities for community input to these illustrative concepts via interactive input maps and a short survey on the project website. These concepts are also intended to help identify the needed updates to the zoning regulations for each of these areas.

At Tuesday's City Council Work Session, HKGi will present the illustrative concept plans, a summary of the input received from the community through the engagement phase 2 process, and what this input means for identifying future zoning regulations updates.

Illustrative Mixed Use Concepts

In general, the illustrative development concepts show the potential for adding new housing options and a wider variety of retail, service, and dining businesses to each of the existing commercial nodes. New commercial buildings with outdoor plazas for seating/dining are facing and located closer to Silver Lake Road. New multi-story buildings are shown where one-story commercial buildings surrounded by surface parking lots exist today. The illustrative concepts also show potential circulation improvements, including pedestrian, bike, and vehicular. Surface parking lots are located behind or to the side of buildings along Silver Lake Road; new housing would generally have indoor parking.

Attached are the illustrative concepts for the three Silver Lake Road mixed use nodes:

- Rice St / Mississippi St
- I-694
- St. Anthony / County Road E West

Community Engagement Phase 2 Participation

The engagement phase 2 process was successful in increasing participation generally over phase 1. The table below shows increases for most of the participation indicators. The one exception is less participants completed the survey than in phase 1, while there was more comments submitted on the interactive input maps.

	Phase 1	Phase 2	Change	% Change
Total Visits to the Site	3,200	4,063	863	27%
Unique Users	919	1,384	465	51%
Unique Stakeholders	139	133	-6	-4%
Average Time Spent	1:42	2:43	1:01	60%
Interactive Map Comments	122	157	35	29%
Survey Responses	130	75	-55	-42%

The full summary of engagement phase 2 input is attached to this memo. The summary shows the participation indicators, responses to the 8 survey questions (pages 1 & 2), interactive maps for each node, followed by tables with all of the comments. At Tuesday's work session, we will present our key takeaways from this input and look forward to additional input from the Council during the discussion.

Thanks!

Phase II Map Summary with Comments

COMMUNITY ENGAGEMENT SUMMARY

PHASE 2

Community Engagement Overview

Summary Overview

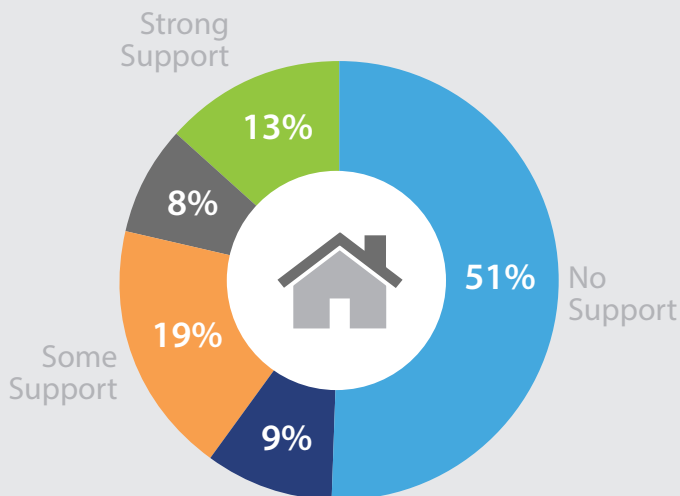


Level of Support:

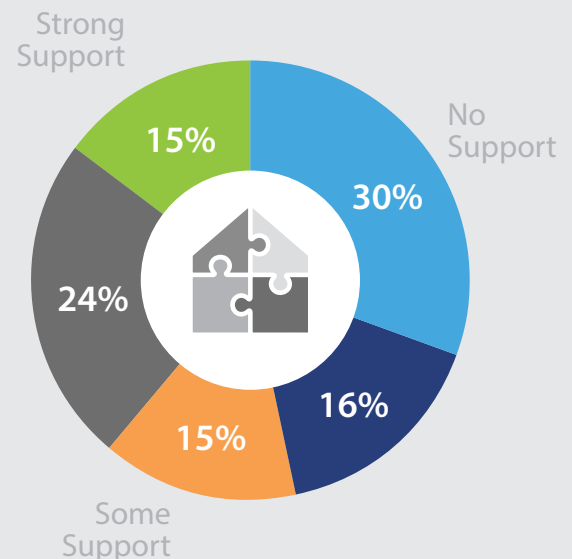
Participants were asked to rank their level of support for each of the following topics:

75 Survey Responses Received

How do you feel about allowing residential development in these 3 Silver Lake Road commercial nodes?



How do you feel about requiring new commercial and mixed-use buildings to be located closer to and facing Silver Lake Road?



1 NO SUPPORT

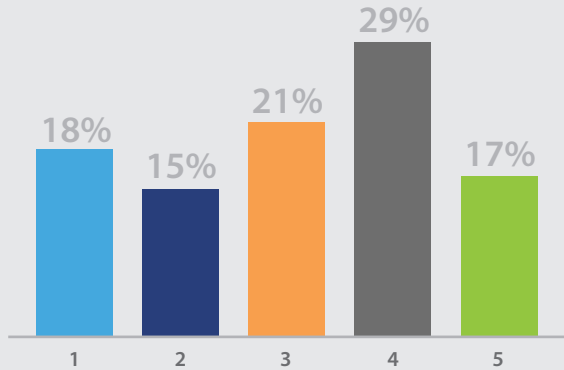
2

3 SOME SUPPORT

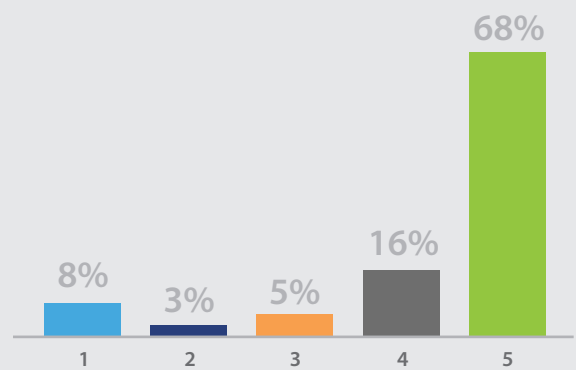
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5 STRONG SUPPORT

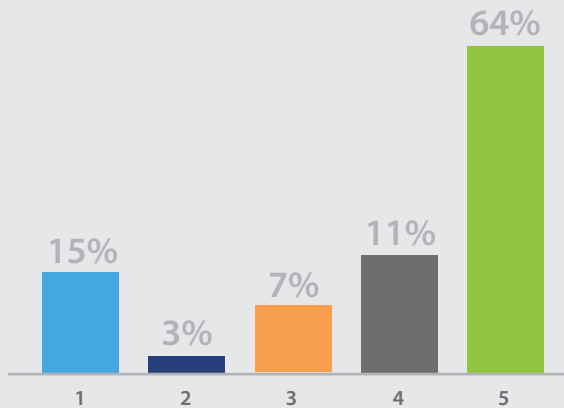
How do you feel about requiring surface parking lots to be located behind or along the side of new buildings along Silver Lake Road?



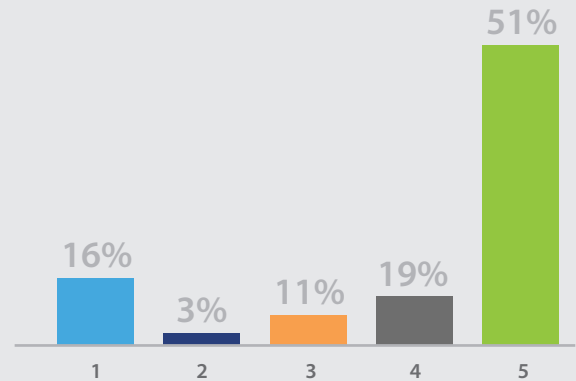
How do you feel about requiring more trees and landscaping for new development along Silver Lake Road?



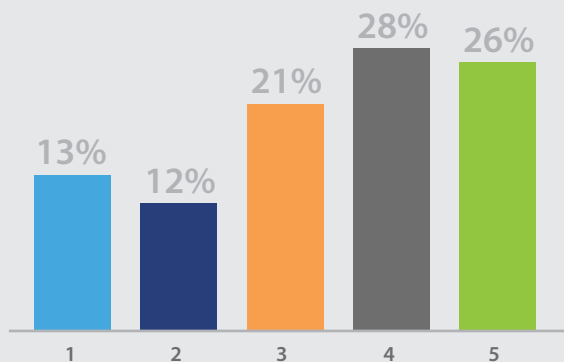
How do you feel about requiring pedestrian pathways as part of new development along Silver Lake Road?



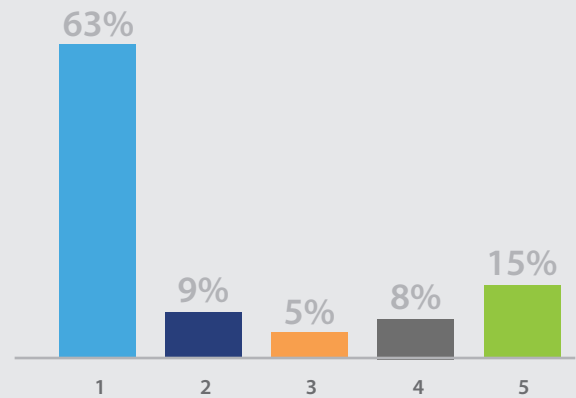
How do you feel about requiring publicly accessible outdoor open space (e.g. small plazas, outdoor seating for dining) as part of new development along Silver Lake Road?



How do you feel about requiring new buildings to meet design standards, such as primary entries facing the street, minimum quantity of storefront windows, allowed/prohibited exterior building materials?



How do you feel about allowing buildings up to six stories at the Mississippi St/Rice Creek Rd and I-694 nodes, and up to three stories at the County Rd E node?





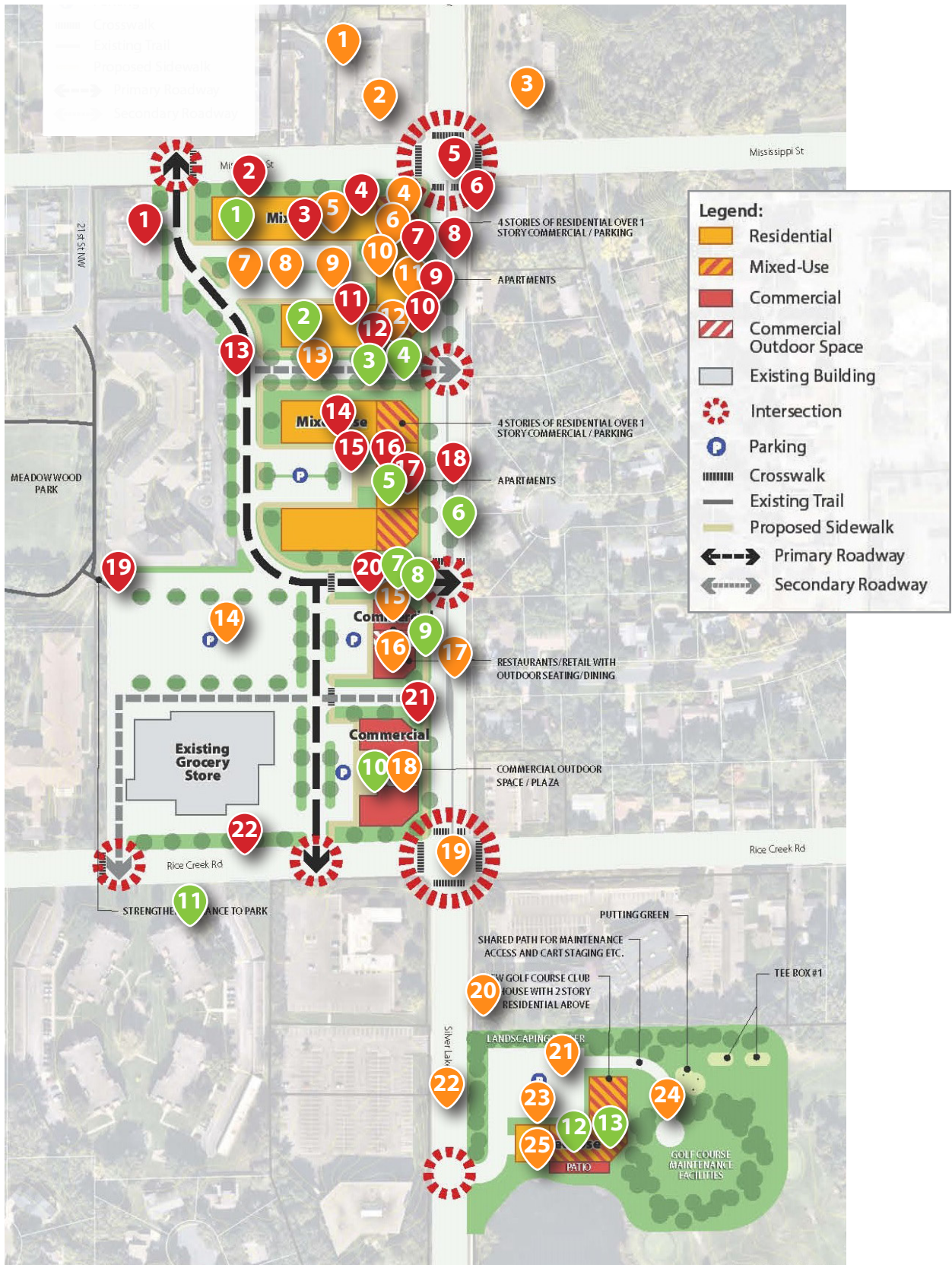
Interactive Map Comments Summary

I Like This

Ideas & Suggestions

This Concerns Me

Rice & Mississippi



#	I Like This	Likes	Dislikes
1	Density provides access and opportunity for families and individuals to live in a great city like New Brighton. The total number of units is still so small it won't change the overall character of the neighborhoods.	-	-
2	Putting higher density housing areas so near to an existing grocery store is a good idea.	-	5
3	I like the look and walkability of the space.	5	3
4	Although the entire area is a messy hodgepodge, there are businesses essential for the character of the community. Commercial with residential above is a wonderful concept: does it work in practice and can existing businesses handle increased rent?	6	1
5	More mixed use means a more walkable city. Please get as much of this in as possible!	-	1
6	Like boulevard trees!	5	-
7	Nice design for out door dining. We need more outdoor dining in this area.	1	1
8	I would love the idea of outdoor dining and this picture captures that. More of a community feeling would be wonderful.	1	-
9	I like the vibe in this picture but when looking at the plan as a whole it looks like it is just squeezed into a space between two buildings. It is surrounded by parking lots and disconnected side walks. This is the feeling that would be great to have throughout the plan. As it is now it looks like we are planning to build another suburban strip mall that has been "modernized" but putting a little space in between the parking lot and a Pot Belly's or some generic "fancy" corporate store front.	2	-
10	I like this. Perhaps it could be used at the 694 node as well.	-	-
11	I like better park access.	4	-
12	Like the idea of adding residents to the golf course area.	2	1
13	I like having a full patio amenity. Brightwood is the best 9 hole course around and deserves some love. Just don't make it too nice that other people find out about it.	5	-

