

**AGENDA**  
**Planning Commission**  
**In-Person / Electronic Meeting**

**New Brighton City Hall; 803 Old Hwy 8 NW**  
**Upper Level Conference Room and via Zoom**  
**October 18, 2022 | 6:30 p.m.**

- **Attend the meeting in Person:** Members of the public and the Planning Commission may attend the meeting in person. Attendees required to wear masks and comply with social distancing parameters regardless of vaccination status.
- **Join the meeting electronically:** Members of the Planning Commission may attend the meeting remotely pursuant to MN Statutes 13D.021. If you need to interact with our public officials or staff but are not comfortable or able to attend the meeting in person, please join the meeting electronically by clicking (no app needed): <https://us02web.zoom.us/j/89862402361?pwd=MWtPelRNTGt2RmR2TktwSkM0R1VHdz09> (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\***

- |                               |                              |
|-------------------------------|------------------------------|
| ▪ Chair Todd Biedenfeld       | ▪ Commissioner Tim McQuillan |
| ▪ Vice Chair Jeanne Frischman | ▪ Commissioner Eric Nelsen   |
| ▪ Commissioner Liza Allen     | ▪ <vacant position>          |
| ▪ Commissioner Youssef Enanaa |                              |

**III. Approval of Agenda**

**IV. Approval of the September 20, 2022 Minutes**

**V. Report from City Council Liaison**

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

## **VI. Public Hearings**

- 1. Comprehensive Plan Amendment:** Updates to Chapter 6 of the Comprehensive Plan to update maps and language for consistency with the Met Council's recently adopted 2040 Transportation Policy Plan (TPP) which guides regional transportation projects and policies throughout the metro.
- 2. Ordinance 893 – Mixed Use Zoning Districts:** Updates to Chapter 6 of the Zoning Code to create new mixed use zoning districts to govern land development in areas guided for Mixed Use Neighborhood and Mixed Use Regional by the City's 2040 Comprehensive Plan.

## **VII. Business Items**

## **VIII. Adjournment**





**MINUTES  
PLANNING COMMISSION  
September 20, 2022 City Hall  
Council Chambers 6:30 p.m.**

**I. Call to Order**

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

**II. Roll Call**

Members Present.....Commissioners Todd Biedenfeld, Youssef Enanaa, Jeanne Frischman, and Eric Nelsen

Members Absent.....Commissioners Tim McQuillan and Liza Allen

Also Present .....Ben Gozola – Assistant Director of Community Assets and Development, and Abdullahi Abdulle-Councilmember

**III. Approval of Agenda**

**Motion by Commissioner Frischman, seconded by Commissioner Nelson, to approve the September 20, 2022 agenda as presented.**

**Approved 4-0.**

**IV. Approval of Minutes**

**Minutes from May 17, 2022**

**Motion by Commissioner Frischman, seconded by Commissioner Enanaa, to approve the May 17, 2022 meeting minutes as presented.**

**Approved 4-0.**

## **V. Report from City Council Liaison**

Councilmember Abdulle provided the Commission with an update from the City Council. He explained the Council had approved a new speed limit for residential streets which was now 25 miles per hour. He reported the City would be doing an educational campaign to make the community aware of the change. He commented on the Silver Lake Road visioning process and thanked staff for their work on this project.

## **VI. Public Hearing**

### **(A) Preliminary Plat, Final Plat, and Variance Requests: Request from Jacob Pletscher to subdivide the property at 546 Old Highway 8 SW (PID 32-30-23-31-0086) into two parcels. Specific requests to be reviewed include a Preliminary Plat, Final Plat and Variances from the lot width requirement for each lot.**

Assistant Director of Community Assets and Development Gozola reported Jacob Pletscher is seeking authorization to subdivide his property at 546 Old Highway 8 into two parcels. Each parcel will need a 10' variance from the R-2 lot width requirement at the building setback. The existing home will remain on proposed Lot 2 in conformance with code requirements, and proposed Lot 1 will become a vacant lot eligible for construction of a single family or duplex home. Staff provided further comment on the request and recommended approval of the Preliminary Plat, Final Plat and Variances, based on the findings of fact and subject to the following conditions:

1. Engineering comments in the 9/12/22 Engineering Memo shall be addressed.
2. If a duplex is eventually built on Lot 1, both units shall share a single access point onto Old Highway 8 via a shared driveway setup.
3. The final plat must be updated to show required drainage and utility easements prior to the City signing the final mylars.
4. To avoid future excavations within the new street section of Old Highway 8, the owner shall coordinate the installation of new sewer and water services to Lot 1 with the proposed Old Highway 8 construction project in as much as possible.
5. A curb cut permit will be required for any proposed driveway to Lot 1. Any curb and gutter modifications shall be coordinated with the City during the upcoming improvements to Old Highway 8.
6. Grading conditions:
  - a. A site grading plan shall be required as part of the building permit process. The applicant is advised to consider revising site grades to create a drainage swale and emergency overflow ( $\pm 930.00$ ) along the south property line of proposed Lot 1. DCAD

staff shall have the authority to approve or deny the final drainage solution between Lots 1 & 2.

- b. Future building plans for Lot 1 shall include lowest opening elevations for the proposed structure(s). A low floor opening elevation of 931.50 or above is recommended.
  - c. Additional site grading on Lot 2 should be strongly considered to provide additional protection to the lowest opening of the existing house.
  - d. Tracking of dirt into Old Highway 8 shall be monitored and addressed in a timely manner, or the developer must agree to paying for street sweeping services when directed to do so by the City.
- 7. All utilities (i.e. telephone, electric, gas service lines, etc.) are to be placed underground in accordance with the provisions of all applicable City ordinances.
  - 8. Lighting shall not shine directly into the public right-of-way or onto any adjacent residential lot.
  - 9. Reference monuments shall be placed in the subdivision as required by state law
  - 10. Prior to initiating future construction activities, the applicant shall confirm with the RCWD that no permit is still needed based on any factors that were unknown at the time of this plat review (i.e. engineering ultimately requires regrading of the rear yards to address drainage concerns). If a permit is needed at that time, it must be acquired by the applicant prior to the building permit being issued.
  - 11. The applicant shall have the final plat reviewed by Ramsey County for needed changes prior to production of final mylars for signature. Changes requested by Ramsey County can be administratively approved by staff.
  - 12. The applicant shall supply a title opinion to the City for legal review, and shall make any required updates to the Final Plat as required by the City Attorney to address legal concerns.
  - 13. The applicant shall pay a park dedication fee of \$3650 to the City prior to the City signing the final plat.

Commissioner Frischman asked why the sewer was installed with a "Y" for this lot. Assistant Director of Community Assets and Development Gozola explained this may have been done because it made sense that something would occur on the extra lot.

Commissioner Frischman questioned if this property was ever zoned R-1. Assistant Director of Community Assets and Development Gozola commented most are taxed as single family homes, but noted some or duplexes. He stated a changed could have occurred over the past 20 or 30 years given the fact this was a highly traveled road, but he was uncertain if this happened.

Commissioner Frischman inquired if it was feasible for a shared driveway to be considered between Lot 1 and Lot 2 if a duplex were considered given the fact these cars would be backing onto a very busy roadway. Assistant Director of Community Assets and Development Gozola stated Condition 2 would require a duplex to have a shared driveway.

Commissioner Frischman asked if the City could require the applicant to have a turnaround on the property to assist cars in safely accessing Old Highway 8. Assistant Director of Community Assets and Development Gozola stated this could be added to a condition. He stated he would recommended this condition be added in a case like this.

Commissioner Frischman questioned if the City always went to the highest use to calculate park dedication fees. Assistant Director of Community Assets and Development Gozola indicated this was not always the case. He reported park dedication fees were guided by the Comprehensive Park Plan and the guided vision for parks.

Chair Biedenfeld asked if the second lot had a curb cut. Assistant Director of Community Assets and Development Gozola reported the second lot does have a curb cut.

The Public Hearing was opened at 6:56 p.m.

Jacob Pletscher, 546 Old Highway 8 SW, explained all of the lots along Old Highway 8 were set up to be divided over time. He reported his uncle never decided to subdivide, but had the sewer set up and a curb cut added. He stated his great aunts and grandpa all split their lots. He indicated most of the multi-family homes were in his family and most were pretty tight.

**Motion by Commissioner Frischman, seconded by Commissioner Enanaa to close the Public Hearing.**

**Approved 4-0.**

Commissioner Frischman recommended that if a duplex is pursued that a turnout be required.

Chair Biedenfeld questioned if the Commission would be overstepping if this condition were added. He stated he was uneasy about including this language.

Commissioner Enanaa indicated this concern was addressed in Condition 2.

Commissioner Nelson inquired if the Commission would then be required to include this for every property moving forward.

Assistant Director of Community Assets and Development Gozola suggested a condition be added to read: Recommend the future builder on Lot 1 work with Public Safety on proper turn around facilities for safe ingress and egress onto Old Highway 8. The Commission supported this recommendation.

Chair Biedenfeld asked if the applicant supported the addition of this condition. Mr. Pletscher stated he thought this was a smart addition.

**Motion by Commissioner Frischman, seconded by Commissioner Nelson, to recommend the City Council approve the requested preliminary plat, Pletschers Addition Final Plat, and lot width variances for the subdivision of land at 546 Old Highway 8 based on the findings of fact and subject to the conditions listed in the staff report with the addition of Condition 14 to read: Recommend the future builder on Lot 1 work with Public Safety on proper turn around facilities for safe ingress and egress onto Old Highway 8.**

**Approved 4-0.**

## **VII. Business Items**

### **(A) Site Plan Review: Pletchers' Greenhouse Addition at 641 Old Highway 8 – PID 32-30-23-43-0014.**

Assistant Director of Community Assets and Development Gozola reported Jacob Pletscher from Pletschers' Greenhouses, is seeking to replace a current retail greenhouse with a larger, more modern, retail greenhouse. Staff provided further comment on the request and recommended approval of the Site Plan Review, based on the findings of fact and subject to the following conditions:

1. Engineering comments in the 9/12/22 Engineering Memo shall be addressed.
2. Construction of the proposed greenhouse addition and related sidewalk/driveway improvements shall be coordinated with the City to ensure site grades are matched with the upcoming Old Highway 8 reconstruction project.
3. Utilities shall be shown on the future building permit plans.
4. The proposed retaining wall shall be engineered and approved by a professional engineer prior to installation.
5. The new addition shall be required to meet all building code requirements for fire protection as determined by the Building official at the time of permit review.
6. All lighting shall be directed downward and installed so as to prevent direct light from being detectable at the lot line; lighting is also not to shine directly into the public right-of-way or adjacent residences.
7. The applicants shall obtain authorization from the RCWD for their site plan and the proposed improvements.
8. Signage updates shall be reviewed and approved through the City's standard sign permit process.