#	Ideas and Suggestions	Likes	Dislikes
1	This area has a lot of potential, would be nice to include it in the plan.	5	4
2	Why not carry the look and feel of redeveloped areas through this portion of commercial property?	7	5
3	How about this corner? As it is this park is nothing more than a two block long gravel path for bikes and of walkers and a pump house or something or other. Could the "node" be completed on all four corners? If done well, this could be nice environmentally sensitive commercial paired with small park there on Rice Creek and be a greater park community connection.	1	1
4	I'm not sure who would be accessing these businesses in the mixed-use space if they're situated on the corner. It seems like businesses in these buildings always struggle to fit in to the space if the original tenant leaves. How can we make sure the building is set up to accommodate more than just the first tenant, so that it's sustainable? Do they need extra space set aside?	2	1
5	Is this really the best look we could hope for? Haven't we seen enough towns build these out of place structures that impact the property values of the area around them and end up with empty storefronts because the business don't survive? I'd like New Brighton to consider embracing its small town feel. Rather than these 4 story monstrosities, keeping to a simpler design with fewer units & only 1 or 2 stories.	7	-
6	Curious as to what happens to the existing businesses - especially Denny's Service. It's a great business we depend on!	3	-
7	Underground parking would really open up this area for green space. Also, ample trees and maybe a little corner cafe could be a really cool addition here.	4	-

8	Can we put parking under ground and turn this into green space?	4	-
9	Maybe an area that could be a skating rink in winter?	-	-
10	This design reminds me of Excelsior Ave in St Louis Park. My biggest concern with those buildings is they're so large, they're unnavigable. These apartment buildings are the same sq ft as the cub but 4 times longer to get from front to back. The design needs to be broken-up to allow ped access or it becomes isolated. In New Brighton, an example of this is "Main Street Village" apartments at old Highway 8 and 6th Ave. The large U-shape building cuts off the north from buildings to the south.	3	1
11	Any additional housing added should be affordable.	-	-
12	I'd like to know more about what sort of tenants these potential residential housing units would be trying to attract. What is the overall goal of this plan? Do New Brighton residence want New Brighton to feel more like a small town or is there just a push to accommodate more people to essential generate more tax revenue?	3	2
13	New Brighton is exploding with new families with young kids, how would they interact with this area? I know there's the playground in Meadowwood Park, but what would this area offer? Maybe some kind of smaller play area where my kids could play while I enjoy a cup of coffee?	-	-
14	Does this space need to be fully dedicated to parking? I think we could reserve more room for mobility solutions in this area and help facilitate safer connections to the nearby park.	1	3
15	The outdoor seating looks cool and I like it. But we also live in Minnesota, how would the area be used in winter? We should think about making outdoor eating areas that could be winterized, maybe with a tent and heater combo of some sort?	-	-
16	Will there be adequate bike parking by these new commercial spaces? And bikes lanes for people to be able to safely get there?	2	1
17	There are businesses in this area that I value, such as Thai and More and the Spectacle Shoppe. Will they be able to remain in their locations? I don't want to move from these unique businesses to chain stores and restaurants.	12	-
18	I like this picture, it shows wide pedestrian access between buildings. Let's make the pedestrian access connected to the rest of the areas.	5	-
19	Suggest replacing traffic light with a round-a-bout. Not certain how to implement this suggestion, but it would reduce overall speed on Silver Lake (a common complaint) and improve traffic flow.	6	19
20	How about bike lanes along Silver Lake Road to get between the residential areas and all these new stores and restaurants?	8	10
21	From my once-a-week visits to the golf course, it seems to use about 80% of parking at peak currently. Worried about parking with residential here since there are no other options except at Grace Point Church. Love the idea though, just wanted to mention.	3	-
22	I like the ideas shown in all of these node concepts. I am concerned how successful these will be without addressing the entire stretch of Silver Lake Road in-between these nodes. This road has really limited bike/ped accommodations and very limited safe crossing opportunities. All of this needs to be addressed along with land uses at these 3 nodes.	3	-
23	With this update, there is an opportunity to include an indoor practice range simulator area to encourage winter use.	-	-
24	This course is an incredible asset for the community AND the game of golf. There are fewer and fewer opportunities for those new to the game to have somewhere to go that is welcoming, approachable, and affordable. The enhancement most needed to this property is a presentable practice facility as it is a course for beginners. The hitting cages are adequate but desperately need updated hitting mats. Indoor simulators and outdoor launch monitors.	-	-
25	I think it's better to remake the clubhouse with more of destination restaurant included. It would be a far better addition with a more rural vs urban feel tucked in the trees.	5	-

#	This Concerns Me	Likes	Dislikes
1	It looks as though the Brighton Veterinary Hospital is unaffected. Do you think that I should discuss anything with New Brighton?	-	-
2	No sidewalk on this side of the street. Again doesn't seem very pedestrian friendly.	13	1
3	We do not need more apartments. Stop being greedy and stop trying to bolster your taxes in the easiest way possible. Residents moved to New Brighton and Mounds View because they like it how it is. Stop trying to turn this into a cookie cutter first ring suburb.	3	-
4	Do not make this area a mixed use zone, keep it commercial for small or local businesses. I moved to New Brighton because it was quiet and didn't have a busy city feeling. Adding this much apartment space will result in unhappy existing residents who enjoy the small town feeling.	23	3
5	Does anything about this intersection change? Currently it is not pedestrian or bike friendly and it doesn't look like this plan makes any significant changes to make it more pedestrian friendly.	19	-
6	What will be done for better walking and biking in this area? Both are currently pretty dangerous.	5	1
7	Why are we placing housing so close to the road? Who wants to live close to the road where you hear the traffic drive by all day and night. Stop adding more apartments/condos, they only lead to increased issues for residents.	-	-
8	How about widening Silver Lake Road? I have experienced enough close calls and a sideswiping due to the narrowness of the road. In the winter with snow it is even worse.	-	-
9	NO! I grew up here and already have seen the uptick in traffic over the years. I came back for the small-town feel and have experienced the multiple issues this type of housing creates. This is not the location for this. Ruins the whole corner and feel of this area. Edina did this in some areas and is very unhappy with the results. Learn from others' mistakes. Keep it small business with a local touch and additional park space for walking and coffee. PLEASE DO NOT BUILD OUT WITH HOUSING!	24	4
10	We do not want apartments here!! This is a terrible idea. How will the area deal with the extra traffic, pollution, noise? We will undoubtedly see an increase in crime and a decrease in privacy as these apartments look directly into the backyards and front yards of homeowners on the other side.	7	1
11	Across these 3 areas, it feels like we're adding a TON of apartments to New Brighton. I'm fine with *some* added mixed housing or residential apartments, but think they should be more focused in the hub near the freeway with clear public transport connections. Make this area focus more on parks, nature, and community-focused business spaces (coffee shops, restaurants, and other business spaces that facilitate community gathering).	2	-
12	New Brighton is about green spaces, park trails, creeks, and (hopefully in the future) great places to eat in even more local restaurants. As someone noted, the addition of apartments near 694 freeway makes sense. It doesn't make sense to drown our city in apartment living. Over time, this results in higher crime and lower property values. Trying to designate retail beneath tall apartments doesn't make sense either; won't most retail be online by 2040? Groceries and Restaurant focus on northern part of city.	2	-
13	The beauty of the area is how it feels like a small town. Tossing up structures like this that has been done in several areas around the metro in recent years will increase traffic and detract from what keeps New Brighton desirable.	12	-
14	This section of Silver Lake Road is primarily residential aside from this shopping area. Cramming more people in this area is unnecessary, and will overcrowd this area.	-	1
15	Silver lake is hardly able to handle traffic now, what will happen with so many apartments and people requiring transportation? Where is the fire station? Police station?	17	5
16	Do not make this area a mixed use zone, keep it commercial for small or local businesses. I moved to New Brighton because it was quiet and didn't have a busy city feeling. Adding this much apartment space will result in unhappy existing residents who enjoy the small town feeling.	33	3

17	We do not want apartments in this area! Privacy, noise, traffic, crime, pollution are all of great concern! This is a terrible idea!	7	3
18	With as narrow as Silver Lake Road is how are you going to have room for trees?	-	-
19	Nice to have access to the park but it just dumps pedestrians into a big busy parking lot. Where are people suppose to go from here?	8	1
20	Concerned about all the multi housing that New Brighton is building. As it ages it becomes a center for crime. Too much multi housing in one area is not good. I remember when Brooklyn Park struggled with this...	6	-
21	I'm not seeing enough bike and bus access to this stuff. How would I access this space via bike or bus or uber/lift?	-	-
22	Again, where are the sidewalks?	17	1



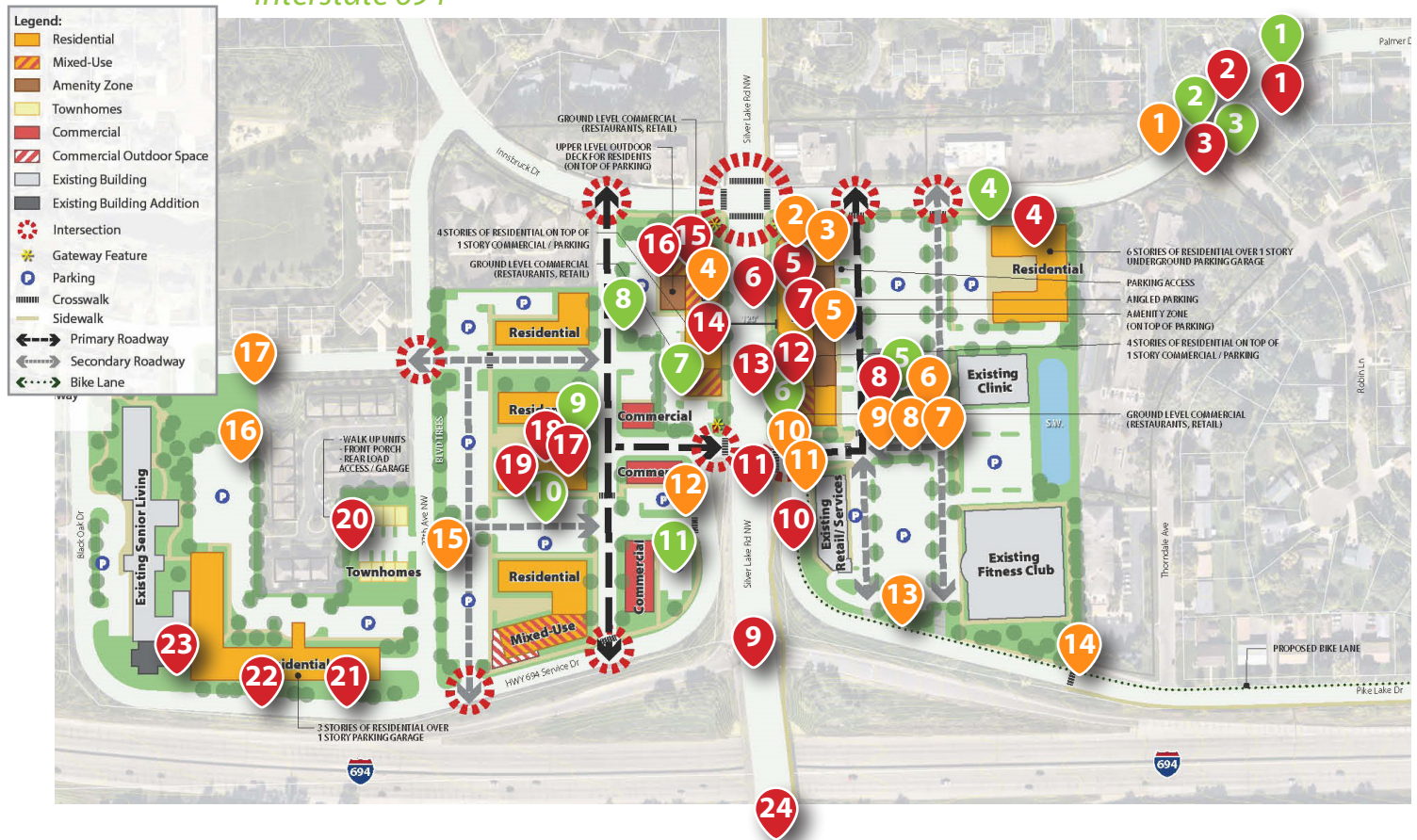
Interactive Map Comments Summary

I Like This

Ideas & Suggestions

This Concerns Me

Interstate 694



#	I Like This	Likes	Dislikes
1	Fully support connecting Palmer Drive! As a resident who lives where Palmer turns into Robin Lane, there is a fair amount of high volume, fast moving traffic. Many kids use that route to walk to the park/school and it is unsafe without sidewalks. Connecting Palmer will lessen the traffic by the park/school, making it safer for pedestrians. My 3 & 5 year olds applaud this vision for their safety!	3	2
2	I like the idea of opening this up to help alleviate the limited number of ways into this Highview neighborhood and the current shunt of traffic flow on the historically open access ways into it. Concerns would be; 1) How do you control or limit the overflow of commercial traffic turning right into this neighborhood? 2) How do you manage the safety of bikers and pedestrians to and from the retail area and to and from Freedom park. I'm sure it could be done though	1	1
3	Support opening Palmer Drive at Robin Lane. This would more safely distribute traffic into the neighborhood allowing residents to travel directly to their destination thus decreasing traffic on Robin Lane and allowing safer passage of residents to the park.	1	1
4	Love having complete sidewalks on both sides of the street.	8	-
5	I like this idea but it would be very difficult to pull off! It would need to serve the surrounding businesses and not feel like an isolated space. It's hard to visualize as a pleasant space.	2	-
6	Like the Gateway Signs concept for beautification and build community identity.	-	2
7	Love the appearance and space for outdoor seating.	1	-