Commissioner Frischman stated she was delighted to see this local business expanding in the community. She questioned if there was a potential for overflow parking to go onto Campus Drive. Jacob Pletscher, 641 Old Highway 8, stated this could be considered in a future phase for the property.

Commissioner Frischman commented she supported the proposed project.

Chair Biedenfeld agreed and stated he was happy to see this business expanding in New Brighton. He asked if the applicant supported the proposed conditions. Mr. Pletscher reviewed the eight conditions and stated he supported the conditions as recommended.

**Motion by Commissioner Frischman, seconded by Commissioner Enanaa, to recommend the City Council approve the proposed site plan based on the findings of fact and conditions listed in the staff report.**

**Approved 4-0.**

#### **VIII. Adjournment**

**Motion by Commissioner Nelson, seconded by Commissioner Enanaa, to adjourn the meeting.**

**Approved 4-0.**

**Meeting adjourned at 7:20 PM**

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Ben Gozola". The signature is stylized with a large, looped "B" and a cursive "G".

Ben Gozola

Assistant Director of Community Assets and Development



<b>Agenda Section:</b>	VI
<b>Item:</b>	1
<b>Report Date:</b>	10/13/22
<b>Meeting Date:</b>	10/18/22

**REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY**

**ITEM DESCRIPTION: Comprehensive Plan Amendment:** Updates to Chapter 6 of the Comprehensive Plan to update maps and language for consistency with the Met Council’s recently adopted 2040 Transportation Policy Plan (TPP) which guides regional transportation projects and policies throughout the metro.

**DEPARTMENT HEAD’S APPROVAL:** CGS

**CITY MANAGER’S APPROVAL:** \_\_\_\_\_

**Action Requested:** ☒ Public Hearing ☐ Motion ☐ Discussion ☐ Informational

**Form of Action:** ☒ Resolution ☐ Ordinance ☐ Contract/Agrmnt ☐ N/A ☐ Other

**Votes Needed:** ☒ Majority (3 votes) ☐ Super Majority (4 votes) ☐ Unanimous ☐ N/A

**Summary Statement:**

- The Metropolitan Council recently revised and updated two of their primary regional planning documents: the **2040 Transportation Policy Plan** and the **2040 Regional Parks Policy Plan**. New system statements were issued to every community in the metro to identify how these new plans may impact existing comprehensive plans.
- While updates are not being mandated by the Met Council, the proposed changes in this amendment will bring the City’s comprehensive plan into compliance with the new regional planning documents (which would be required during the next decennial update anyway). None of the proposed updates have any impact on planned development or goals currently listed in the 2040 Comprehensive Plan.
- No adjacent jurisdiction review is needed as all changes simply reflect new information in the regional planning documents.
- Completing this update demonstrates the City’s commitment to the Comprehensive Planning process, and could help differentiate New Brighton from other communities when pursuing future funding opportunities through the Metropolitan Council.

<b><u>Recommendation(s):</u></b>	<ul style="list-style-type: none"> <li>▪ <b>Approval of the proposed minor updates.</b></li> </ul>
<b><u>Applicable Deadlines:</u></b>	<ul style="list-style-type: none"> <li>▪ By State Statute, metro area Cities are required to complete comprehensive plan updates within nine months of receiving a new system statement from the Metropolitan Council. In this case, the Met Council has indicated updates (while encouraged and appreciated) will be considered optional.</li> </ul>
<b><u>Legislative History:</u></b>	<ul style="list-style-type: none"> <li>▪ 2040 Comprehensive Plan approved in 2019</li> <li>▪ Plan updated in 2021 to provide additional allowances for residential densities in the Mixed Use Regional Land use classification.</li> </ul>
<b><u>Strategic Priority:</u></b> <input type="checkbox"/> Sustainable & Reliable Infrastructure <input type="checkbox"/> Operational Effectiveness <input type="checkbox"/> Environment & Sustainability <input type="checkbox"/> Diversity, Equity, & Inclusion <input checked="" type="checkbox"/> Livable Community <input type="checkbox"/> N/A	
<b><u>Financial Impact:</u></b> Is there a financial consideration? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes: \$ _____ <b>Financing Sources:</b> <input type="checkbox"/> Budgeted <input type="checkbox"/> Budget Modification <input type="checkbox"/> New Revenue <input type="checkbox"/> Use of Reserves <input type="checkbox"/> Other	
<b><u>Attachments:</u></b>	1. <i>Staff Report</i> 2. <i>2022 System Statement</i> 3. <i>Proposed Council Resolution</i>



Ben Gozola, AICP  
Assistant Director of Community Assets and Development

To: **Planning Commission**

From: Ben Gozola, *Assistant Director DCAD*

Meeting Date: **10-18-22**

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### **INTRODUCTION/BACKGROUND**

The Metropolitan Council recently revised and updated two of their primary regional planning documents: the **2040 Transportation Policy Plan** and the **2040 Regional Parks Policy Plan**. Following the adoption of new or amended regional plans like these, the Met Council will then issue “System Statements” to every community in the metro to identify how changes to the regional plan(s) may need to be reflected in local comprehensive plans. By state law, communities then have nine months to review their comprehensive plan to make sure they are consistent with regional planning documents.

On September 30<sup>th</sup>, all communities in the metro received a 2022 System Statement prompting a review of local Comprehensive Plans. The proposed amendment would make minor changes to Chapter 6: Transportation to address inconsistencies with the new regional plans.

### **REGIONAL PLAN UPDATES (SUMMARY)**

The complete 2022 system statement can be viewed in its entirety by referring to Attachment #1. In summary, the following updates will need to be made to the City’s existing Comprehensive Plan:

- **ISSUE #1: References to an I-35W north transit way under an “increased revenue scenario” must be removed as that alignment is no longer being considered.**
- PROPOSED UPDATES: The increased revenue scenario impact on transit ways are only discussed under the heading of Future Conditions on page 6-90. The following changes are proposed:

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### **Future Conditions**

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

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

According to the 2040 Transportation Policy Plan (as updated in 2022), there are no Transitways planned to serve New Brighton under the Current Revenue Scenario or the Increased Revenue Scenario. New Brighton will need to advocate for transit investments within the metropolitan region, especially as planned redevelopment provides nodes of housing, commercial, and employment opportunities which could support and demand such investments. ~~According to the 2040 Transportation Policy Plan, no Transitways are planned to serve New Brighton under the Current Revenue Scenario. The Increased Revenue Scenario does show the possibility of a Transitway along I-35W; however, no Transitway stations would be located within New Brighton proper. In either scenario, New Brighton will want to advocate for the city to continue to be connected by transit investments within the metropolitan region, especially as redevelopment provides nodes of housing, commercial, and employment opportunities.~~

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- **ISSUE #2: The Roadway Functional Classifications map needs to be updated to reflect changes & additions to roadway classifications identified in the updated 2040 Transportation Policy Plan.**
- PROPOSED UPDATES: Figure 6-7. Existing Functional Classifications, must be updated to match the roadway classifications assigned by the new plan. After comparing both maps, staff has confirmed that this map update will mainly add additional roads to the functional classification system. Three existing roadways will have their classifications changed as indicated.

Proposed **additions** include:

- Mississippi Street (from Silver Lake Road to Long Lake Road) – added as a Minor Collector
- Innsbruck Drive (from Silver Lake Road to City’s western boundary) – added as a Minor Collector
- Silver Lane/16<sup>th</sup> Ave SW (from Silver Lake Road to CR E) – added as a Minor Collector
- Foss Road (from Old Hwy 8 to City Boundary) – added as a Minor Collector
- 8<sup>th</sup> St NW (from 7<sup>th</sup> St NW to 1<sup>st</sup> Ave NW) – added as a Minor Collector
- 1<sup>st</sup> Ave NW (from 8<sup>th</sup> St NW to 10<sup>th</sup> St NW) – added as a Minor Collector
- 1<sup>st</sup> St NW & 5<sup>th</sup> Ave NW (from Old Hwy 8 to CR E2) – added as a Major Collector

Proposed **changes** include:

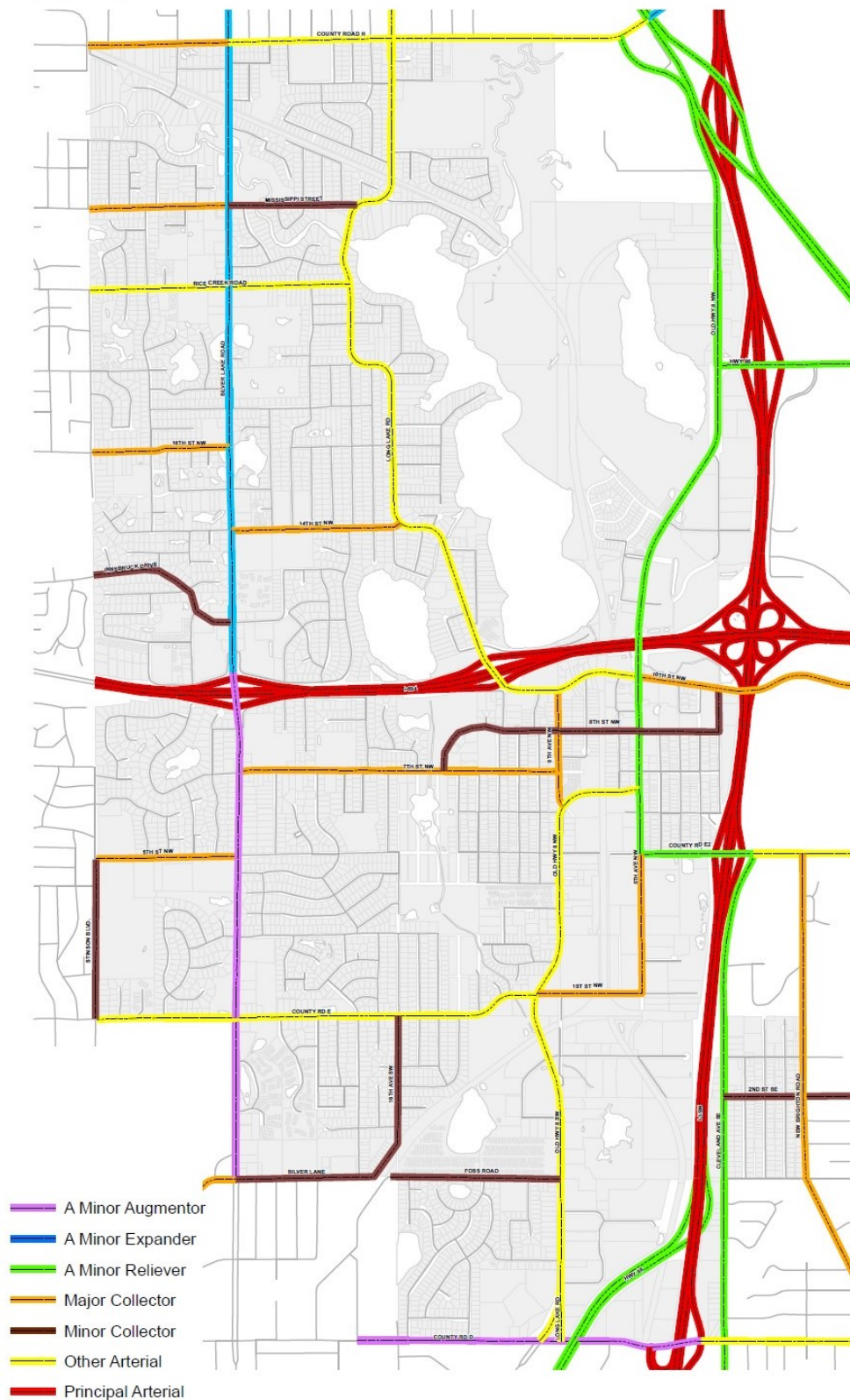
- Stinson Boulevard (from County Road E West to 5<sup>th</sup> St NW) – changed from “other arterial” to “Minor Collector”
- 2<sup>nd</sup> St NE (from Cleveland Ave SE to City Boundary) – changed from “other arterial” to “Minor Collector”
- New Brighton Road (from north City Boundary to south City Boundary) – changed from “other arterial” to “Major Collector”





**NEW**  
**Figure**  
**6-7**

Figure 6-7. Existing Functional Classifications  
 Updated: Oct. 2022



- PROPOSED UPDATES: In addition to the map update, the following text and table changes will also be needed to pages 6-94 and 6-96 to address Issue #2.

## Functional Classification

The Metropolitan Council classifies roadways using a hierarchical classification scheme. This scheme has four general classifications: principal arterial, minor arterial, collectors, and local streets. Table 6-1 lists the [New Brighton](#) roads by functional [classification](#). ~~class.~~

### Principal Arterials

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

The two principal arterials located in New Brighton are I-35W and I-694. I-35W is located on the eastern edge of the City and runs north/south. It is ~~a six~~ [an eight-lane freeway through New Brighton \(six all purpose lanes with a Mn-PASS express lane serving each side. Interchange access points to I-35W are located](#) ~~with interchange access~~ at County Road 96, I-694, County Road E-2, and County Road D. I-694 runs east/west through the middle portion of the City. It is a six-lane freeway with interchange access at Silver Lake Road, Long Lake Road, and I-35W.

Table 6-1. New Brighton Road Functional Class

principal arterials	Minor arterials		Major Collectors	
» I-35 W	» County Road D	» County Road E2	» 1st Street Northwest	» 14th Street Northwest
» I-694	» County Road E	» 10th Street Northwest	» 5th Avenue Northwest	» 16th Avenue Southwest
	» County Road H	» Long Lake Road	» 5th Street Northwest	» 16th Street Northwest
	» Silver Lake Road	» Rice Creek Road	» 7th Street Northwest	» Silver Lane
	» Old Highway 8	» Highway 88	» 8th Avenue Northwest	» Foss Road
	» Cleveland Avenue	» Highway 96	» 8th Street Northwest	» <del>Stinson Boulevard</del>
	» New Brighton Road		» 9th Avenue Northwest	» <a href="#">New Brighton Road</a>
			» 10th Street Northwest	» Mississippi Street
				» Innsbruck Drive

### Minor Arterials

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

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

### *Collector Streets*

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

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

### *Local streets*

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

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

➤ **ISSUE #3: Text must be updated as needed to reflect completion of the I-35W reconstruction project and opening of the MnPASS lane.**

- PROPOSED UPDATES: Page 6-98 includes language to be updated as follows:



## Planned Changes to Roadway System

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

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

Programmed County roadway projects in the area are shown in Figure 6-9.

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## **RECOMMENDATION**

To bring the 2040 Comprehensive Plan into compliance with recently approved changes to the 2040 Regional Transportation Policy Plan, **staff is recommending approval of the changes outlined in this report.**

None of the proposed changes will have any impact on planned development, and will simply bring our plan into conformity with Regional planning documents as required by State Statute.

## **ATTACHMENTS:**

1. *2022 System Statement*
2. *Draft Council resolution*



September 30, 2022

Devin Massopust, City Manager  
City of New Brighton  
803 Old Hwy 8 NW  
New Brighton, MN 55112

**RE: 2022 System Statements**

Dear Devin Massopust,

The Metropolitan Council recently revised and updated the *2040 Transportation Policy Plan* and the *2040 Regional Parks Policy Plan*, which may require amendments to local comprehensive plans. The Metropolitan Council is now issuing system statements pursuant to State statute.

The system statement for your community, enclosed, shows how the changes to the Council's regional system plans affect your community specifically. Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and, as necessary, amend its comprehensive plan within the next nine months.

You also find an electronic version of your system statement on your Community Page in the Local Planning Handbook (<https://metro council.org/Handbook.aspx>). Additionally, system statements for all communities can be found on our website at <https://metro council.org/Communities/Planning/Local-Planning-Assistance/System-Statements.aspx>.

If you have questions about your system statement, please contact Eric Wojchik, the Council sector representative from our Local Planning Assistance staff assigned to work with your community, at 651-602-1330 or [eric.wojchik@metc.state.mn.us](mailto:eric.wojchik@metc.state.mn.us).

We look forward to working with you.

Sincerely,

A handwritten signature in blue ink, appearing to read "LisaBeth Barajas".

LisaBeth Barajas, Executive Director  
Community Development Division



# 2022 SYSTEM STATEMENT

**City of New Brighton**

September 30, 2022



# 2022 SYSTEM STATEMENT FOR CITY OF NEW BRIGHTON

*System Statement Issue Date: September 2022*

## Regional Development Plan Adoption

The Metropolitan Council recently revised and updated the *2040 Transportation Policy Plan* and the *2040 Regional Parks Policy Plan*. The Metropolitan Council is now issuing system statements pursuant to State statute. Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and, as necessary, amend its comprehensive plan within the next nine months.

## System Statement Definition

Metropolitan system plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for metropolitan wastewater services, transportation, and regional recreation open space. System statements explain the implications of metropolitan system plans for each individual community in the metropolitan area. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

*Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under section [473.864, subdivision 2](#), each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.*

Local comprehensive plans, and amendments thereto, will be reviewed by the Council for conformance to metropolitan system plans, consistency with Council policies, and compatibility with adjacent and affected governmental units.

## What is in this System Statement

The system statement contains an overview of the plan updates for both the *2040 Regional Parks Policy Plan* and the *2040 Transportation Policy Plan* in separate sections, including specific system changes that affect your community.

This system statement does not include or propose any changes to the *2040 Water Resources Policy Plan*, the *Housing Policy Plan*, forecasted growth for communities, or community designations.

## Dispute Process

If your community disagrees with elements of this system statement, or has any questions about this system statement, please contact your Sector Representative, Eric Wojchik, at 651-602-1330 or [eric.wojchik@metc.state.mn.us](mailto:eric.wojchik@metc.state.mn.us), to review and discuss potential issues or concerns.

The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

## ***Request for Hearing***

If a local governmental unit and the Council are unable to resolve disagreements over the content of a system statement, the unit or district may by resolution request that a hearing be conducted by the Council's Land Use Advisory Committee or by the State Office of Administrative Hearings for the purpose of considering amendments to the system statement. According to Minnesota Statutes section 473.857, the request shall be made by the local governmental unit or school district within 60 days after receipt of the system statement. If no request for a hearing is received by the Council within 60 days, the statement becomes final.

## **After receiving the System Statement**

After you receive this system statement and the changes adopted by the Council in the metropolitan system plans, state law requires your community to review and, if necessary, amend your comprehensive plan within the next nine months. Review the section titled "System Plan Considerations Affecting your Community" to aid in this determination and identify your next steps.

If necessary, submit a comprehensive plan amendment using the Online Submittal on your Community Page (<https://lphonline.metctest.state.mn.us/commportal/>) in the Local Planning Handbook (<https://metro council.org/Handbook.aspx>). Include in the amendment a description and map of any system changes identified within this system statement. The Council system statement maps enclosed are acceptable for this purpose.

For your reference, the Council's website has available the complete text of:

- the current regional development guide, Thrive MSP 2040, which provides general policy direction for the system plans (<https://metro council.org/Planning/Thrive-2040/Thrive-MSP-2040-Plan.aspx>), and
- the recently adopted metropolitan system plan for regional parks ([https://metro council.org/Parks/Publications-And-Resources/POLICY-PLANS/2040-REGIONAL-PARKS-POLICY-PLAN-\(2020-version\)/2040-Regional-Parks-Policy-Plan.aspx](https://metro council.org/Parks/Publications-And-Resources/POLICY-PLANS/2040-REGIONAL-PARKS-POLICY-PLAN-(2020-version)/2040-Regional-Parks-Policy-Plan.aspx)), and
- the recently adopted metropolitan system plan for transportation (<https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan.aspx>).