8	This street redesign makes accessing this space much better for vehicles and for pedestrians/bikers.	-	1
9	Yes! Get rid of this awful ugly car dealership and replace with 4+1s!	-	-
10	I am in full support of this project! It is so nice to see housing expanded and opportunities for businesses to grow. There is so much land to take advantage of to house everyone and creating more housing can help stabilize the rent market!	2	-
11	This looks cleaner than the assorted commercial buildings currently at the corner.	2	-

#	Ideas and Suggestions	Likes	Dislikes
1	Placing a roundabout here at the extension of Palmer Drive would help to control speed through this section.	-	-
2	Instead of the mixed use stuff here, why not make a transit hub? I'm thinking bike parking (with clear, all-weather bike lanes up Silver Lake Drive to residential areas), multiple bus stops, electric scooters, and cab/uber/lyft pickup areas. I think it's ok to have some Mixed-Use residential apartments here, but we need a clear plan of how to support their transportation with parking, buses, etc.	-	-
3	Does this mean that Cowboy Jacks would be removed?	4	2
4	We are proposing a fair amount of mixed use with 1 level of commercial with housing above. Seems like a good use but to my knowledge this doesn't exist anywhere within the city currently. Are there other examples of this in the north metro at major freeway intersections that we could go to for a feel of what this would be like?	8	-
5	Consider rotating the overall building orientation so outdoor amenities can be south facing (catch the rays)	2	-
6	I think that this small central park is going to be overlooked as an amenity, its not big enough to be a destination but too busy to being a relaxing area for locals to chill. Maybe as a dog park/green space.	4	1
7	This "park" seems small. Why not move all of the parking for this entire site as a level underground? This would open up the entire center aisle and create a true park and central amenity space for the whole area west of SLR and south of Palmer Drive. Additionally, the planned parking for this entire 694 rezoned area seems on the low side for what looks to be planned in terms of commercial and residential. Moving parking underground alleviates this problem as well.	2	-
8	Bigger park please! Maybe some parking moved below ground so that's nicer in the winter?	-	-
9	Like the idea of green space but this one feels like it's just plopped in the middle of a parking lot. With traffic on almost all sides, how relaxing/safe/accessible would it be?	8	-
10	I love the idea of making this more walkable and bikeable, right now I don't feel safe biking along silver lake rd in this area and I don't ever consider walking in the area due to fast traffic on Silver Lake Road. To make this work, I'd say you'd have to lower the speed to 30 and consider putting in speed humps or something - if it's still 40mph, just putting in a cross walk feels dangerous.	1	-
11	I would love to see this city become more walkable/bike friendly. For that to happen I feel literature & enforcement needs to happen. Pedestrians have the right of way at pedestrian crossings. I can't count the amount of times I've had close calls either because cars don't stop even if I've had a walk sign, or have had to wait forever because people don't feel it necessary to stop for pedestrians. Maybe instead of speed traps, have a campaign to make people aware they NEED to stop.	6	-
12	What's the goal here? Obviously, more commercial and residential. Wouldn't a greater sense of community and activation of the street front be achieved by putting parking behind and bringing stores to the street front? This would generate more activity and more business and also look better than surface parking lots, which is how it looks now with a car dealership there.	-	1

13	Big Trees. Not sure how much it gets considered but a lot of commercial/mixed use areas have poor tree canopy because they get redeveloped every 30 years and all the trees get ripped out. If there are any areas within easements or ROWs that the city could plant larger/longer living trees that may survive the next development cycle it could create a better atmosphere for the area in the future.	9	-
14	A policy to continue all projects focus on the effect to our actions effecting our carbon footprint. The projects should be forward thinking by utilizing creative sensible technology. It can be as simple as pervious trails or pervious parking spaces. Lots of planting with plant materials which are know to reduce carbon such as ginkgo trees. Increase incentives for solar. Anything cutting edge to support reduction of human impact as we move forward.	2	-
15	It seems like there's an opportunity to widen 27th Ave. to create diagonal street parking and use it as the access to future developments instead of creating a parallel drive for the apartment parking. The new curb cut on the Service Drive is very close to the 27th Ave connection.	1	1
16	I'd suggest beefing this up with more big trees. Reduce our impact on the environment, help mitigate hot summer temps, and make it more beautiful.	-	-
17	Look for opportunities to create new pedestrian connections to the surrounding existing neighborhoods. If retail and restaurant tenants moved in it'd be great to have walkable routes.	3	-

#	This Concerns Me	Likes	Dislikes
1	Connecting Palmer Drive would divert traffic from the park and school through a residential neighborhood further isolating an underused park.	4	7
2	Bad Idea to connect Robin Lane to Palmer Drive, this will really increase traffic through the neighborhood. If you agree it's a bad idea hit LIKE button.	2	1
3	Connection this greatly concerns me. This would cause far too much traffic through the neighborhood. Cars already move through here too quickly	2	3
4	There may be enough high density housing in this area.	15	2
5	Has anyone who designed this map actually driven in this area at the end of a regular work day? Its already pretty bad. Cramming more people on top of each other will only make it worse. I'm pretty sure not a single resident in New Brighton has said "you know what we need, more people and worse traffic".	-	1
6	This seems like a lot of new residents in a small area. Density seems high.	23	5
7	The building massing at the Silver Lake and Palmer intersection "feels" overwhelming as a person heading north on Silver Lake takes in this entrance to the entire area north of 694. It's a lot to absorb in terms of a dramatic change to the community. I imagine that the vision for the west side is dependent on the fate of the car dealership.	8	3
8	The location concerns me. A tiny park surrounded by parking and roads doesn't sound like fun for a aren't of small children who frequently don't pay attention to what/where they are going.	1	-
9	With all of this added density and residents, there should be a plan to redesign the on/off ramps from SLR to/from 694.	19	-
10	Why does this bike path just stop? There should be bike lanes down all of Silver Lake to allow for safe bike accessibility.	10	4
11	Is this an additional 4-way intersection with traffic lights? An additional traffic light would inhibit flow of traffic on Silver Lake.	7	2
12	This roadway is already busy and can become backed up. With this much more residential, it will amplify the traffic throughout and cause many more problems.	12	2

13	It is not clear why so much new residential buildings are needed in one area. Too much density for the current traffic patterns. More attention needs to be given to the bike paths. Kids need to be able to safely bike around New Brighton and that is not the case. What about more green space for residents to enjoy?	13	2
14	Where is the bike parking going to be?	2	3
15	I dislike the fact that much of this does not benefit existing residents. It all seems like it is designed to attract new residents. NB is going to cut off its nose to spite its face. Cities do this all the time and it backfires. How would this work for St. Anthony? A dead retail area nobody wants to use.	-	1
16	The City of New Brighton does not need more retail centers, we have online shopping now, this is completely 'old-school' thinking. We could use Day Care Centers, maybe a Park and Ride close to 694 Freeway, for persons in New Brighton to Park and then ride the bus into both downtowns, Minneapolis/St. Paul to work.	12	4
17	There is no way Silver Lake Road and this area can handle this influx of housing. Why are we pushing so many of these hideous apartments? They always let the neighborhood down and cause a loss of small-town feel. New Brighton doesn't need this.	9	3
18	This seems like a very high density of residential housing for this already very busy area? I am concerned how this will affect the safety and usability of our community.	-	3
19	This seems like a lot of residential housing in an area where traffic is congested and busy roads are already a concern. Walking and riding bikes at the Innsbruck/Silver Lake intersection is already unsafe as mentioned in previous survey. This will make traffic flow that much worse.	9	2
20	Concerned about the affordability of these units. We have enough expensive housing in new Brighton anything additional should be to help meet the needs of housing that exist across the county to reduce the number of unsheltered people and families.	2	10
21	Why situate this so close to the freeway? The parking lot could be between the residential building and the freeway, and some more trees in between.	7	1
22	This road is extremely loud since it is very close to the highway. Is there a plan to put a highway noise barrier here?	4	-
23	New Brighton has several apartment complexes at present, we do not need to add additional housing to the city. What we do need is more city/county park space to accommodate the existing population of New Brighton. Improvements to current buildings that are existing on City of New Brighton property could be made: to Fire Department, Police Station, Library and Community Center. We could get a City of New Brighton pool, etc.	10	3
24	With the added density, the design and safety of the SLR/694 interchange should be reassessed. There have been multiple accidents I've personally seen with drivers coming south on SLR turning left to go onto 694 east getting t-boned since the turning driver can't see the 2nd lane of oncoming traffic when the left lane of northbound traffic is stopped waiting to turn left on to westbound 694.	17	-



Interactive Map Comments Summary



I Like This



Ideas & Suggestions



This Concerns Me

St. Anthony / County Rd E West



#	I Like This	Likes	Dislikes
1	Would suggest doing a 5 story building so it is more attractive to developers and to increase density in this area. However, must have underground parking. I would have at least a .75 ratio of parking spaces to units.	2	2
2	Lots of trees!! Good for shade and blocking the view of the cars.	2	-
3	I like it, but 3 stories is not enough. Need to have 5 stories or it will not be economically feasible, This will add tax dollars and increase density in this node to support all the businesses that will be built in this area. Must have density, must have taller buildings to support all this extra spending in tax dollars.	1	3
4	The streetscape with storefronts, greenery, and sidewalk looks very inviting. It looks like there is NO on-street parking on Silver Lake, which I like. it makes the businesses more visible inviting.	-	-
5	This would be a great asset to the area. Get more people in but also provides a walkable venue for local residents!	-	-
6	I like the pedestrian crossings and sidewalks that encourage residents to walk to the businesses.	1	-
7	We need nicer commercial options in the area.	2	1
8	If we are going to keep these shops it would be great to give the current owner a break on taxes so they can renovate and make them more attractive. If not, then we should probably go with mix use to support the commercial space. Minimum 3 stories at that point with commercial space on main level.	1	-
9	I am happy to see the parking lot and car entrances so away here. The green space is more inviting for pedestrians to sit outside and view something other than a parking lot. It also addresses the confusing traffic pattern of cars trying to enter and exit off of County Rd. E.	2	1

#	Ideas and Suggestions	Likes	Dislikes
1	Would love to see a bike lane connecting this area to the upper 2, as well as Silverwood Park.	-	-
2	Rear access to the mixed use area should be connected to neighborhoods north and east by walking/bike cut through path to 3rd St NW or 23rd Ave NW. This improved ease of access could really cut down on short distance car trips and promote biking / walking instead.	3	-
3	Is this a pond feature? Or a play area for children? Might be too close to an intersection. I'm wondering about open space for the residents of the 3 story building. The sample image shows a large lawn. Is open space like this envisioned?	1	-
4	Does this little street need to go all the way through to connect these 6 properties? Seems like it's adding a lot of intersections in a very small space.	3	-
5	Interconnectedness of bikeways throughout the community to other communities has been incomplete. This should be a priority. We need to work with our neighboring jurisdictions to make usable connection throughout the cities.	1	-
6	How are we facilitating connections to transit routes in this area? Are you coordinating with Metro Transit plans? These plans seem to prioritize cars and parking, but sound consider the residents who need to use transit. There seems to be an Increase of traffic in this area with the design. Please address connections for pedestrians.	2	-
7	Make this into a paver road with some traffic but not a lot. Take a look at West End shops in St. Louis Park for an example. It has a very pedestrian friendly feel. Attractive outdoor lighting and trees are a minimum.	3	-
8	Please account for the needs of the businesses here. Brothers Taqueria is the best in our area!	-	-
9	Would be great to have some safe/more protected pedestrian/bike crossings here, especially if there's new development on the west side of SLR.	3	-

10	Could do a round a bout to help with traffic flow. Very against any pedestrian bridge, not enough foot traffic to support that and it would be an unnecessary use of tax payer dollars.	1	7
11	Is there a plan for adding a bike trail along County Road E between Silver Lake and Old 8 to connect with the trail being added to Old 8? I'd also encourage the city to explore opportunities to make this stretch of road more tranquil/less noisy, including reducing speed limit and banning semi truck loads.	7	-

#	This Concerns Me	Likes	Dislikes
1	Another residential area is not needed at there is already and existing apartment complex. A bike path in this area is not on the map and seems like a good idea for residents.	1	-
2	There are garages right here, adding an intersection here would make it difficult for residents to access and park in their garages as well as hold up traffic that is coming through the intersection when a resident is trying to get in or out of their garage.	-	-
3	Again this roadway would be entering into an existing complex with narrow roadways. It wouldn't make sense to increase the traffic into this area. It would unnecessarily congest a complex that already has a lot of traffic with residents, with narrow roads and lots of kids running around.	5	-
4	This concerns me because we already have numerous kids that trespass on private property in Windsor Green in the summer. They break into our pool area and our ball courts that we pay high fees to maintain for our owner's to use, not the public. If there are more apartments without amenities we will have more problems and fees in our existing properties.	5	2
5	I'm looking at the map overall- Are you sure you can fit everything on the same footprint? Those commercial buildings would have to be pretty narrow. I guess this would relocate some of those businesses to replace them with residential.	1	-
6	Adding driving entrances into the townhome complex concerns me due to it being a closed complex there's a lot of children around and making this a busy connecting street would put children at risk and make it congested and difficult for residents.	2	1
7	There are small businesses in the current building. Will they be forced out due to the construction and/or higher rent? Wong's has been a fixture in the community for decades. It would be a shame to lose them. We don't need or want another generic chain restaurant.	17	-
8	Is the plan for this to become a primary exit for the residential buildings, commercial buildings and the existing townhome complex? It's already difficult for residents of the complex to leave given the traffic on county rd e. Re-evaluate traffic flow and the impact on existing residents of the neighboring complex.	1	-
9	This roadway is too small to accommodate traffic flowing out of this area. This is a conflict point. You need to address east-west traffic before adding more traffic. Re-evaluate traffic flow.	8	-
10	County Rd e East needs more speed limit signage and enforcement. Witnessing cars driving extremely fast constantly. There's no signage to be found. Concerning for families.	2	-
11	What is the plan here for the stoplight and pedestrian/bike crossing? I assume there would still be a protected crossing, but does this plan offer improvements on the current situation?	5	-
12	Anticipating increased traffic on Silver Lake due to the additional multi unit housing being added along this route, it would be really nice to have a pedestrian / bike bridge to safely get across this major 4-5 lane arterial road.	4	2

Phase II Concepts

Silver Lake Road and Rice/Mississippi Streets

Legend:

Residential

Mixed-Use

Commercial

Commercial Outdoor Space

Existing Building

Intersection

Parking

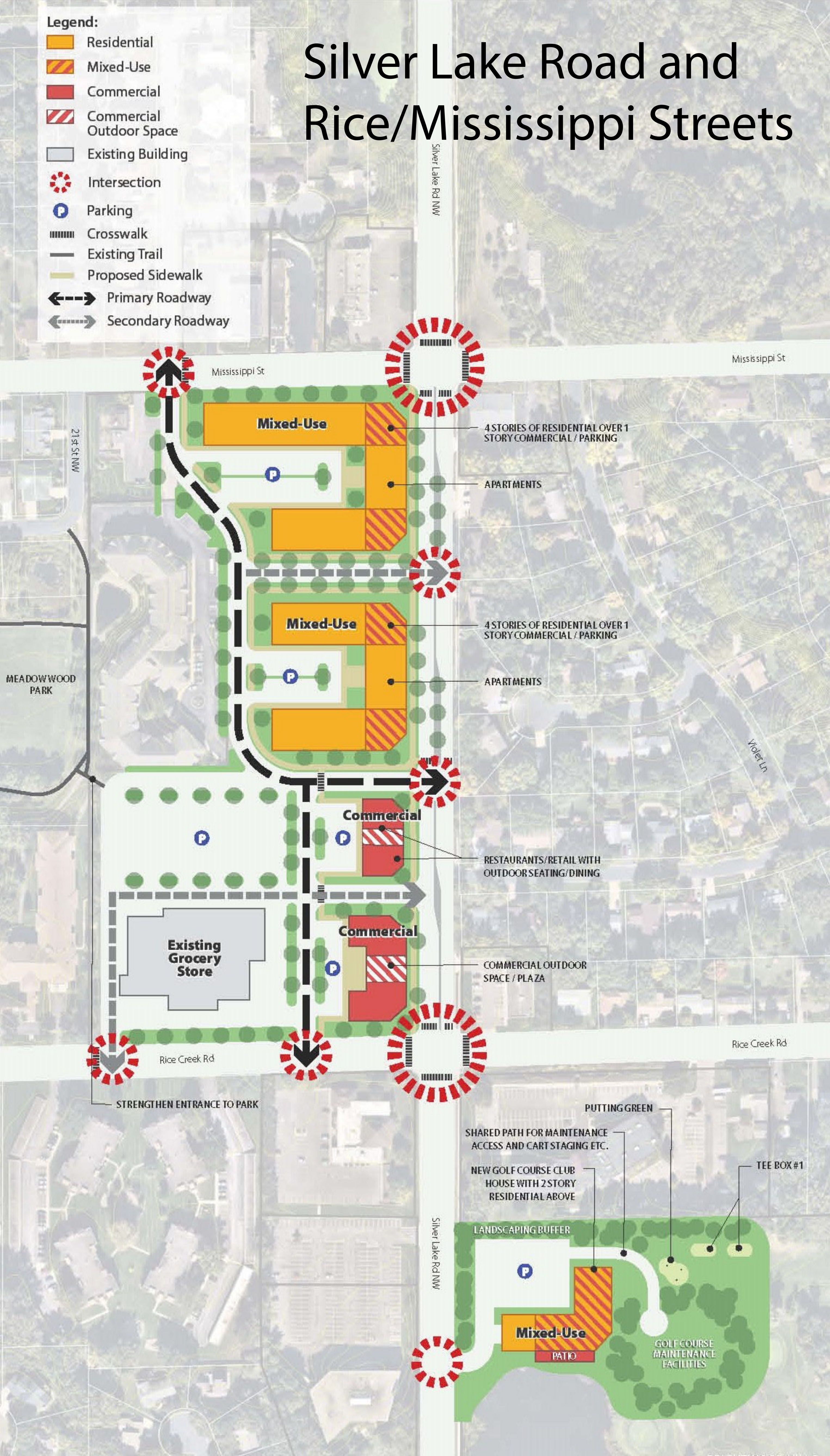
Crosswalk

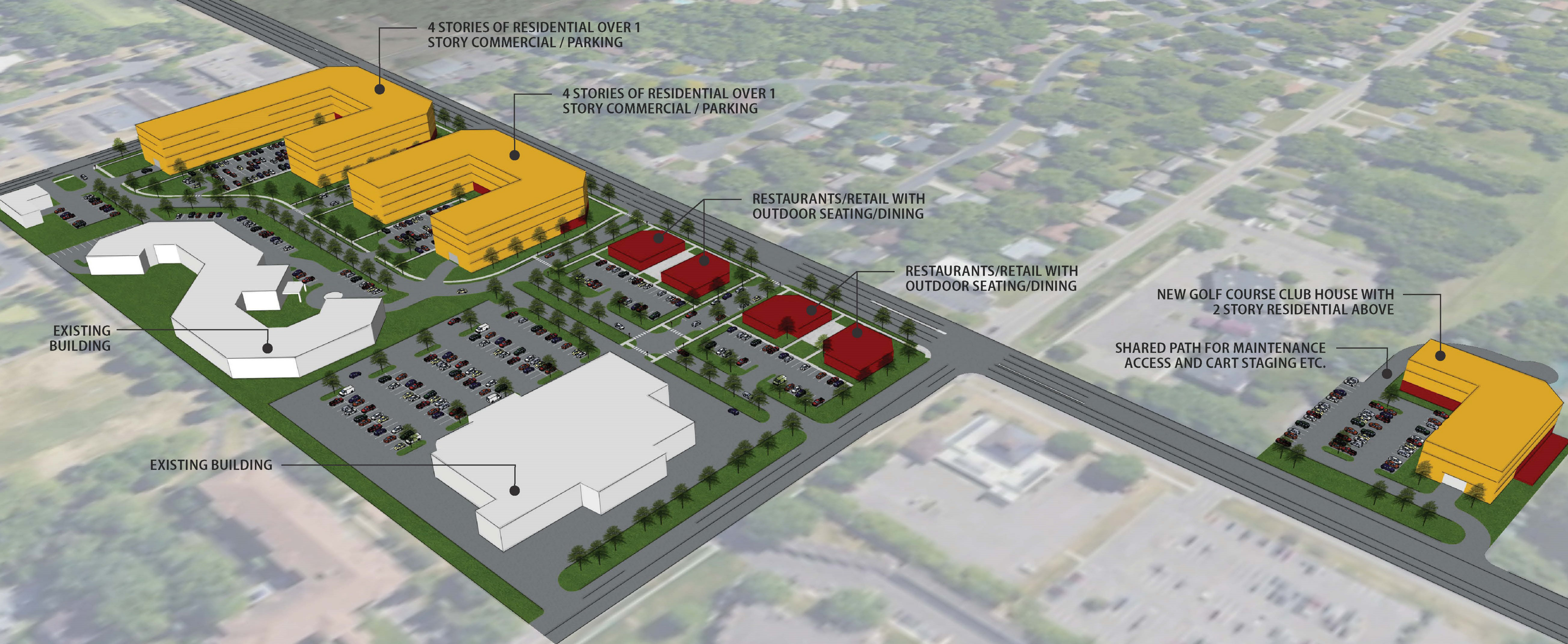
Existing Trail

Proposed Sidewalk

Primary Roadway

Secondary Roadway





4 STORIES OF RESIDENTIAL OVER 1 STORY COMMERCIAL / PARKING

4 STORIES OF RESIDENTIAL OVER 1 STORY COMMERCIAL / PARKING

RESTAURANTS/RETAIL WITH OUTDOOR SEATING/DINING

RESTAURANTS/RETAIL WITH OUTDOOR SEATING/DINING

NEW GOLF COURSE CLUB HOUSE WITH 2 STORY RESIDENTIAL ABOVE

SHARED PATH FOR MAINTENANCE ACCESS AND CART STAGING ETC.

EXISTING BUILDING

EXISTING BUILDING

Silver Lake Road and Rice/Mississippi Streets

Silver Lake Road and I-694





3 STORIES OF RESIDENTIAL
OVER 1 STORY PARKING
GARAGE

3 STORIES OF RESIDENTIAL
1 STORY COMMERCIAL

3 STORIES OF COMMERCIAL

4 STORIES OF RESIDENTIAL ON TOP OF
1 STORY COMMERCIAL / PARKING

4 STORIES OF RESIDENTIAL ON TOP OF
1 STORY COMMERCIAL / PARKING

EXISTING BUILDING

6 STORIES OF RESIDENTIAL
OVER 1 STORY
UNDERGROUND
PARKING GARAGE

2 STORIES OF RESIDENTIAL
OVER 1 STORY
COMMERCIAL

1 STORY COMMERCIAL

EXISTING BUILDING

PROPOSED BIKE LANE

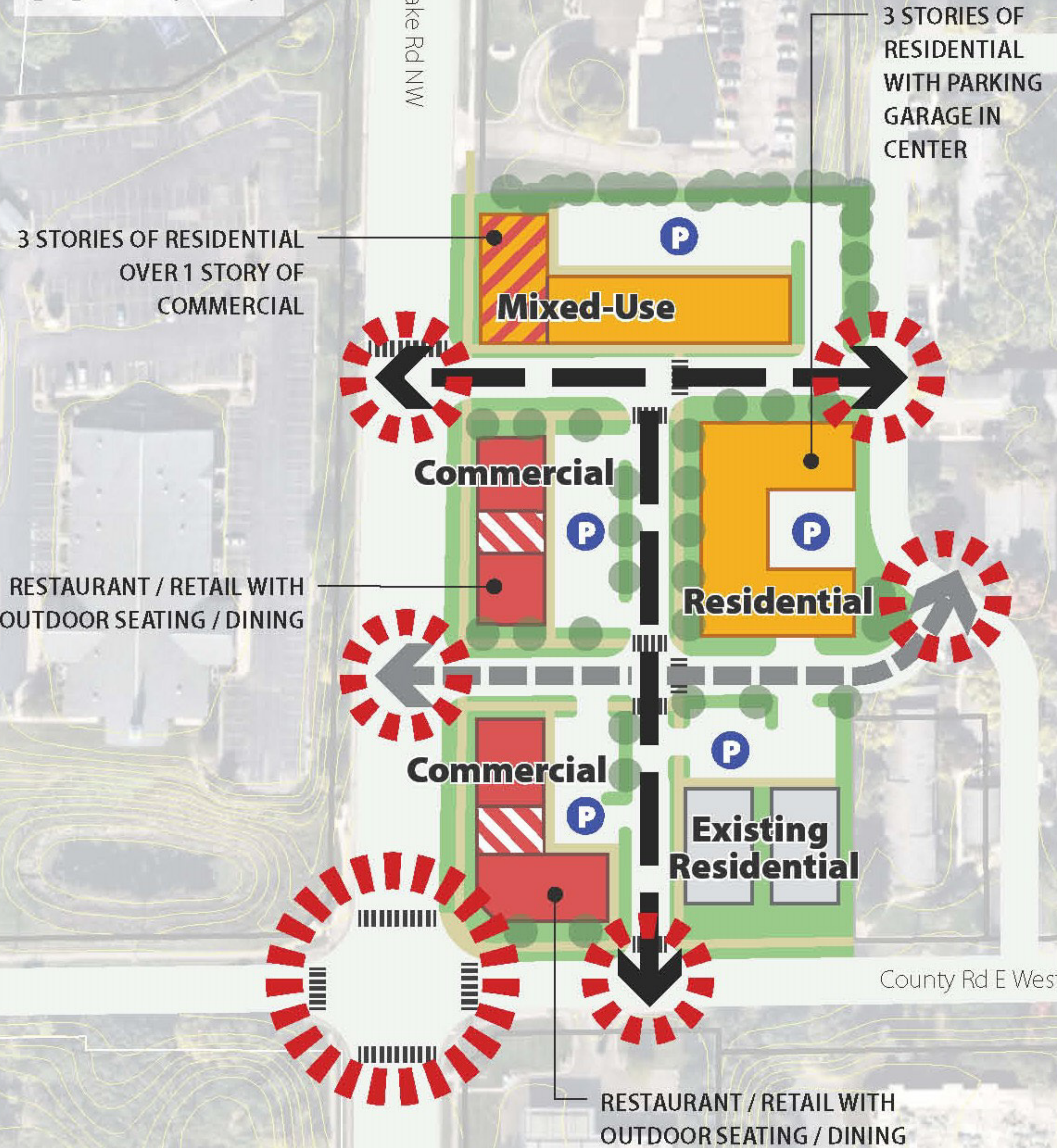
EXISTING BUILDING

Silver Lake Road and I-694

Silver Lake Road and County Road E West

Legend:

- Residential
- Mixed-Use
- Commercial
- Commercial Outdoor Space
- Existing Building
- Intersection
- Parking
- Crosswalk
- Proposed Sidewalk
- Primary Roadway
- Secondary Roadway