## **Additional Information**

You can find more information about system statements on the Council's website, including previously issued system statements and guidance for online submittal of comprehensive plan amendments ([www.metro council.org/Communities/Planning/Local-Planning-Assistance/System-Statements.aspx?source=child](http://www.metro council.org/Communities/Planning/Local-Planning-Assistance/System-Statements.aspx?source=child)).



## 2022 TRANSPORTATION SYSTEM STATEMENT FOR CITY OF NEW BRIGHTON

The *2040 Transportation Policy Plan* (TPP) is the metropolitan system plan for highways, transit, and aviation. Local comprehensive plans must conform to identified system investments in this plan. This system statement summarizes changes to the system since 2015, highlights the changes that apply to your community, and provides guidance to ensure local comprehensive plans conform to regional system plans, as required by State law. Find the complete text of the 2040 Transportation Policy Plan on the Council's website: <https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan.aspx>.

Since the last system statement release in 2015, there have been two adopted updates to the TPP, along with several administrative modifications and adopted amendments. The TPP was updated in October 2018 and November 2020, administratively modified in September 2021 and February 2022, and amended in March 2022. The TPP updates also included changes to policies that communities are encouraged to respond to in their comprehensive plans, such as policies identifying and describing investment priorities for the Regional Bicycle Transportation Network (RBTN).

### Federal Requirements

The TPP must respond to requirements outlined in state statute, as well as federal law, including some new requirements in federal law. Metropolitan transportation plans must now be performance based, so the TPP includes an expanded discussion of performance measures for this plan in Chapter 13: Performance Outcomes. This chapter identifies targets for federally required and regionally desired performance measures. Federally required performance measures and targets include safety, pavement and bridge conditions, highway system and freight reliability, air quality, transit asset management, and transit safety performance.

Federal law requires the TPP to identify regionally significant transportation investments expected to be made over the next two decades, and to demonstrate that these planned investments can be afforded under the plan's financial assumptions. Both costs and available revenues have changed since the last plan was adopted in 2015, resulting in many changes. Federal law allows the plan to provide a vision for how an increased level of transportation revenue might be spent if more resources become available, but the programs or projects identified in this scenario are not considered part of the approved plan. The TPP includes two funding scenarios for the metropolitan highway and transit systems, the "Current Revenue Scenario" and the "Increased Revenue Scenario:"

- The **Current Revenue Scenario** represents the fiscally constrained regional transportation plan, which assumes revenues that the region can reasonably expect to be available based on past experience and current laws and allocation formulas.
- The **Increased Revenue Scenario** represents an illustration of what might be achieved with a reasonable increase in revenues for transportation.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the Current Revenue Scenario, which is the official metropolitan system plan. Potential improvements

included in the TPP Increased Revenue Scenario can be identified separately in local plans as unfunded proposals. A more detailed description of how to handle the various improvements in this category is included under Other Plan Considerations.

## **Key Changes in the 2022 update to the 2040 Transportation Policy Plan**

This section generally describes changes to the TPP since the 2015 System Statements. A complete list of the changes impacting your community can be found in the “System Plan Considerations Affecting Your Community” section.

### **General Plan Changes**

The format of the TPP is slightly different from past Transportation Policy Plans. The following were added to the current TPP: an introductory Overview; Chapter 1: Transportation System Visioning and Planning; Chapter 11: Environment and Air Quality; Chapter 12: Congestion Mitigation Process; and Chapter 13: Performance Outcomes. The discussion of existing conditions previously in Chapter 1 was moved within the individual modal system chapters (Chapters 5-9). The discussions in Chapters 11, 12, and 13 were developed by expanding content previously in Chapter 12. There were also modifications to the appendices.

Other changes since the 2015 System Statements include:

- Updated regional population and job growth projections to 2040 were reduced from 824,000 new residents to 803,000 new residents and 550,000 new jobs to 472,000 new jobs;
- New content on COVID-19 and impacted behaviors, revenues, and regional disparities;
- Updated Regional Transportation Challenges and Opportunities to reflect changing travel patterns, technology impacts, and a new focus on equity in the Healthy and Equitable Communities goal;
- Updated investment scenarios and planned investments to reflect expected funding availability;
- A new section added to Chapter 10: Equity and Environmental Justice evaluating the proximity of people living near the regional highway system by race and poverty level compared to their overall percentages in the region's population.

Existing strategies in Chapter 2: Transportation Policy Plan Strategies were revised and new strategies were added since the 2015 System Statements.

### **Metropolitan Highway System – Chapter 5**

Substantial regional highway planning has occurred since 2015. These efforts have broadened the region's understanding of the system and the issues it faces. Many of the studies were regionwide prioritization efforts of a specific highway investment type. The results of these efforts are being used to inform investment decisions in both the Current Revenue Scenario and the Increased Revenue Scenario.

- Studies:
  - TPP Figure 5-13 reflects lower cost highway improvements as a result of the MnDOT Congestion Management Safety Plan 4
  - TPP Figures 5-14 and 5-18 reflect changes to planned EZ Pass (formerly called MnPASS) system investments as a result of the MnDOT MnPASS System Study 3
  - TPP Figure 5-20 reflects prioritized interchange conversions as a result of the Metropolitan Council/MnDOT Principal Arterial Intersection Conversion Study
  - TPP Figures 5-13 (lower cost improvements) and TPP Figure 5-20 reflect changes to the TPP as a result of the Metropolitan Council/MnDOT Freeway System Interchange Study
- The TPP now includes a more direct discussion of aging highway pavements and the costs to maintain these given the proportion of the system that has reached the end of its useful life. Approximately 60% of principal arterials were constructed in the 1950's and 1960's. TPP Figure 5-3 and TPP Table 5-2 show these aging facilities.

- MnDOT has moved to performance-based funding decisions as its pavement and bridges continue to age. Given the greater proportion of highway lane-miles and bridges that exist outside of the Twin Cities metropolitan area, a decreasing percentage of MnDOT funds are being spent in the Twin Cities. The past and anticipated future MnDOT funding pattern is shown in TPP Figure 5-7.
- The region has completed many important mobility projects since 2015, led by both MnDOT and local units of government, as shown in TPP Figure 5-4.

## Transit System – Chapter 6

The implementation of the transitway network planned for in the 2015 TPP has progressed significantly. Since the adoption of the 2015 TPP several transitways have gone into operation including METRO A and C lines and METRO Orange Line. Some planned transitways have had alignment changes as they progress through the planning process. As additional funding has been identified to build out the regional transitway network, some transitways have shifted from the “Increased Revenue Scenario”, which includes projects for which there is no identified funding, to the “Current Revenue Scenario”, which includes projects with identified funding sources.

Updates to the Transit chapter also include the identification of new transitways. Metro Transit’s Network Next planning document identified new corridors as candidates for arterial bus rapid transit (ABRT) service in the region. New transitways have also been identified through corridor planning efforts undertaken by counties, cities, and other regional stakeholders.

Amendments have also resulted in the elimination of some transitways that were included in the 2015 TPP. Since 2015, the County Transportation Improvement Board (CTIB) disbanded, which removed the CTIB Phase I Program of Projects from the Current Revenue Scenario. Network Next’s arterial bus rapid transit network also reconsidered the prioritization of BRT corridors in the region, resulting in the elimination of some arterial BRT corridors for consideration for implementation in the plan.

The following changes have occurred in the Transitway System Investment Plan:

- Three transitways, METRO A, C, and Orange lines, have been completed and have entered operation
- Seven transitways now have identified funding, mode, and alignment and have been added to the Current Revenue Scenario
  - Purple Line Dedicated BRT (Rush Line)
  - Riverview Modern Streetcar
  - B Line Arterial BRT (Lake/Marshall/Selby)
  - D Line Arterial BRT (Chicago/Fremont)
  - E Line Arterial BRT (Hennepin/France)
  - F Line Arterial BRT (Central)
  - G Line Arterial BRT (Rice/Robert)
- The alignment for METRO Gold Line has been updated
- Red Rock Highway BRT has identified a mode and alignment and been moved to the Increased Revenue Scenario from the Current Revenue Scenario
- Six transitways in the Increased Revenue Scenario have updated modes and/or alignments
  - Midtown Rail
  - Highway 169 Highway BRT
  - Orange Line Extension Highway BRT
  - I-35W North
  - Nicollet Ave Arterial BRT
  - West Broadway/Cedar Arterial BRT
- Ten transitways and corridors under study have been added to the Increased Revenue Scenario:
  - H Line Arterial BRT (Como/Maryland)
  - Johnson/Lyndale Arterial BRT



- Randolph/East 7th Arterial BRT
- 63rd Avenue/Zane Arterial BRT
- Grand Ave Arterial BRT
- Lowry Ave Arterial BRT
- Nicollet-Central Modern Streetcar
- West Broadway Modern Streetcar
- Highway 55
- I-94 West
- American Blvd corridor changed from planned arterial BRT to corridor under study in the Increased Revenue Scenario
- Two projects have been removed from the TPP
  - A Line Extension
  - East 7th Arterial BRT

Other changes in the Transit Chapter of the TPP include new policy direction for the regional park-and-ride system. The TPP acknowledges that while opportunities still exist to expand park-and-ride capacity in certain locations, the system is not expected to expand as dramatically and quickly as past decades. The chapter references the creation of the Metropolitan Council's park-and-ride demand forecasting model which is used to assist in park and ride location decisions.

The transit chapter acknowledges the introduction of on-demand shared mobility services by regional transit providers and identifies mobility hubs as an emerging area of focus.

## **Aviation System – Chapter 9**

Three airport long term comprehensive plans (LTCP) have been completed since the 2015 System Statements including Lake Elmo Airport, Airlake Airport, and Crystal Airport. Flying Cloud Airport and Minneapolis-St. Paul International Airport are in the process of updating their plans with estimated completion dates in 2023. There were also modifications to the appendices.