3 STORIES OF RESIDENTIAL OVER
1 STORY OF COMMERCIAL

3 STORIES OF RESIDENTIAL WITH
PARKING GARAGE IN CENTER

EXISTING BUILDINGS

RESTAURANT / RETAIL WITH
OUTDOOR SEATING / DINING

RESTAURANT / RETAIL WITH
OUTDOOR SEATING / DINING

Silver Lake Road and
County Road E West

Phase I Feedback (previously seen)

COMMUNITY ENGAGEMENT SUMMARY

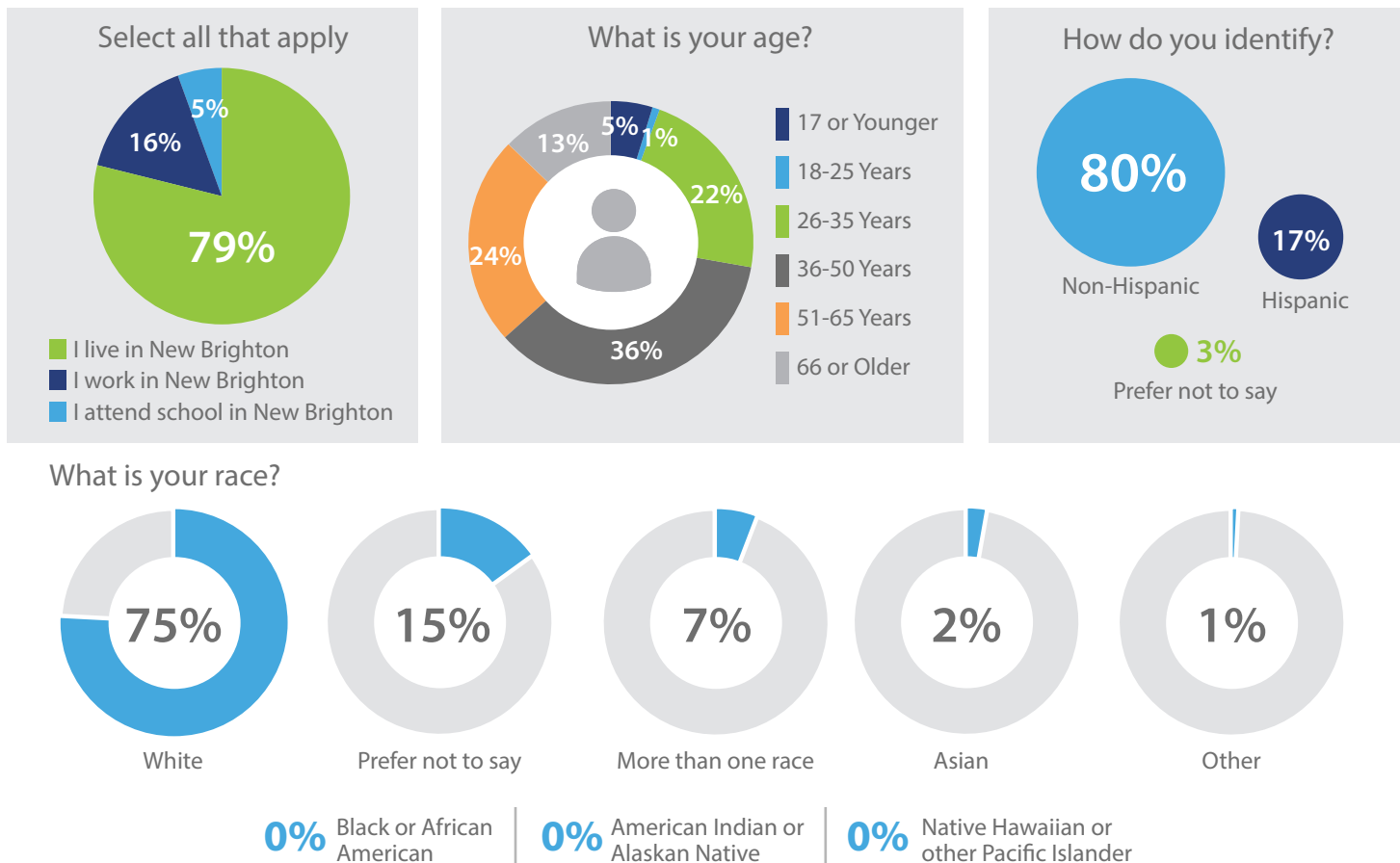
PHASE 1

Overview

Participation Overview



Participant Demographics:





Interactive Map Comments Summary

The interactive map received over 120 comments across the three focus areas. The following maps show where comments were placed within the three focus areas as well as highlight some comments that enhance the map input.

Rice Creek Road and Mississippi Street



Silver Lake Road and Interstate 694

Difficult to turn right onto Southbound Silver Lake Rd here due to poor visibility. Could be improved by cutting back brush or decreasing speed limit. Cars often due U-turns on Silver Lake Rd here despite No U-turn sign, frequently to get to the U-haul

With health clinic and fitness centers nearby, could we offer a place for pickleball courts. Lights would be a nice addition to play later. Fastest growing sport for all ages

There are many people who live in the neighborhoods off of this area. We need to maintain the safety and suburban setting of the neighborhood when considering plans for the area

We need a grocery store in this center

We need more express bus lines in New Brighton. We used to live in Columbia Heights and my husband could get downtown to his job in 30 minutes on the bus. Had to buy a second car because the buses run so infrequently here

St. Anthony

I think planting pollinators and native plants on the boulevard stretches of grass would be wonderful, or offering grants for groups to "adopt a boulevard" to plant and take care of those stretches (with consistent plant types provided by the city). Also offering grants for families living along SLR to beautify their boulevard strip (same rules with consistent plant types, etc.)

The building aesthetic standards along this corridor should be improved. Silver Lake is such a high-visibility road. New buildings should use nicer and more durable materials, as the strip mall style looks run down quickly. Stone, brick, or a modern material set instead of siding would improve the aesthetic

Wong's is a neighborhood landmark!

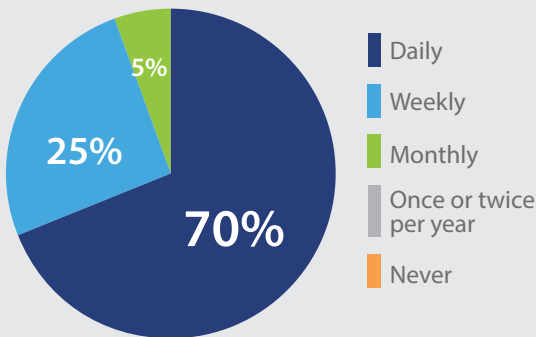
This gas station is also hard to get out of, just like the one further north on Silver Lake. I'm not sure there's much to be done now that it's built, but these corner lots should have their driveways further away from the intersection. Especially for a gas station which is guaranteed to be vehicle traffic



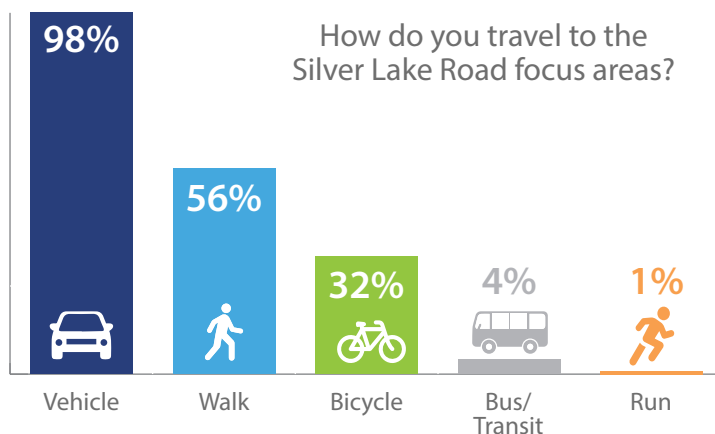
Vision Survey Summary

The vision survey received over 120 comments across the three focus areas. The graphics below help to summarize the comments received into common themes of ideas proposed.

How often do you visit one or more of the Silver Lake Road focus areas?

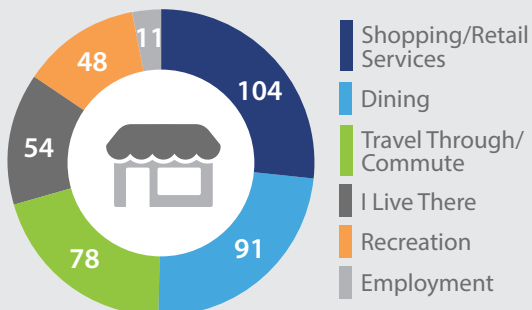


How do you travel to the Silver Lake Road focus areas?



What do you do in the Silver Lake Road focus areas?

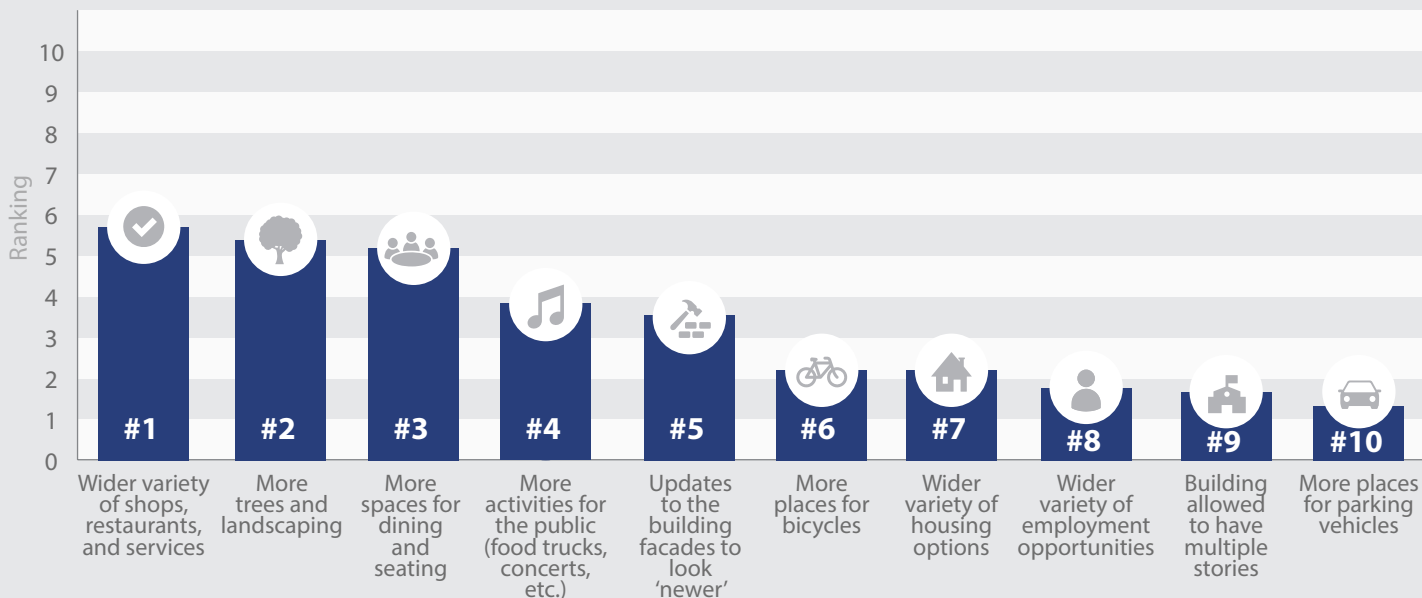
(Multiple category selections allowed, number of votes shown)



Please explain:

- I drive this whole route almost daily, and often walk the Rice & Mississippi and I-694 areas.
- I don't bike here often because there isn't a safe bike route, I'd love it if there was a safe bike route on Silver Lake Road.
- I live in the neighborhood to the north of Ford dealership and commute by car on Silver Lake Road daily.
- I wish it were easier to bike to stuff.
- These locations are not pedestrian friendly. They were built in such a way that requires you to drive and park at each destination. This is much different from how the downtown White Bear area functions, which allows individuals to park and walk to multiple destinations within the commercial district.

The following are a number of zoning standard changes that could be an outcome of this project. Please rank these topics based on how important they are to you when you think about the Silver Lake Road focus areas and whether or not you'd like to shop, work, live, or relax there.



[illegible][illegible]



Themes of Phase 1

The intention of Phase 1 of Community Engagement was to find out how community members feel about the focus areas along Silver Lake Road and to assess how those sentiments could influence zoning standards in the future. The response from community members has been great, and with it, there are patterns to pull from comments that help us understand the best strategy forward.

Not all of the comments related to things that could be implemented through zoning, but they are important nonetheless. The City Council and other decision-makers should consider these summaries when deciding on future projects as well.