## **Other Plan Changes**

### **Regional Bicycle Planning – Chapter 7**

#### *Regional Bicycle Transportation Network (RBTN)*

The RBTN is updated about every two years and ahead of each Regional Solicitation cycle. The prioritized RBTN corridors and alignments are used as one criterion in the Regional Solicitation to distribute federal transportation funds for multi-use trails and on-road bicycle facilities. For more information about this formal update process, see the RBTN Updates page on the Council's website: <https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Bike-Pedestrian-Plans/RBTN/Network-Updates.aspx>.

#### *Regional Bicycle Barriers*

Regional bicycle barriers are established in the TPP as the region's most significant physical barriers to everyday bicycle travel which include freeways and expressways, railroad corridors, and secondary rivers and streams. They were developed and analyzed through the 2017 Regional Bicycle Barriers Study ([https://metro council.org/Transportation/Planning-2/Reports/Bike-Pedestrian-Planning/Regional-Bikeways-\(1\).aspx](https://metro council.org/Transportation/Planning-2/Reports/Bike-Pedestrian-Planning/Regional-Bikeways-(1).aspx)) and further refined in a 2019 RBBS Technical Addendum ([https://metro council.org/Transportation/Planning-2/Reports/Bike-Pedestrian-Planning/Regional-Bikeways-\(1\)/RBBSTechMemoUpdate.aspx](https://metro council.org/Transportation/Planning-2/Reports/Bike-Pedestrian-Planning/Regional-Bikeways-(1)/RBBSTechMemoUpdate.aspx)).

In addition, bicycle barrier crossing improvement areas were included in the Technical Addendum and added to the TPP in 2020. Regional bicycle barriers are updated about every two years and ahead of each Regional Solicitation cycle. These prioritized (tiered) regional bicycle barriers and crossing improvement areas are used as one criterion in the biannual Regional Solicitation to distribute federal transportation funds for multi-use trails and on-road bicycle facilities. For more information about this formal update process, see the Regional Bicycle Barriers Update page on the Council's website:

<https://metro council.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Bike-Pedestrian-Plans/RBTN/Barrier.aspx>.

## **Regional Freight Planning – Chapter 8**

### *Regional Truck Freight Corridors*

Regional truck freight corridors are a new plan element since the 2015 System Statements. The corridors were developed through the 2017 Regional Truck Highway Corridor Study ([https://metro council.org/Transportation/Publications-And-Resources/FREIGHT/Regional-Truck-Freight-Corridors-Study-\(1\).aspx](https://metro council.org/Transportation/Publications-And-Resources/FREIGHT/Regional-Truck-Freight-Corridors-Study-(1).aspx)) and incorporated into the TPP through the 2018 update. Regional truck freight corridors are the set of Twin Cities' major highways most heavily relied upon by the trucking industry for delivering the region's freight and goods.

The truck corridors are used as one criterion in the biannual Regional Solicitation to distribute federal transportation funds for highway and bridge projects. The datasets used to define the original regional truck corridors were updated and re-analyzed in 2020 using the most recently available data from before the COVID-19 pandemic. Regional truck freight corridors and regional freight facilities (also used in prioritizing regional truck corridors) are updated about every two years and ahead of each Regional Solicitation cycle. For more information about the most recent (2021) update process and results, see the Regional Truck Freight Corridor Updates on the Council's website:

<https://metro council.org/Transportation/Planning-2/Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx>.

## **System Plan Considerations Affecting Your Community**

To meet the needs of the region in 2040, the updated 2040 Transportation Policy Plan includes the following changes that impact your community. This information does not represent all system components located within your jurisdiction.

### **Metropolitan Highways**

#### *Highway System Plan Changes Since 2015*

Completed improvements to the highway system within the community include the following:

- I-35W - Roseville to Blaine: EZ-PASS (formerly MnPASS)

#### *Roadway Functional Class Changes Since 2015*

The roadway's functional classification reflects its role within the transportation system. Some roads, such as interstates, are designed to have limited access to surrounding land uses and accommodate long-distance, high-speed trips. Other classifications, such as local roadways, are designed primarily to provide direct access to homes and surrounding businesses. A roadway's functional classification also affects its eligibility for Regional Solicitation funds. Changes to Principal Arterials are listed below (if applicable), while communities may review changes to the Roadway Functional Class on the online mapping tool at:

<https://metro council.maps.arcgis.com/apps/webappviewer/index.html?id=4e02270f13944fe1b9f600123e29618a>

### **Transit System**

#### *Transit System Plan Changes Since 2015*

I-35W North in the Increased Revenue Scenario has been modified with a new alignment and/or mode.

The following transitway(s), which were previously included in the Increased Revenue Scenario with an alignment in your community, have been removed from the TPP.

- I-35W North (old northern segment only)

## Other Plan Changes in Your Community

### Bicycle Planning Elements

#### *Regional Bicycle Transportation Network (RBTN)*

Changes to the RBTN include refinements to proposed alignments, changes in corridor locations, or adjustments to the Tier classification. The RBTN is updated about every two years and ahead of each Regional Solicitation cycle. The frequency and volume of changes to the RBTN is reflective of the relationship to potential funding resources. As a result, an RBTN online mapping tool best identifies the most current information on alignments and corridors. Communities can review changes using the RBTN Online map located at <https://metro council.maps.arcgis.com/apps/webappviewer/index.html?id=0b0735b3407f49ceb347fc30c9b83bda>.

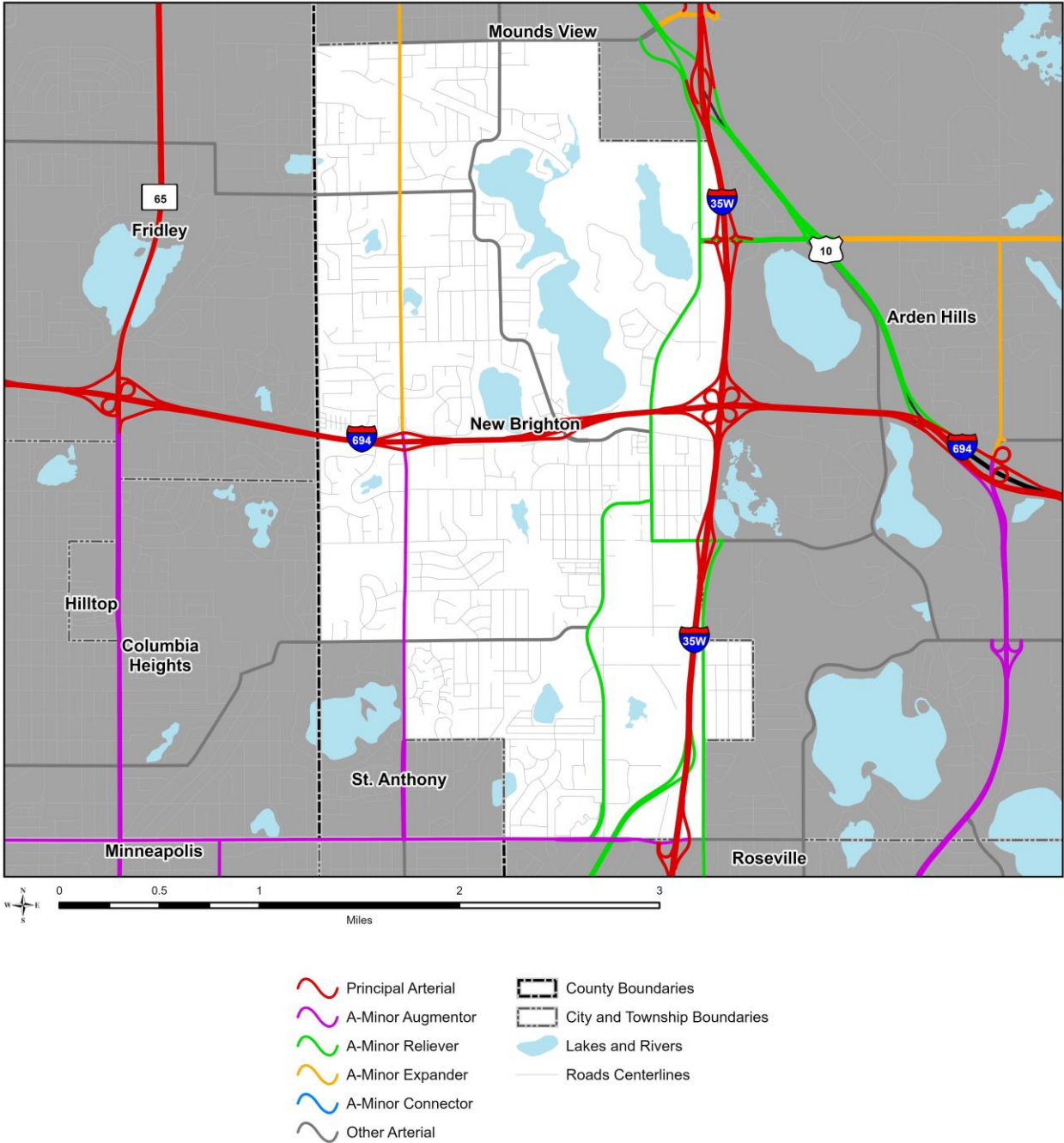
#### *Regional Bicycle Barriers*

Regional bicycle barriers were established after the 2015 System Statements were issued. Bicycle barrier crossing improvement areas were added to the TPP in 2020. Regional bicycle barriers are updated about every two years and ahead of each Regional Solicitation cycle. New to the TPP, but not a required comprehensive planning element, the regional bicycle barriers online mapping tool best identifies the most current information and can be located at <https://metro council.maps.arcgis.com/apps/webappviewer/index.html?id=b71e53bedc4a4309abc707be02bdab1>.

### **If you want to discuss**

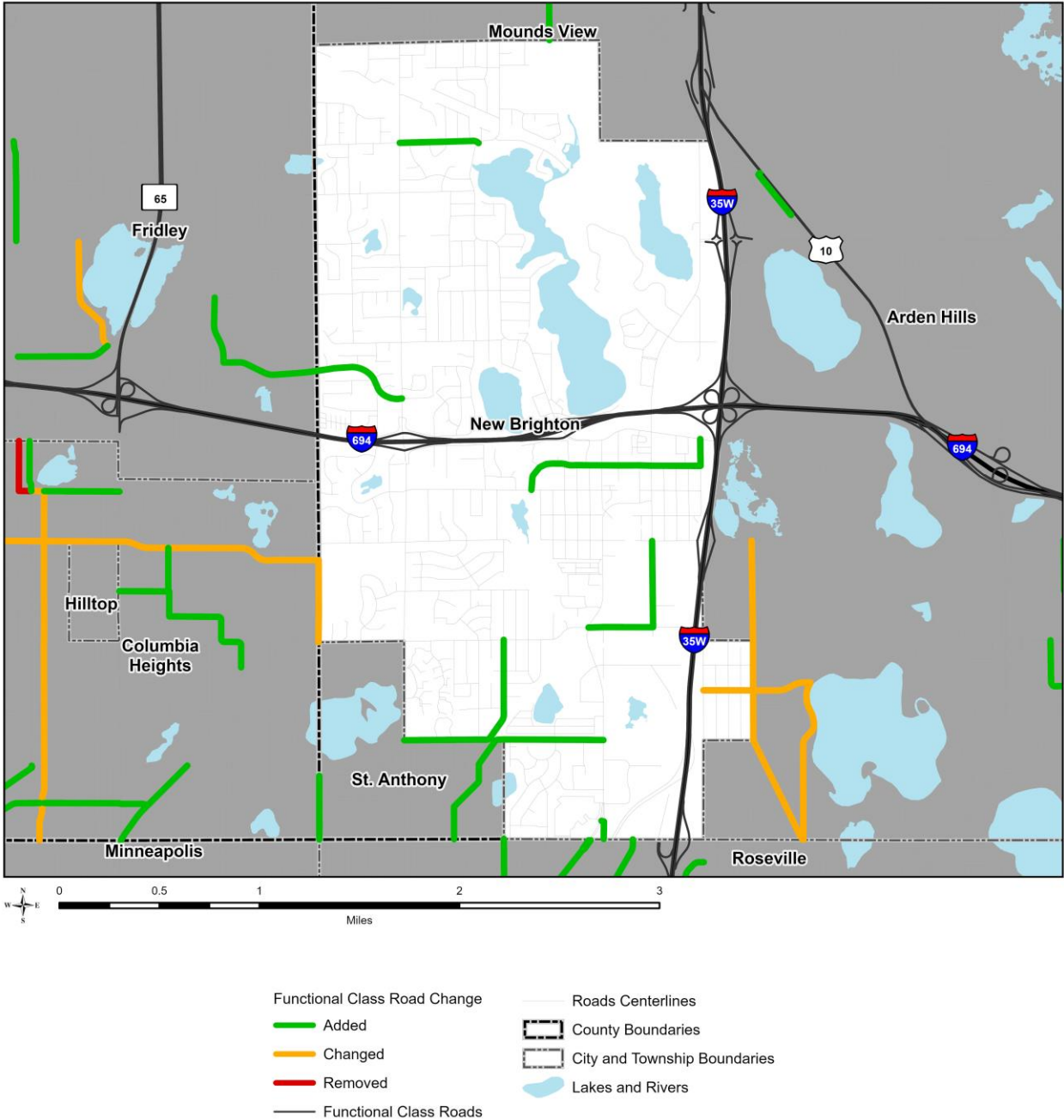
Please contact the Council's Sector Representative for your community if you disagree with parts of this system statement, if you have any questions about this system statement, or if you would like to review and discuss potential issues or concerns. Your Sector Representative is Eric Wojchik (651-602-1330, [eric.wojchik@metc.state.mn.us](mailto:eric.wojchik@metc.state.mn.us)).

Regional Transportation System - Principal Arterial Roads  
City of New Brighton, Ramsey County



Date: 4/5/2022

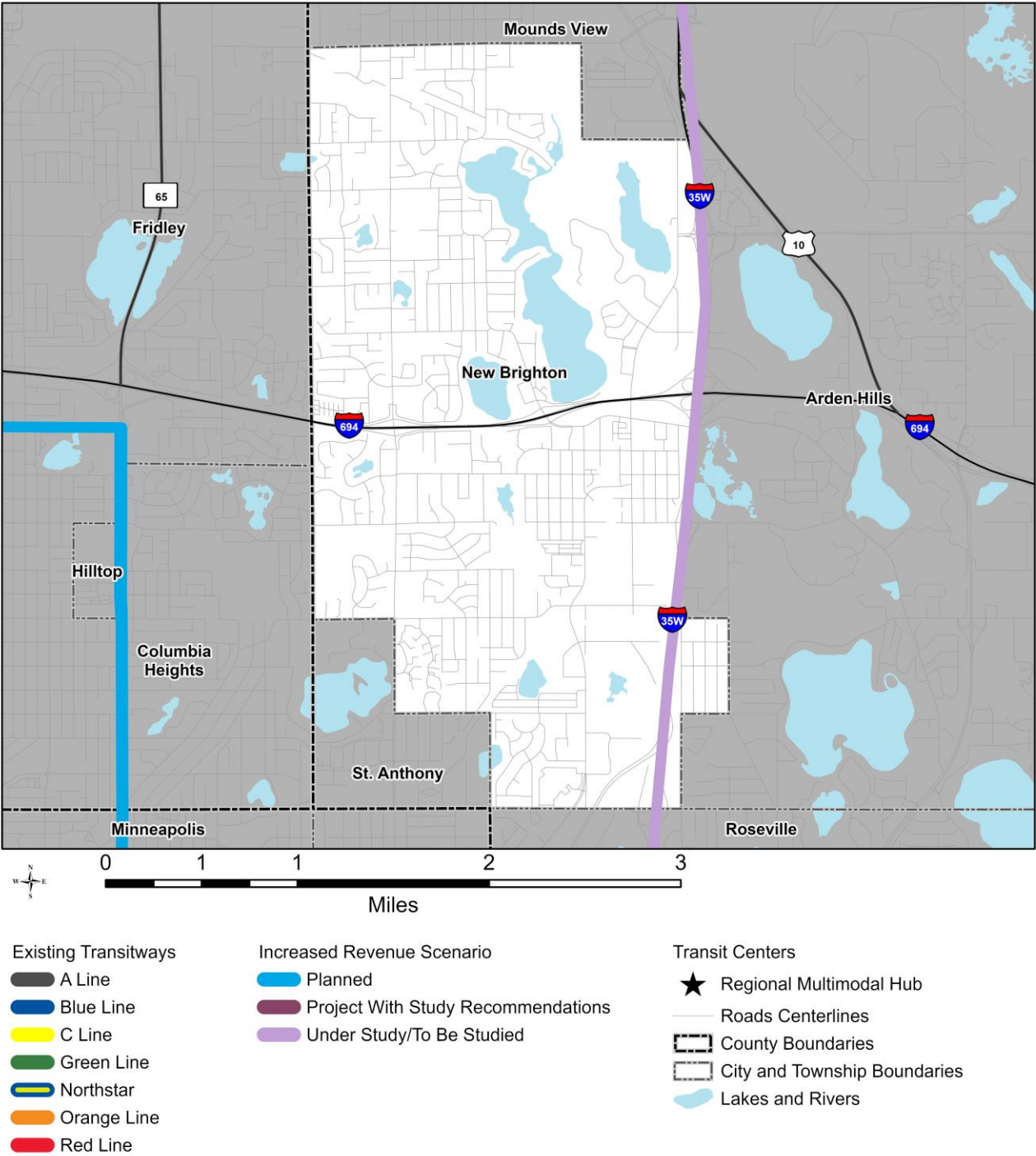
Regional Transportation System - Functional Class Roads  
City of New Brighton, Ramsey County