Summary: Themes Related to Zoning Standards

Land Uses

- Many responders want to see a greater variety of retail, restaurants, and services within these areas
- A number of comments recognized that adding more housing options to these areas would benefit local businesses
- Participants wanted to find a balance between convenience uses and destination uses

"We should take advantage of this desirable location and allow apartments over these businesses. I think more foot-traffic and neighbors would support stronger businesses"

"I am the owner of Adagio's Pizza Factory and do believe the area my business is in does need updates. However, I do not want to see only apartments go into that area. I would like to see higher end shopping and other businesses that will drive people into the area. Please make the roads, entrances, and exits easy to navigate"

"If this dated building was to change, it would be better to have the parking out of public sight, and the establishment in the foreground. With lots of evergreen landscaping and tall grasses around"

"If that area is to be redone, it would be good to turn it into a sustainable environment. Making walking paths with lighting, trees, ponds, fountains, and native indigenous trees, plants, and shrubs. Getting rid of so much black top, add permeable topping. Add stores and restaurants that have higher-end foods like organic, farm-to-table. Create an environment that folks want to come to and hang out in an environment that speaks of diversity"

Dimensional Standards

- Want building heights to fit with surrounding neighborhoods (6 stories not appropriate for Rice Creek & Mississippi or St. Anthony)
- Acknowledgment that taller buildings could accommodate more housing and businesses
- Don't want tall buildings to dominate the skyline (if higher building heights allowed, make sure they're spaced out)
- Prefer buildings to be closer to the front lot line (reduce setback)
- Don't allow parking between front of building and front lot line
- Orient entrances to the front lot line
- Most people would like more open space (landscaped and/or active) and less impervious surface



Summary: Themes Related to Zoning Standards

Site Design

- Orient entrances to the front lot line
- Site design needs to consider building orientation, pedestrian, bicycle, and vehicle circulation, and relationship to neighbors
- Pedestrian & bicycle circulation on site should be accommodated in site plans
- Include amenities that encourage walking & biking
- Reducing conflict points between vehicles and pedestrians is a priority
- Sites should be required to combine driveways where possible
- Reduce required parking and size of existing parking lots
- Encourage shared parking and reutilization of over-parked areas

" This area could be redeveloped which would add to the character of this town. Front-facing, friendly looking updated buildings. Silver Lake Road is not a highway; lets make it feel like what it is - a connector for community

" This area should be walkable and safe. I hate how everything is parking lot first and then retail. It has no sense of community. I feel this way about downtown New Brighton as well. Any redevelopment should focus on a community feel

" I feel that the way the buildings and parking lots are laid out are a waste of space and not very appealing. Does not look cohesive. Also, I feel New Brighton could use more variety in retail

" My top concern is keeping each of these areas as a public space for locals, and not turning it into a vehicle-heavy drive-through corridor! I want to see these areas become more pedestrian/bike focused and better neighborhood hubs. Apartments that utilize the public space with first-floor retail help to achieve that. When adding housing, we need to be especially mindful of unsustainable increases in car traffic, so any improvements need to come with pushes towards walking/biking

Aesthetics & Environment

- Adding landscaping and spaces that can be actively and passively enjoyed is one of the main priorities for commenters
- Many commenters mentioned innovative stormwater planning as a way to improve the sustainability of the area
- Building materials should be high-quality and easy to maintain over a long period of time

" Need more trees and shrubs, please keep suburban sprawl down, the asphalt and concrete are hideous without trees/shrubs (preferably evergreen for year round interest)

" Are all these parking spots needed? Can we break up some of the asphalt and bring in some surfaces that allow rainwater to seep in? This looks like a heat island and is not healthy



Summary: Themes Not Related to Zoning Standards

Safer Streets

- Numerous commenters wanted to see vehicle traffic slowed down along Silver Lake Road
- Concerns over visibility at intersections as well as driver compliance with roadway signals were peppered throughout responses

I see people constantly run this stop sign going well over 30 MPH (specifically when going east or west on 16th). Might there be a way to call more attention to it? Maybe a "stop ahead" sign or lights on the current sign?

Wishing the speed limit was way under 40 here, with so many intersections and other entrances/exits with no stop signs or traffic lights. This is not a simple place to drive through, and the speed limit should reflect that. I am amazed there are not more accidents here!

We drive 3,000 ft to get to this DQ, cause the idea of taking a bicycle and either negotiating the narrow sidewalk with other users, or trying to fight 45 mph traffic (that's actually doing 50+) scares me. I bike 2 miles down Rice Creek Trail to a dog park because it's easier/faster than driving 4 miles to the same park. Make cycling/walking short distances easier than driving them, there are lots of benefits to this

Currently these areas mostly serve cars and not people/pedestrians. I would love to see these areas become places where people can gather, dine, and bike. I would also like to see a protected bike lane/path on Silver Lake Road because New Brighton is pretty disconnected to Minneapolis with bike transportation (I understand that bike lanes are not a part of zoning but wanted to voice my support for more bike-friendly options). I also think New Brighton would benefit from more restaurants - particularly breweries. More nearby/connected retail and restaurants would improve walkability and liveability greatly

Bicycle & Pedestrian Connections Needed

- Commenters consistently mentioned the lack of sidewalk and trail connections from surrounding neighborhoods and parks to these focus areas as a barrier to patronizing local businesses
- Particularly, a consistent and safe trail along both sides of Silver Lake Road through the whole corridor was mentioned

It would be really nice if we could widen sidewalks into biking trails to connect parks, businesses, and residential areas. This is a key feature missing in uniting the city of New Brighton

Support Local Businesses

- Participants like the number of local businesses along the Silver Lake Road corridor & would like to see more opportunities for local businesses to grow

As someone who lives within walking distance, I can understand that this area could be improved (the parking lot is much larger than necessary), but I'm concerned that we can do it without hiking-up rent prices so much that the current businesses can no longer afford to be here. I love the fact that I can walk to a grocery store, Thai and More, The Spectacle Shoppe, and yes, Dairy Queen in the neighboring strip mall, among other businesses. Can we make improvements while retaining valued businesses?



Agenda Section:	VI
Item:	2
Report Date:	8/31/22
Commission Meeting Date:	9/7/22

REQUEST FOR COMMISSION CONSIDERATION

ITEM DESCRIPTION:	Ramsey County Critical Corridor Grants
DEPARTMENT HEAD'S APPROVAL:	
CITY MANAGER'S APPROVAL:	
No comments to supplement this report	Comments attached

15.99 Deadline: None

Recommendations: The EDC is asked to discuss three new grant programs, and suggest targets for grant applications.

Legislative History:

- Ramsey County approves their Economic Competitiveness and Inclusion Plan in 2021
- County officials identify multiple implementation methods to realize the plan's goals including new grant programs for "critical corridors"
- New Brighton receives critical corridor funding in 2021 for the Vision Silver Lake Road 2040 study to establish new zoning districts
- Grant program was expanded in 2022, and applications are now being accepted through Sept 28th.

Financial Impact: Potentially significant depending on the award received, and the impact of the targeted funds.

Summary: On August 31st, Ramsey County announced and opened three new critical corridor grants programs to support its goals throughout the County. These new pots of money are intended to be available on a yearly basis moving forward and will likely be offered at different times of the year starting in 2023, but it's a quick turn-around in 2022 during this initial offering. Applications are due by September 28th, so identifying targets for these funds is a top priority.

The provided staff report outlines each program, what is and is not eligible, and ideas that DCAD staff have for potential applications. The EDC is asked to examine all three programs, and either endorse one or more ideas presented by staff, or identify other avenues you believe we should pursue. Once Council identifies our final priorities, staff will prepare the grant applications.

Attachments: 1) *Staff Report*
2) *Supplemental information from the Ramsey County website*

A handwritten signature in black ink, appearing to read "Ben Gozola". The signature is fluid and cursive, with the first name "Ben" and last name "Gozola" clearly distinguishable.

Ben Gozola
Assistant Director of Community Assets and Development

To: **Economic Development Commission**

From: Ben Gozola, *Assistant Director DCAD*

Meeting Date: **9-7-22**

INTRODUCTION/BACKGROUND

In 2021, Ramsey County adopted a new Economic Competitiveness and Inclusion Plan which (amongst other things) identified two primary goals relating to Economic Development in the County: 1) a need to cultivate economic prosperity and invest in neighborhoods with concentrated financial poverty; and 2) enhance access to opportunity and mobility for all residents and businesses throughout the County.

To achieve these economic development goals, the County subsequently adopted eight different strategies to pursue under the economic development categories:

➤ **Category 1: Ensure place-based inclusion / create resilient and equitable communities**

- *Preserve and increase the supply of rental housing units for lowest-income residents*
- *Expand affordable homeownership opportunities and improve housing stability for communities that have experienced historic wealth extraction*
- *Foster inclusive economic development within county transit, economic, and cultural corridors*
- *Support communities in equitable site development*

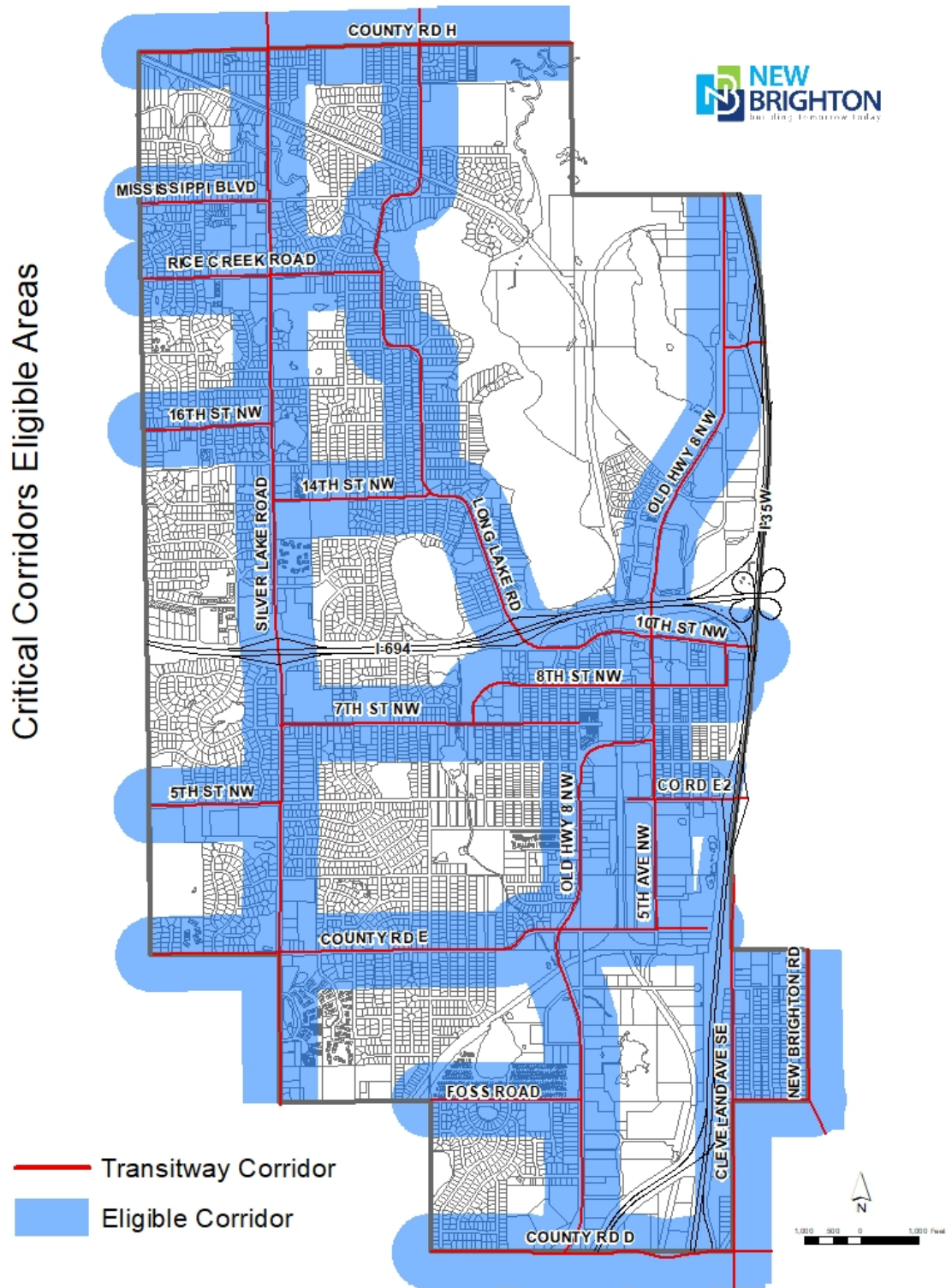
➤ **Category 2: Foster economic competitiveness, innovation, and transformation**

- *Sustain and accelerate workforce recovery programs*
- *Develop pathways to entrepreneurship and Black, Latinx, Asian, and Indigenous business ownership*
- *Attract and grow high-wage industry and innovation: technology, advanced manufacturing, and life sciences*
- *Strengthen business retention and expansion infrastructure to support communities.*

The three highlighted strategies above are the specific targets of new grant dollars up for grabs at the County level in the month of September. As you review the available new programs on September 7th, identifying specific funding targets that can be tied to these overarching goals & strategies will strengthen our likelihood of success.

CRITICAL CORRIDORS

To narrow down the scope of eligible areas for these new grant dollars, the County created a “critical corridors” map which determines eligibility for funds. Areas eligible for these grant dollars in New Brighton are as follows:



In 2020, you may recall the County launched an initial pilot grant program to get the ball rolling, and the City successfully sought and received a \$25,000 grant to fund the Vision Silver Lake Road 2040 project which is just wrapping up this month. Staff is hoping to build on our past success with one or more new applications in 2022.

NEW PROGRAMS OVERVIEW

Approximately \$1.5M in funding will be available amongst the following three (3) new critical corridor grant programs that were just announced: **Pre-Development and Planning, Development & Infrastructure, and Commercial Corridors Initiatives.**

Per County staff, the **specific goals** of these programs that Cities should keep in mind when identifying potential projects are:

1. Boosting connectivity between transportation, housing, and jobs
2. Creating more compact, walkable environments
3. Enhancing pedestrian access and safety; and
4. Supporting vibrant business districts.

➤ PRE-DEVELOPMENT AND PLANNING GRANT SPECIFICS

- Max Grant Request: \$50,000
- Activities must be completed by 12/31/2023 (activities completed prior to the grant award are ineligible)
- Cited Purpose: “Assist local communities in preparing for public improvements and equitable redevelopment within critical corridors.”
- Cited Goal: “Transformation of critical corridors from auto-oriented areas to more compact, walkable environments to create greater connectivity between housing, jobs, and destinations, while enhancing pedestrian access and safety.”
- **Eligible Activities:**
 - Land use plans: small area plans, corridor plans, or station area plans
 - Redevelopment feasibility or market analysis (including “missing middle” housing analysis)
 - Infrastructure planning and conceptual designs
 - Pedestrian and bike connections
 - Public realm improvements
 - Walking-oriented development

- Safe routes to transit plans
 - District energy/storm water system plans
 - Land use/zoning studies to reduce minimum parking standards or increase land use intensification within transit corridors
 - Equitable development policy and/or plan development (including inclusive housing policy)
- **Ineligible Activities:**
 - Capital costs and equipment
 - Road-centric planning, activities related to redesigning County roads
 - General sewer or water infrastructure planning
 - Traffic or parking studies not corresponding to parking reduction goals
 - Site plans
 - Soft costs
- **Strategic & Selection Priorities:**
 - Actions leading to intensification of land use emphasizing pedestrian environment and transit service
 - Actions encouraging multi-family zoning/development
 - Actions improving pedestrian and/or bike environments, safety, and access
 - Actions likely to catalyze surrounding development without displacement of current residents
- **Possible grants to pursue?**
 - Hiring a consultant to revamp city parking regulations?
 - Hiring a consultant to develop an inclusive housing policy for the City?
 - Hiring a consultant to plan out detailed bike connections on Silver Lake Road / connections to regional facilities?

➤ **DEVELOPMENT & INFRASTRUCTURE GRANT SPECIFICS**

- Max Grant Request: \$500,000
- Activities must be completed by 12/31/2024 (activities completed prior to the grant award are ineligible)
- Cited Purpose: “Fund inclusive redevelopment and public infrastructure within critical corridors.”
- Cited Goal: “Support efficient land use and compact built form to enhance connectivity between housing, jobs, retail and services, while creating walkable environments.”

▪ **Eligible Activities:**

- Extraordinary costs of housing, commercial or mixed-use redevelopment projects
 - Clearing acquired property
 - Installation of streets, utilities, and other site improvements
 - Public realm improvements or amenities
 - Storm water management
 - Geotechnical soil correction
 - Building and related structures removal through demolition, deconstruction, or moving
 - Parking removal (resulting in a new decrease of at least 10% of parking).
- Public infrastructure improvements
 - Water and sewer
 - Standard sidewalks
 - Standard exterior public lighting
- Strategic property acquisition: limited to agencies preserving sites of future transit-oriented /higher density development.

▪ **Ineligible Activities:**

- Building construction or renovation
- Environmental remediation (soil/groundwater)
- Streetscaping/landscaping
- Tenant relocation costs
- Tenant improvements
- Soft costs, contingencies, administration

▪ **Strategic & Selection Priorities:**

- Project feasibility and readiness
- Increase in affordable housing units
- Increase in jobs
- Increase in property taxes
- Act as a catalyst for surrounding redevelopment without displacement of current residents
- Intensification of land use emphasizing pedestrian environment and transit service

- Improve pedestrian and/or bike environments, safety, and access
- Alignment with City plans and priorities

▪ **Possible Ideas to discuss?**

- Storm sewer improvements in the Old 8 corridor to support existing businesses and improve redevelopment opportunities?
- New Brighton Exchange stormwater ponding?
- Old Highway 8 Bituminous pathway?

➤ **CRITICAL CORRIDOR INITIATIVE GRANT SPECIFICS**

- Max Grant Request: \$50,000
- Activities must be completed by 12/31/2023 (activities completed prior to the grant award are ineligible)
- Cited Purpose: “Support the suburban small business economy by investing in pathways to entrepreneurship and in thriving main streets and business districts.”
- This is the one program limited to just suburban Ramsey County...no competition with St. Paul
- **Eligible Activities:**
 - Business recruitment activities
 - Establishment of small-business incubators
 - District-wide marketing, branding, and/or promotion initiatives
 - District-wide planning and design
 - Design and/or implementation of wayfinding, street furniture, or other public realm enhancements
 - Building façade improvements
 - Technical assistance for commercial corridor initiatives or individual businesses. Includes but is not limited to:
 - Special service district or business association establishment
 - Financial, legal, or tax-related services
 - Merchandising, marketing, and social media assistance
- **Ineligible Activities:**
 - Redevelopment feasibility or market analyses
 - Land use plans
 - Land use/zoning studies

- Parking lot improvements
- Activities for sites without public frontage
- Activities that only benefit a single business.

▪ **Strategic & Selection Priorities:**

- Priority commercial corridors as defined by the City of New Brighton Actions to improve conditions for job creation and entrepreneurship
- Actions to improve coordination among businesses
- Actions that improve sense of place and/or pedestrian access within important commercial corridors
- Actions that show a strong connection to the Ramsey County Economic Competitiveness & Inclusion Plan (i.e. creation of small business incubators)
- Demonstrated need for financial assistance
- Organizational capacity and plan to accomplish project objectives
- Support from businesses and property owners
- For façade improvement projects:
 - How the initiative would be administered, including a description of the process and criteria for sub-awarding funds
 - Timing of grant disbursement to complete façade improvements
 - Leverage requirements, and
 - Proof of land lord approval and that business is current on property taxes, etc.

▪ **Possible Ideas to discuss?**

- Public banners along Old Hwy 8?
- Old 8 façade improvement program?
- Marketing of Old 8 and/or Silver Lake Road areas of improvement?
- Wayfinding signage and entry monuments as discussed with the Parks and Recreation Commission?
- Bell Poll decorative screening wall?

RECOMMENDATION

Consider all three new programs, their goals, and their eligible activities, and make recommendations on local projects or targets you believe should be the focus of one or more grant applications. Guidance from the EDC and Council will be used in preparation of this year's applications.

ATTACHMENTS:

1. *Supplemental Grant Information from Ramsey County*

[Español](#) [Hmoob](#) [Soomaali](#) [Oromoo](#) [Karen](#)

Residents ▾

Businesses ▾

Your Government ▾

COVID-19 Info ▾

How do I...? >

[Home](#) / [Businesses](#) / [Property & Development](#) / [Property Development, Programs & Incentives](#)

Critical Corridors Grants

Contact us

Ramsey County is offering assistance to qualifying public, private and non-profit organizations for place-based investments along major transportation, commercial and cultural corridors.

This program is funded by the [Housing Redevelopment Authority \(HRA\) Levy](#). Preferred projects align with the county's [Economic Competitiveness & Inclusion Plan](#) and [Equitable Development Framework](#).

Goals

- Boost connectivity between housing, jobs, retail, services and transportation.
- Create more compact, walkable environments.
- Enhance pedestrian access and safety.
- Support vibrant business districts.

— Pre-Development Planning Grant

The Critical Corridors Pre-Development Planning Grant assists local communities in preparing for public improvements and equitable redevelopment within transit, economic and cultural corridors. Land use development patterns and associated infrastructure have a strong relationship to greenhouse gas emissions, public health indicators, racial disparities and economic resiliency. Transforming critical corridors within Ramsey County from mainly auto-oriented areas to more compact, walkable

Contact Us

Community & Economic Development

[651-266-8010](#)

[Contact form](#)

Connect with us



Related Resources

- > [Critical Corridors eligible areas- interactive map](#)
(<http://ramseygis.maps.arcgis.com/apps/webappviewer/index.html?id=d805105c828349f3aa2d466af5028963>)
- > [Critical Corridors Grants Application](#)

environments can create greater connectivity between housing, jobs, and destinations, while enhancing pedestrian access and safety.

Who can apply

Cities, housing authorities, economic development authorities, port authorities, watershed districts and community-based nonprofit organizations in Ramsey County.

Available funding

Applicants may request a grant up to \$50,000 for projects to be completed by December 31, 2023.

Pre-application resources

[Pre- Development Planning Grant guidelines \(PDF\)](#).

– Development + Infrastructure Grant

The Ramsey County Development & Infrastructure Grant funds inclusive redevelopment and public infrastructure within transit, economic and cultural corridors. The program supports efficient land use and compact built form to enhance connectivity between housing, jobs, retail and services, while creating walkable environments.

Who can apply

Developers (for-profit or non-profit), government agencies and related development authorities for redevelopment and new construction of commercial, housing and mixed-use development around major transportation corridors.

Available funding

Applicants may request grants up to \$500,000 with a projected expenditure date of December 31, 2024.

Depending on the project, Ramsey County may recommend funding in the form of a loan rather than a grant.

Pre-application resources

- › [Development + Infrastructure Grant guidelines \(PDF\)](#).
- › [Waste management plan template \(PDF\)](#).

– Commercial Corridor Initiative Grant

The Commercial Corridor Initiative Grant supports Ramsey County's suburban small business economy by investing in pathways to BIPOC entrepreneurship and in thriving main streets and business districts.

Who can apply

Suburban cities and associated development authorities for strengthening and revitalizing neighborhood business districts in suburban municipalities.

Funding

Applicants may request a grant up to \$50,000 for projects to be completed by December 31, 2023.

Pre-application resources

- [Commercial Corridor Initiative Grant guidelines \(PDF\)](#)
- [Waste management plan template \(PDF\)](#)

How to apply

Interested parties should submit an application for the appropriate grant source no later than **Wednesday, September 28, 2022**.

Note: City resolutions are not required to submit an application. However, a resolution must be provided before grant funding can be distributed.

Begin application

(<http://www.zoomgrants.com/gprop.asp?donorid=2318&l=y>)

Timeline (2022)	Start	End
Application period	Mon. Aug. 29	Wed. Sept. 28

Timeline (2022)	Start	End
<u>Informational webinar</u>	Wed. Aug. 31	<ul style="list-style-type: none">• <u>Watch recorded video</u>• <u>View PowerPoint</u>
Award announcement	November (exact date TBD)	<ul style="list-style-type: none">• <u>Watch HRA board meeting</u>

Questions?

Please contact **Martha Faust** by email or phone **651-358-4341**.

Critical Corridors Pre-Development Planning

Grant Guidelines

Purpose

The Critical Corridors Pre-Development Planning Grant assists local communities in preparing for public improvements and equitable redevelopment within transit, economic and cultural corridors. Land use development patterns and associated infrastructure have a strong relationship to greenhouse gas emissions, public health indicators, racial disparities and economic resiliency. Transforming critical corridors within Ramsey County from mainly auto-oriented areas to more compact, walkable environments can create greater connectivity between housing, jobs, and destinations, while enhancing pedestrian access and safety.

Eligible Applicants

Cities, housing authorities, economic development authorities, port authorities, watershed districts and community-based nonprofit organizations in Ramsey County.

Eligible Activities

- Small area plans
- Corridor plans
- Station area plans
- Redevelopment feasibility or market analyses (including "Missing Middle" housing analysis).
- Infrastructure planning and conceptual designs including:
 - Pedestrian and bike connections.
 - Public realm improvements.
 - walking-oriented development.
 - 'Safe Routes to Transit' plans to enhance safe pedestrian access to transit.
 - District energy/stormwater system plans.
- Land use and/or zoning studies to reduce minimum parking standards and increase land use intensification within transit corridors.
- Equitable development policy and/or plan development (including inclusive housing policy).



Ineligible Activities

- Capital costs and equipment.
- Road-centric planning, activities related to redesigning County roads.
- General sewer or water infrastructure planning.
- Traffic or parking studies not corresponding to parking reduction goals.
- Site plans.
- Soft costs (architectural, appraisals).

Funding

Maximum anticipated award is \$50,000, per project. Projects must be completed by December 31, 2023. Activities completed prior to grant award are not eligible for reimbursement.

Strategic and Selection Priorities

- Actions leading to intensification of land use emphasizing pedestrian environment and transit service.
- Actions encouraging multi-family zoning/development.
- Actions improving pedestrian and/or bike environments, safety, and access.
- Actions likely to catalyze surrounding development with non-displacement of current residents.
- Parity in funding between projects in Saint Paul and suburbs.

Application Process

Applications will be accepted via ZoomGrants between Monday August 29, 2022 and Wednesday, September 28, 2022. To access the application, visit ramseycounty.us/CriticalCorridors.

Applications should include:

1. Ramsey County Pre-development Planning Grant application.
2. Map of proposed project area.
3. Letters indicating community support.

Funding decisions are anticipated in November 2022. Potential applicants are encouraged to contact Martha Faust at martha.faust@ramseycounty.us or [651-358-4341](tel:651-358-4341) to discuss their project before applying.

Local Government Resolution of Support

A city council resolution must be adopted to receive Ramsey County Pre-Development Planning funding. This resolution must be submitted if funds are awarded (anticipated in November 2022), but if it is not possible to obtain by the application deadline, then a letter of support from city planning/economic development staff may be submitted in its place.

Application Evaluation

Ramsey County seeks to address racial equity and ethnic-based disparities where all residents can experience fair outcomes including the highest level of health, wellbeing, and opportunities for advancement and growth. Please review the Ramsey County [Economic Competitiveness and Inclusion Plan](#), [Equitable Development Framework](#), [Strategic Plan](#), [Bike and Pedestrian Plan](#) and [All Abilities 2050 Transportation Plan](#) for the County's goals and priorities.

When determining funding awards, the County will prioritize proposals that best meet the County's planning goals and priorities while aligning with local community priorities. Applications will be reviewed by a committee consisting of Ramsey County [Community & Economic Development](#) staff and other reviewers as deemed necessary.

Contracting and Reporting

Ramsey County will contract directly with grantees for the portion of the proposed work covered by the grant award. All grantees are required to submit a final report summarizing the project process, outcomes and impacts of completed work. Receiving funds through this program does not guarantee that future capital funding will be made available.

Critical Corridors

Development & Infrastructure

Grant Guidelines

Purpose

The Ramsey County Development & Infrastructure Grant funds inclusive redevelopment and public infrastructure within transit, economic and cultural corridors. The program supports efficient land use and compact built form to enhance connectivity between housing, jobs, retail and services, while creating walkable environments.

Eligible Applicants

Developers (for-profit or non-profit), government agencies and related development authorities.

Eligible Activities

- Extraordinary costs of housing, commercial or mixed-use redevelopment projects
 - o Clearing acquired property and installation of streets, utilities and other site improvements (in conjunction with the redevelopment project)
 - o Public realm improvements or amenities (accessible to the public on private property).
 - o Stormwater management.
 - o Geotechnical soil correction.
 - o Building & related structures removal through demolition, deconstruction or moving (demolition, destruction, removal, and clearance of all structures and other improvements on the project site).
 - o Parking removal in redevelopment (resulting in a net decrease of at least 10% of parking)
- Public site infrastructure improvements (water and sewer, standard sidewalks, standard exterior public lights, etc.).
- Projects not associated with a development project must be comprehensive (not just a single sidewalk or street light, for example).
- Strategic property acquisition. Eligibility limited to agencies preserving sites for future transit-oriented/higher density development.