Date: 7/12/2022

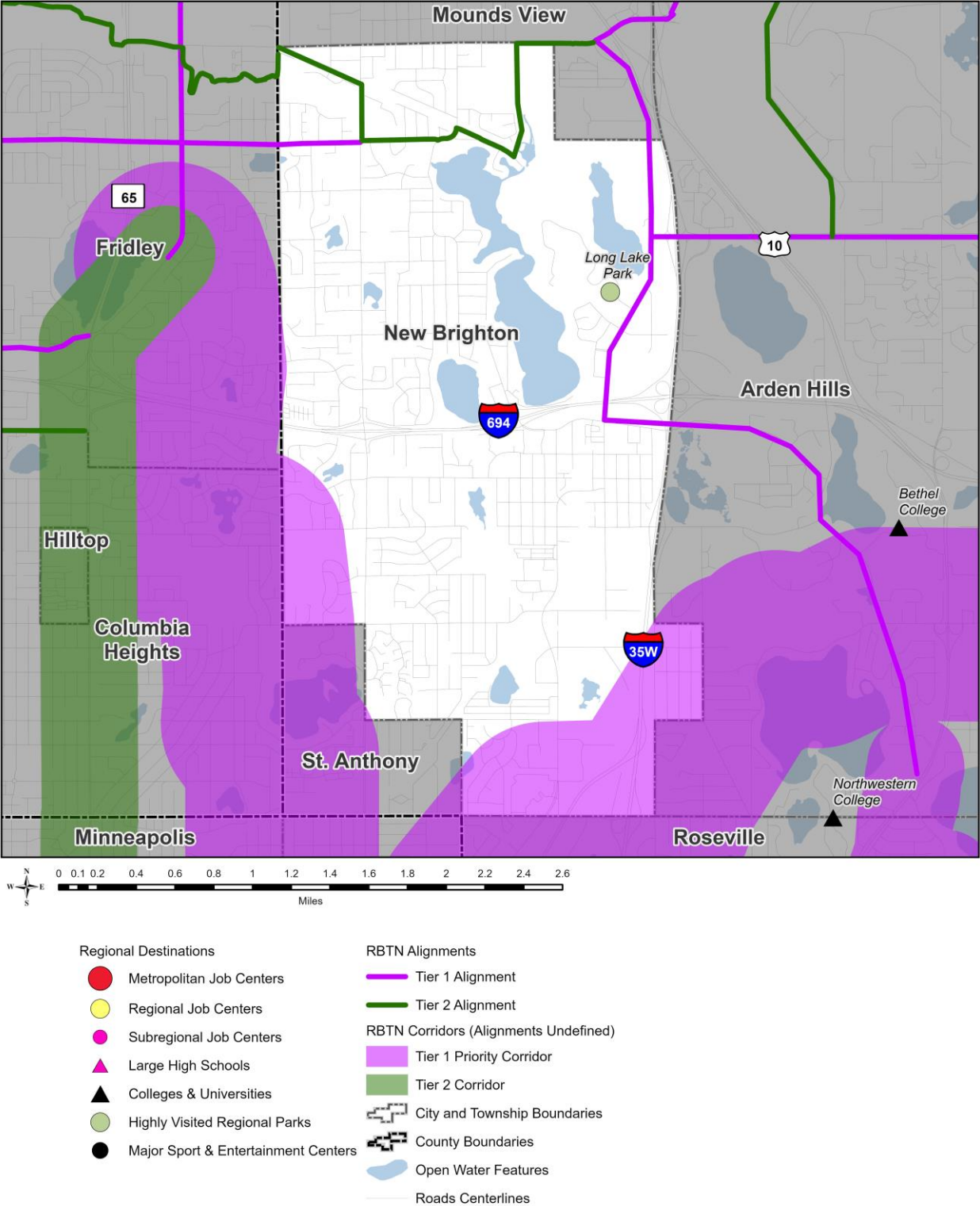


# Regional Transportation System - Increased Revenue Scenario Transitways City of New Brighton, Ramsey County



Date: 7/20/2022

# Regional Bicycle Transportation Network (RBTN) City of New Brighton, Ramsey County



Date: 4/21/22



## 2022 REGIONAL PARKS SYSTEM STATEMENT FOR CITY OF NEW BRIGHTON

The Regional Parks System includes 64 regional parks, park reserves, and special recreation features, plus 415 miles of regional trails open to the public that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks System is well-loved by our region's residents and attracted over 63 million annual visits in 2019.

The organizational structure of the Regional Parks System is unique, built upon a strong partnership between the Council and the ten regional park implementing agencies that own and operate Regional Parks System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of St. Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The 2020 update to the 2040 Regional Parks Policy Plan was developed based on furthering the Thrive MSP 2040 outcomes of Stewardship, Prosperity, Equity, Livability, and Sustainability. Thrive MSP 2040 states that the Council will collaborate with the Metropolitan Parks and Open Space Commission, the regional park agencies, and state partners to:

- Expand the Regional Parks System to conserve, maintain, and connect natural resources identified as being of high quality or having regional importance, as identified in the 2040 Regional Parks Policy Plan.
- Provide a comprehensive regional park and trail system that preserves high-quality natural resources, increases climate resiliency, fosters healthy outcomes, connects communities, and enhances quality of life in the region.
- Promote expanded multimodal access to regional parks, regional trails, and the transit network, where appropriate.
- Strengthen equitable usage of regional parks and trails by all our region's residents, such as across age, race, ethnicity, income, national origin, and ability.

### Key Concepts in the 2020 update to the 2040 Regional Parks Policy Plan

The 2020 update to the 2040 Regional Parks Policy Plan includes the following policies, each with specific associated strategies:

- **Siting and Acquisition Policy:** Identify lands with high-quality natural resources that are desirable for Regional Parks System activities and put these lands in a protected status so they will be available for recreational uses and conservation purposes in perpetuity.
- **Planning Policy:** Promote master planning and help provide integrated resource planning across jurisdictions.



- **System Protection Policy:** Protect public investment in acquisition and development by assuring that every component in the system is able to fully carry out its designated role as long as a need for it can be demonstrated.
- **Recreation Activities and Facilities Policy:** Provide a regional system of recreation opportunities for all residents and visitors while conserving the integrity of the natural resource base within the Regional Parks System on which these opportunities depend.
- **Finance Policy:** Provide adequate and equitable funding for the Regional Parks System units and facilities in a manner that provides the greatest possible benefits to the people of the region.

The *2040 Regional Parks Policy Plan* is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement summarizes changes to the system since 2015, highlights the changes that apply to your community, and provides guidance to ensure local comprehensive plans conform to regional system plans, as required by State law. Find the complete text of the *2040 Regional Parks Policy Plan* on the Council's website:

[https://metro council.org/Parks/Publications-And-Resources/POLICY-PLANS/2040-REGIONAL-PARKS-POLICY-PLAN-\(2020-version\)/2040-Regional-Parks-Policy-Plan.aspx](https://metro council.org/Parks/Publications-And-Resources/POLICY-PLANS/2040-REGIONAL-PARKS-POLICY-PLAN-(2020-version)/2040-Regional-Parks-Policy-Plan.aspx).

## Key Changes in the 2020 update to the 2040 Regional Parks Policy Plan

Adopted by the Metropolitan Council in December 2020, the 2020 update to the *2040 Regional Parks Policy Plan* incorporates the following changes:

**Regional designations:** The Council convened an evaluation process where implementing agency proposals were considered within a larger regional context. As a result of this process, 26 new regional designations are recommended, including four regional park search areas; 17 regional trails, regional trail search corridors or search corridor extensions; one special recreation feature – bridging facility search area; and four park expansions (boundary adjustments). These elements have been added to the Regional Park System map changes as shown in the next line item.

**Regional Parks System map changes:** Updated Regional Parks system maps and system totals, including the following facts about the Regional Parks System units open to the public:

- 44 Regional Parks (no change)
- 12 Park Reserves (no change)
- 8 Special Recreation Features (no change)
- 55 Regional Trails (increase of 6)
  - Carver County's Highway 5
  - Saint Paul's Robert Pira Regional Trail
  - Scott County's Spring Lake Regional Trail
  - Three Rivers Park District's Baker/Carver Regional Trail
  - Three Rivers Park District's Crow River Regional Trail
  - Three Rivers Park District's CP Rail Regional Trail Segment A
  - 2 Planned Regional Parks (no change)
- 1 Planned Park Reserves (no change)
- 8 Planned Regional Trails (2 less than 2018)
- 5 Boundary Adjustments (increase of 4)
- 7 Regional Park Search Areas (increase of 4)
- 1 Special Recreational Feature - Bridging Facility Search Area (increase of 1)
- 53 Regional Trail Search Corridors (increase of 8)

**System Plan:** Policy refinement to describe the “desirable” services that regional parks and park reserves provide to regional trails.

**Regional Trails Open to the Public:** Name change of Dakota County's Mississippi River Regional Trail to Mississippi River Greenway Regional Trail.

**Planned Regional Trails:** Name change of Rich Valley Regional Trail to Veterans Memorial Greenway Regional Trail.

**Regional Park Search Areas:** Added clarifying language to describe regional park search areas as general areas and locations that will be defined through future master planning.

**Special Recreation Features Search Area:** Clarified that the number of future bridging facilities will be determined through public engagement and master planning for the Three Rivers Parks District First-Ring Cities Bridging Facility.

## **System Plan Considerations Affecting Your Community**

None of the changes to the *2040 Regional Parks Policy Plan* impact your community.

### **If you want to discuss**

Please contact the Council's Sector Representative for your community if you disagree with parts of this system statement, if you have any questions about this system statement, or if you would like to review and discuss potential issues or concerns. Your Sector Representative is Eric Wojchik (651-602-1330, [eric.wojchik@metc.state.mn.us](mailto:eric.wojchik@metc.state.mn.us)).

**RESOLUTION \_\_\_\_\_**  
**CITY COUNCIL**  
**CITY OF NEW BRIGHTON**

RESOLUTION APPROVING AN AMENDMENT TO THE 2040 COMPREHENSIVE PLAN TO  
UPDATE THE TRANSPORTATION CHAPTER TO REFLECT RECENT UPDATES TO THE  
REGIONAL 2040 TRANSPORTATION POLICY PLAN

**WHEREAS**, the City of New Brighton is a municipal corporation, organized and existing under the laws of the State of Minnesota; and,

**WHEREAS**, the City Council of the City of the New Brighton has adopted a comprehensive plan and corresponding zoning regulations to promote orderly development and utilization of land within the city; and,

**WHEREAS**, the City Council of the City of the New Brighton received a new systems statement on 9/30/22 from the Metropolitan Council announcing revisions to the 2040 Transportation Policy Plan which outlines regional transportation policies and goals; and

**WHEREAS**, Cities have 9 months from the issuance of new system statements by the Metropolitan Council to review and update local comprehensive plans as may be needed to conform with adopted regional plans; and

**WHEREAS**, staff has identified minor revisions to the local comprehensive plan that would ensure consistency with the regional plan; and

**WHEREAS**, the Planning Commission held a public hearing on the proposed minor amendments at their meeting on October 18, 2022; and

**WHEREAS**, the Planning Commission recommended the City Council approve the text and map amendments to the Comprehensive Plan to reflect changes to the guiding regional planning document; and

**WHEREAS**, the Comprehensive Plan Amendment is subject to review and approval by the Metropolitan Council;

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council of the City of New Brighton hereby approves the text and map amendments shown in **Exhibit A** of this resolution.

**BE IT FURTHER RESOLVED**, that the Department of Community Assets & Development is directed to submit this amendment to the Metropolitan Council for review and approval.

**ADOPTED** this 25<sup>th</sup> day of October, 2022, by the New Brighton City Council with a vote of \_\_\_ ayes and \_\_\_ nays.