Ineligible Activities

- Building Construction or Renovation.
- Environmental Remediation (soil/groundwater).
- Streetscaping/Landscaping.
- Tenant relocation costs.
- Tenant improvements.
- Soft Costs (performance bonds, insurance, etc.)
- Contingencies.
- Administration.

Funding

Maximum anticipated award is \$500,000, per project. Funds must be expended by December 31, 2024. Activities completed prior to grant award are not eligible for reimbursement.

Strategic and Selection Priorities

- Project feasibility and readiness.
- Increase in affordable housing units.
- Increase in jobs.
- Increase in property taxes.
- Acts as a catalyst for surrounding redevelopment without displacement of existing residents.
- Intensifies land use emphasizing pedestrian environment and transit service.
- Improves pedestrian safety and access.
- Sustainability impacts.

Application Process

Applications will be accepted via ZoomGrants between August 29, 2022 and Wednesday, September 28, 2022. To access the application, visit ramseycounty.us/CriticalCorridors.

Applications should include (See application for complete requirements):

1. Ramsey County Development & Infrastructure Grant application.
2. Map of proposed project area.
3. Proposed site plan layout or renderings.
4. Financial proforma.
5. Project schedule.
6. Waste management plan (if applicable)
 - Applicants who are requesting funds for building demolition/deconstruction must submit a detailed waste management plan. Please contact Ramsey County Environmental Health prior to application to confirm pre-demolition inspection requirements by contacting Mindy Stepnick at mindy.stepnick@ramseycounty.us or 651-266-1186.
7. Letters indicating community support.

Funding decisions are anticipated in November 2022. Potential applicants are encouraged to contact Martha Faust at martha.faust@ramseycounty.us or 651-358-4341 to discuss their project before applying.

Local Government Resolution of Support

A city council resolution must be adopted to receive Ramsey County Development & Infrastructure funding. This resolution must be submitted if funds are awarded (anticipated in November 2022), but if it is not possible to obtain by the application deadline, then a letter of support from city planning/economic development staff may be submitted in its place.

Application Evaluation

Ramsey County seeks to address racial equity and ethnic-based disparities where all residents can experience fair outcomes including the highest level of health, wellbeing, and opportunities for advancement and growth. Please review the [Ramsey County Economic Competitiveness and Inclusion Plan](#), the [Equitable Development Framework](#) and the [Ramsey County Strategic Plan](#) for the County's goals and priorities.

When determining funding awards, the County will prioritize proposals that best meet the County's planning goals and priorities while aligning with local community priorities. Applications will be reviewed by a committee consisting of [Ramsey County Community & Economic Development](#) staff and other reviewers as deemed necessary.

Contracting and Reporting

Ramsey County will contract directly with grantees for the portion of the proposed work covered by the grant award. All grantees are required to submit a final report summarizing the project process, outcomes and impacts of completed work. Receiving funds through this program does not guarantee that future capital funding will be made available.

Critical Corridors

Commercial Corridor Initiative

Grant Guidelines

Purpose

The Commercial Corridor Initiative Grant supports Ramsey County's suburban small business economy by investing in pathways to BIPOC entrepreneurship and in thriving main streets and business districts.

Eligible Applicants

Suburban cities and associated development authorities.

Eligible Activities

- Business recruitment activities.
- Establishment of small-business incubators.
- District-wide marketing, branding, and/or promotion initiatives, including initiatives that are in response to impacts from large-scale public infrastructure projects.
- District-wide planning and design.
- Design and/or implementation of wayfinding, street furniture or other public realm enhancements
- Building facade improvements.
- Technical assistance for commercial corridor initiatives or individual businesses. Includes but not limited to: special service district or business-association establishment; financial, legal, or tax-related services; merchandising, marketing, and social media assistance.

Ineligible Activities

- Redevelopment feasibility or market analyses.
- Land use plans (small area plans, corridor plans, and/or station area plans).
- Land use/zoning studies.
- Parking lot improvements.
- Activities for sites without public frontage.
- Activities that benefit a single business.



Funding

Maximum anticipated award is \$50,000, per project. Projects must be completed by December 31, 2023. Activities completed prior to grant award are not eligible for reimbursement.

Strategic and Selection Priorities

- Suburban Ramsey County – priority commercial corridors as defined by cities.
- Activities directed to improving conditions for job creation and BIPOC entrepreneurship.
- Actions directed to improving coordination among businesses.
- Actions that improve sense of place and/or pedestrian access within important commercial corridors.
- Actions that show a strong connection to the Ramsey County Economic Competitiveness & Inclusion Plan (I.e., creation of small business incubators).
- Demonstrated need for financial assistance.
- Organizational capacity and plan to accomplish project objectives.
- Support from businesses and property owners
- For façade improvement projects:
 - o How the initiative would be administered, including a description of the process and criteria for sub-awarding funds.
 - o Timing of grant disbursement to complete façade improvements.
 - o Leverage requirements, and
 - o Proof of landlord approval and that business is current on property taxes.

Application Process

Applications will be accepted via ZoomGrants between Monday, August 29, 2022 and Wednesday, September 28, 2022. To access the application, visit ramseycounty.us/CriticalCorridors.

Applications should include:

1. Ramsey County Commercial Corridors Initiative grant application.
2. Map of proposed project area.
3. Letters of support from city and affected business owners.

Funding decisions are anticipated in November 2022. Potential applicants are encouraged to contact Martha Faust at martha.faust@ramseycounty.us or [651-358-4341](tel:651-358-4341) to discuss their project before applying.

Application Evaluation

Ramsey County seeks to address racial equity and ethnic-based disparities where all residents can experience fair outcomes including the highest level of health, wellbeing, and opportunities for advancement and growth. Please review the Ramsey County [Economic Competitiveness and Inclusion Plan](#), [Equitable Development Framework](#) and [Strategic Plan](#) for the County's goals and priorities.

When determining funding awards, the County will prioritize proposals that best meet the County's goals and priorities while aligning with local community priorities. Applications will be reviewed by a committee consisting of Ramsey County [Community & Economic Development](#) staff and other reviewers as deemed necessary.

Contracting and Reporting

Ramsey County will contract directly with grantees for the portion of the proposed work covered by the grant award. All grantees are required to submit a final report summarizing the project process, outcomes and impacts of completed work. Receiving funds through this program does not guarantee that future capital funding will be made available.

WASTE MANAGEMENT PLAN

Company:

Project:

Designated Recycling Coordinator:

Waste Management Goals:

- ☐ This project will recycle or salvage for reuse ____% [e.g. 75%] by weight of the waste generated on-site.

Communication Plan:

- | | |
|--------------------------|--|
| <input type="checkbox"/> | |
| <input type="checkbox"/> | |
| <input type="checkbox"/> | |
| <input type="checkbox"/> | |
| <input type="checkbox"/> | |

Expected Project Waste, Disposal, and Handling:

The following charts identify waste materials expected on this project, their disposal method, and handling procedures.

Deconstruction/Demolition Phase

Material	Quantity	Disposal Method	Handling Procedure

Construction Phase

[illegible]

Agenda Section:	VI
Item:	1
Report Date:	9/1/22
Commission Meeting Date:	9/7/22

REQUEST FOR COMMISSION CONSIDERATION

ITEM DESCRIPTION: Business Outreach Update
DEPARTMENT HEAD'S APPROVAL:
CITY MANAGER'S APPROVAL:
No comments to supplement this report ____ Comments attached ____

15.99 Deadline: None

Recommendations: Discuss Commissioner and Staff updates regarding the Business Outreach Program, ask questions and provide feedback/ direction on next steps.

- History:**
- EDC has previously provided direction on proposed outreach techniques and suggested creation of quarterly newsletter and contacting business's directly
 - Quarterly newsletter has been created and is developing its 4th issue.
 - Business Visit Form Questionnaire has been created.

Financial Impact: ▪ None

Summary: This item will be broken down into 3 components:

1. Update the Commissioners on the status of the outreach program
2. Review the current Business Visit Questionnaire
3. Review the recent Newsletter

Attachments: 1) *Current Business Visit Questionnaire*
2) *Quarterly Newsletter Issue: 3*



Carl Gillies
DCAD Tech

Date of Visit _____

Company Name _____

Address _____

Your Name/Role _____

Email(s) _____

Number of Employees _____ How Long in Business _____ You've Been Here _____

Describe Your Business' Products/Services _____

Your Suppliers/Vendors/Partners _____

Your Competitors _____

Describe Your Main Business Challenges _____

How Can the City Help/Aid with These Challenges _____

Tell us About Your Successes _____

Thoughts on Diversity, Equity & Inclusion _____

Liaison Program? _____ Tour? _____ Workforce Development? _____ Legislative Issues? _____

Local Business Spotlight Candidate? _____

Are you Familiar with your Local Chamber of Commerce? _____

BUSINESS SPOTLIGHT

Cap Carpet



Every quarter the city would like to highlight a different business in our community. If you're interested in highlighting your business in our newsletter please contact [Carl Gillies](#) with a picture and short blurb about your company. This quarter we're spotlighting Cap Carpet located off of 1st Ave NW.

Since opening their doors in 1980, Cap Carpet has built a team of honest, genuine, hardworking folks who put their customer's needs and desires above all else. Exceeding customer expectations from the minute they walk into the showroom all the way through professional installation is at the core of their business model, and they pride themselves on listening to customers and giving 100% hands-on attention to each and every job.

Cap Carpet understands that home improvements and remodeling decisions can be overwhelming for their customers, so they seek to eliminate stress by providing the largest selection of services and products all under one roof. A 7800 sq. ft. showroom and 9200 sq ft. warehouse hold the "best selection of inventory in town" on everything from stock carpets to sheet vinyls to luxury vinyl tile and wood look planks. Their extensive inventory coupled with great prices and exceptional service have built a strong business of repeat customers and extensive referrals. Check out Cap Carpet for your next remodel project as they promise you will not leave disappointed.

WHAT'S NEW IN NEW BRIGHTON?

Stockyard Days! August 8–16

After 40 years of hosting the New Brighton stockyard days, the board of directors of Stockyard Days, inc. decided that their run of planning and managing a community event as large as Stockyard Days had to come to a close. The good news is the New Brighton Lions Club stepped forward and with their belief that New Brighton residents deserves a dynamic, fun and community building event, they have accepted the opportunity to plan the event going forward.

Calendar of Events

August 8 – Golf Tourney
August 8-14 – Medallion Hunt
August 13 – 15 Long Lake Park Events
August 14 – Grand Parade, Antique Car Run, Fireworks
August 15 – Duck Race, Button Raffle, NB Idol
August 16 – Ambassador Coronation



*Dates subject to change, visit www.stockyarddays.org for the latest information

Upcoming Meetings

August 16, 2022

Planning Commission
6:30 PM (Hybrid)

August 18, 2022

Equity Commission
7:30 PM (Hybrid)

August 23, 2022

City Council Worksession
5:00 PM (Hybrid)

September 7, 2022

Economic Development
Commission 7:30 AM (Hybrid)



Oaks Landing – Grand Opening

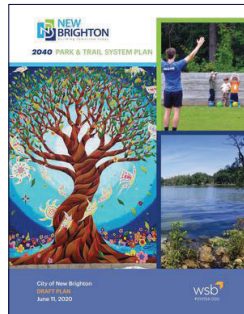
The build out of Midtown Village is finally complete! As of July, the City's newest senior living community, Oaks Landing, opened its doors and is now providing 204 below market rate apartments to area seniors (55+) who want to live in an active, interesting, and entertaining environment. Oaks



Landing residents can take advantage of a maintenance-free lifestyle, relax in their upscale apartment, and discover a wealth of new activities both within the building and the surrounding area. Every apartment-home features energy efficient Energy Star kitchen appliances, a full-size washer & dryer, real granite countertops, 9-foot ceilings, walk-in closets, a balcony or patio, carpeted bedrooms, a kitchen pantry, and hard-wood cabinets. Units are sure to fill up fast, so qualifying individuals are encouraged to inquire as soon as possible at www.oakslandingapts.com

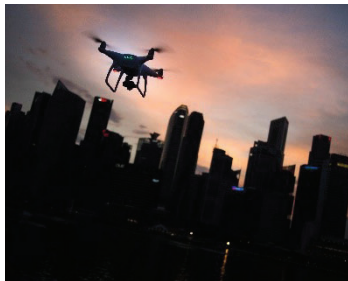
Park Improvement Projects are Starting!

In 2020, the City of New Brighton approved the 2040 Park & Trail System Master Plan to guide community park investments over the next few decades. The Master Plan is the culmination of a community-involved planning and design process which identified recommended improvements to the park and trail system to address current and anticipated needs of the community. The City is now undertaking the first steps of implementing plan recommendations with an investment into Sunny Square Park, and additional projects will begin to take shape later this year. You can review the approved plan in the link below or visit our project map for additional information: <https://wsb.mysocialpinpoint.com/nbparks>



Public Safety Drone Program

The New Brighton Public Safety department is exploring the use of drones to enhance public safety. To find out more, and to find out how you can provide feedback on the process, please take a look here: <https://www.newbrightonmn.gov/droneprogram>



Funding Opportunities

- [Open to Business Small Business Loan Program](#)
- [Small Business Association Covid-19 Relief Options](#)

Economic Development Commission

- [Bob Benke](#)
- [Harry Carter](#)
- [Anthony Pledger](#)
- [Jacqui Sauter](#)
- [Paul Zisla](#)
- [Faycal Belkhous](#)
- [Mike Murlowski](#)
- [Michele Norman](#)
- [Victoria Prasek](#)

Let Us Help You!

Are you thinking about expanding? Moving? Hiring? The City is in contact with people every day who are looking to sell property, rent space, or relocate their family to the City, and we may be in a position to help you make a connection that could otherwise be missed. We'd love to have the opportunity to participate in your success, and will happily forward prospects your way – just let us know your needs so we can work on your behalf.

If your business is interested in being partnered with one of the commissioners to help your business reach its goals please [click here](#) to sign up for our new business liaison program.



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