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Kari Niedfeldt-Thomas, Mayor

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Devin Massopust, City Manager

ATTEST:

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Terri Spangrud, City Clerk

## Exhibit A

### ➤ Change #1: page 6-90

#### **Future Conditions**

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

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

According to the 2040 Transportation Policy Plan (as updated in 2022), there are no Transitways planned to serve New Brighton under the Current Revenue Scenario or the Increased Revenue Scenario. New Brighton will need to advocate for transit investments within the metropolitan region, especially as planned redevelopment provides nodes of housing, commercial, and employment opportunities which could support and demand such investments. ~~According to the 2040 Transportation Policy Plan, no Transitways are planned to serve New Brighton under the Current Revenue Scenario. The Increased Revenue Scenario does show the possibility of a Transitway along I-35W; however, no Transitway stations would be located within New Brighton proper. In either scenario, New Brighton will want to advocate for the city to continue to be connected by transit investments within the metropolitan region, especially as redevelopment provides nodes of housing, commercial, and employment opportunities.~~

### ➤ Change #2: page 6-94

#### **Functional Classification**

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

##### *Principal Arterials*

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

The two principal arterials located in New Brighton are I-35W and I-694. I-35W is located on the eastern edge of the City and runs north/south. It is ~~a six~~ an eight-lane freeway through New Brighton (six all purpose lanes with a Mn-PASS express lane serving each side. Interchange access points to I-35W are located ~~with interchange access~~ at County Road 96, I-694, County Road E-2, and County Road D. I-694 runs east/west through the middle portion of the City. It is a six-lane freeway with interchange access at Silver Lake Road, Long Lake Road, and I-35W.

Table 6-1. New Brighton Road Functional Class

principal arterials	Minor arterials		Major Collectors	
» I-35 W	» County Road D	» County Road E2	» 1st Street Northwest	» 14th Street Northwest
» I-694	» County Road E	» 10th Street Northwest	» 5th Avenue Northwest	» 16th Avenue Southwest
	» County Road H	» Long Lake Road	» 5th Street Northwest	» 16th Street Northwest
	» Silver Lake Road	» Rice Creek Road	» 7th Street Northwest	» Silver Lane
	» Old Highway 8	» Highway 88	» 8th Avenue Northwest	» Foss Road
	» Cleveland Avenue	» Highway 96	» 8th Street Northwest	» <del>Stinson Boulevard</del>
	» New Brighton Road		» 9th Avenue Northwest	» <a href="#">New Brighton Road</a>
			» 10th Street Northwest	» Mississippi Street
				» Innsbruck Drive

➤ Change #3: page 6-96

*Minor Arterials*

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

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

*Collector Streets*

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

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

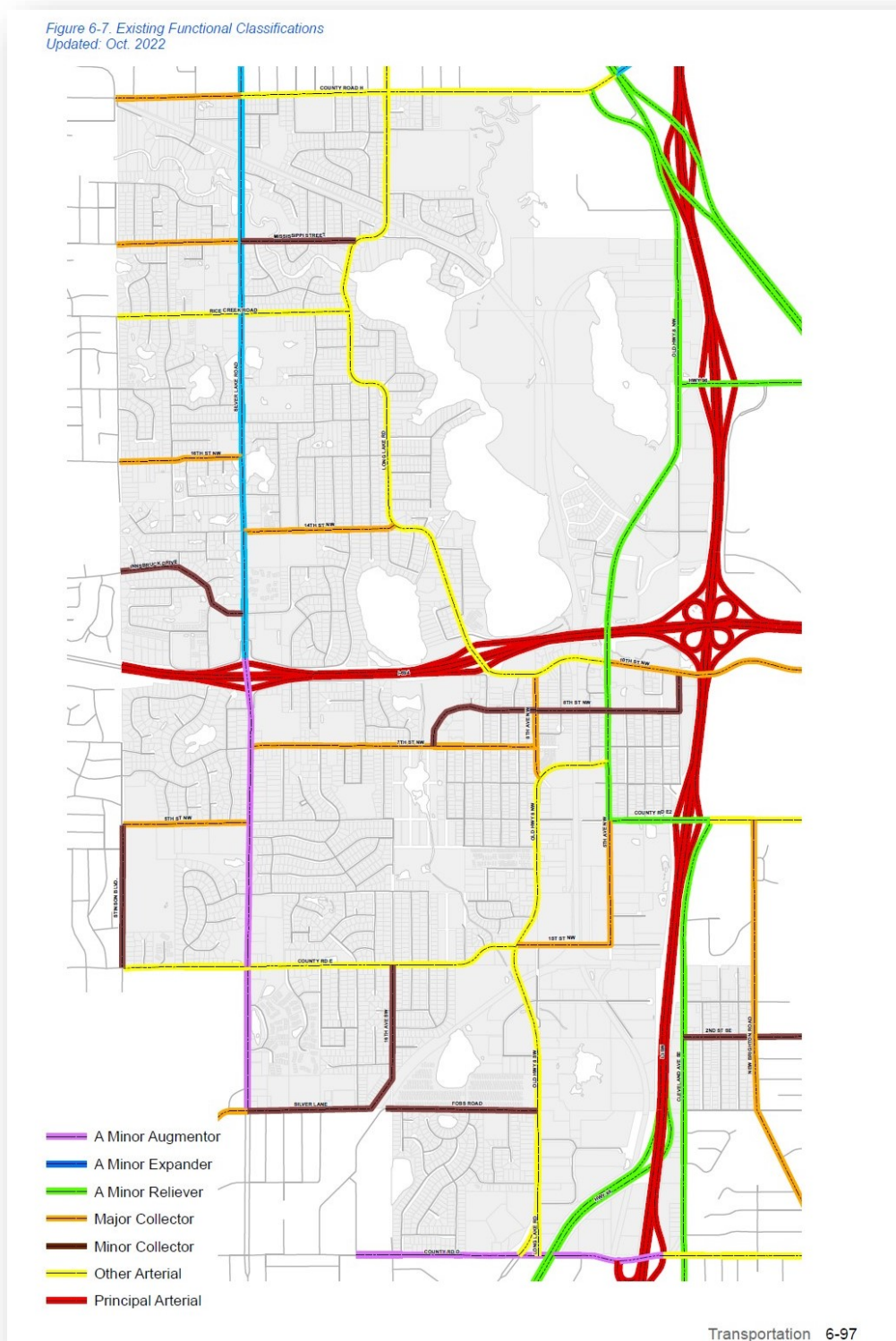
*Local streets*

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

The principal arterials, minor arterials, and major collectors in New Brighton and its environs are shown in Figure 6-7. This existing functional classification map is consistent with the functional classification maps of Ramsey County and the Metropolitan Council, ~~with the addition of a few major collectors which account for~~

~~local traffic patterns. These collectors were added by the City's Public Works Director to account for local traffic patterns.~~

- Change #4: Existing Figure 6-7 to be replaced with the following revised Figure 6-7



➤ Change #5: page 6-98

**Planned Changes to Roadway System**

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

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

Programmed County roadway projects in the area are shown in Figure 6-9.



<b>Agenda Section:</b>	VI
<b>Item:</b>	2
<b>Report Date:</b>	10/13/22
<b>Meeting Date:</b>	10/18/22

**REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY**

<b>ITEM DESCRIPTION:</b> <b>Ordinance 893 – Mixed Use Zoning Districts:</b> Updates to Chapter 6 of the Zoning Code to create new mixed use zoning districts to govern land development in areas guided for Mixed Use Neighborhood and Mixed Use Regional by the City’s 2040 Comprehensive Plan.	
<b>DEPARTMENT HEAD’S APPROVAL:</b> <u>CGS</u>	<b>CITY MANAGER’S APPROVAL:</b> _____

<b>Action Requested:</b> <input type="checkbox"/> Public Hearing <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Informational <b>Form of Action:</b> <input type="checkbox"/> Resolution <input type="checkbox"/> Ordinance <input type="checkbox"/> Contract/Agrmnt <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Other <b>Votes Needed:</b> <input checked="" type="checkbox"/> Majority (3 votes) <input type="checkbox"/> Super Majority (4 votes) <input type="checkbox"/> Unanimous <input type="checkbox"/> N/A
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<b><u>Summary Statement:</u></b>	<ul style="list-style-type: none"> <li>On September 27<sup>th</sup>, the City Council accepted final deliverables from our consultant, HKGi, relating to the Vision Silver Lake Road 2040 project which recommended new zoning standard provisions for each of the City’s new mixed-use classifications.</li> <li>Staff noticed this public hearing just in case we would be able to complete our work on the new districts in time for Commission review. We were not able to accomplish that goal, and have an extensive amount of work remaining. Accordingly, we are asking the Commission to table this public hearing to the November 22<sup>nd</sup> meeting.</li> </ul>
<b><u>Recommendation(s):</u></b>	<ul style="list-style-type: none"> <li><b>Table this noticed public hearing to the 11/22/22 Planning Commission meeting.</b></li> </ul>
<b><u>Applicable Deadlines:</u></b>	<ul style="list-style-type: none"> <li>As a City driven process, there is no deadline that must be met with this update. Development in mixed use areas that comes forward while new zoning districts are being created would need to proceed as either a Planned Unit Development (PUD) or a Planned Residential Development (PRD).</li> </ul>

<b><u>Legislative History:</u></b>	<ul style="list-style-type: none"> <li>▪ 2040 Comprehensive Plan approved in 2019 following a 2.5 year long planning process</li> <li>▪ Vision Silver Lake Road 2040 Planning Process and zoning standards recommendations concluded on 9/27/22 following a yearlong public outreach effort</li> <li>▪ Authoring of Ordinance 893 initiated to create new mixed use zoning districts based on public feedback to date.</li> </ul>
<b><u>Strategic Priority:</u></b>	<input checked="" type="checkbox"/> Sustainable & Reliable Infrastructure <input type="checkbox"/> Operational Effectiveness <input checked="" type="checkbox"/> Environment & Sustainability <input checked="" type="checkbox"/> Diversity, Equity, & Inclusion <input checked="" type="checkbox"/> Livable Community <input type="checkbox"/> N/A
<b><u>Financial Impact:</u></b>	<b>Is there a financial consideration?</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes: \$ _____ <b>Financing Sources:</b> <input type="checkbox"/> Budgeted <input type="checkbox"/> Budget Modification <input type="checkbox"/> New Revenue <input type="checkbox"/> Use of Reserves <input type="checkbox"/> Other
<b><u>Attachments:</u></b>	1. <i>None at this time</i>



Ben Gozola, AICP

*Assistant Director of Community Assets and Development*