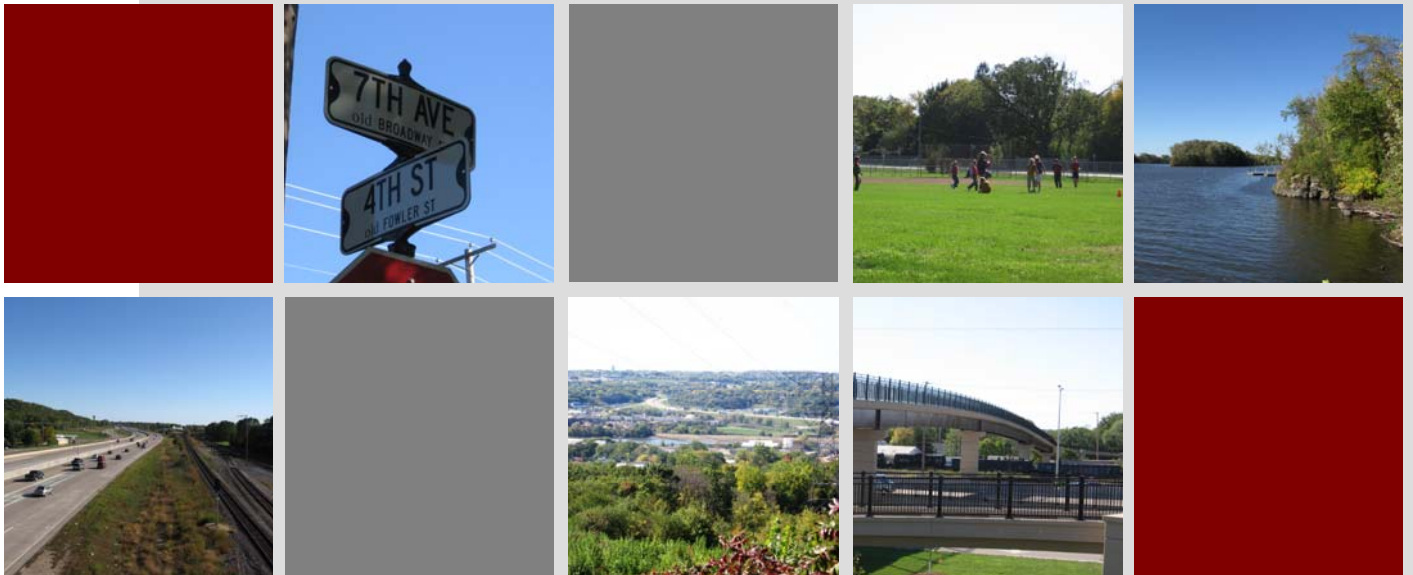


# 2040 CITY OF NEWPORT COMPREHENSIVE PLAN

ADOPTED MAY 2, 2019



*City of Newport, Minnesota*

TKDA Project No. 16296.000







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# **I. Introduction to the Comprehensive Plan**

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## **A. AUTHORITY TO PLAN**

The Minnesota Land Planning Act of 1976 and its amendments require the City of Newport to complete and periodically update a Comprehensive Plan. The Minnesota Land Planning Act addresses the interdependence of local units of government within the Twin Cities Metropolitan Area and requires the adoption of coordinated plans and programs in order to "...protect the health, safety and welfare of the general public...and to ensure coordinated, orderly and economic development in the Metro Area."

## **B. WHAT IS A COMPREHENSIVE PLAN?**

A comprehensive plan is a tool used to guide the physical and socio-economic growth of a community. It is intended to be broad in scope while establishing general goals and policies for such elements as land use, surface water management, public infrastructure (sewer and water supply systems), transportation, housing, economic development and redevelopment, parks and open space, public facilities and environmental protection.

The zoning ordinance, infrastructure plans, and other tools are used to implement the comprehensive plan, and may be amended to reflect the vision set out by the plan after the planning process has been completed. The primary users of the comprehensive plan are the City Council, Planning Commission, and City Staff who must use the plan to guide the day-to-day decisions of local government.

## **C. WHY COMPLETE A COMPREHENSIVE PLAN?**

The City is updating its plan to meet statutory requirements, and to complete a comprehensive road map that will guide many significant decisions during the coming years. The Comprehensive Plan serves the following roles:

- Identifies the community's vision for its future
- Establishes the land use plan and the basis for the City's zoning map and ordinance
- Guides growth, development, and redevelopment efforts
- Identifies the community's assets and ways to protect and enhance them
- Evaluates infrastructure systems and other public facilities and needs for changes or improvements to support desired growth
- Addresses regional policies and system plans

- Coordinates development and growth with other governments

#### **D. THE PROCESS TO UPDATE NEWPORT'S PLAN**

This update of Newport's Comprehensive Plan began in early 2017. The City held an open house in February 2017 and distributed a community survey to get early input for the plan through its website and at several locations in the City. The City Council, Planning Commission, other City commissions, residents, and landowners attended the open house meeting. The discussion focused on analyzing the results of the community survey, and on identifying the community's assets, issues, and priorities for planning through 2040.

The Planning Commission led the process to develop the Draft Comprehensive Plan, with input from the City Council, Heritage Preservation Commission, Park Commission, City staff, and residents. The process included monthly Planning Commission meetings that focused on specific plan chapters and community meetings and website comments, and joint meetings with other Commissions to address specific chapters. The City Council reviewed the Plan periodically and provided comments.

The public process included open house meetings with public and advisory commissions during development of the draft plan, a comment booth at Newport's Pioneer Days celebration on August 12, 2018, and community surveys on the issues and priorities for the Comprehensive Plan and Future Parks and Trails Plan. Public input and priorities are reflected in the text throughout this plan.

The Draft Plan was completed in March, 2018 and distributed to affected jurisdictions. A public hearing was held on September 13, 2018. The Planning Commission recommended the Plan on October 11 and the City Council approved the draft plan for submission to the Metropolitan Council on October 18, 2018. The Metropolitan Council approved the plan on April 11, 2019. The City Council adopted the plan on May 2, 2019.



## II. Community Assets and Challenges for Planning through 2040

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Newport's Planning Commission and City Council held a public Open House meeting on February 28, 2017 to begin the Comprehensive Plan process. The City also distributed a survey to residents to gather input regarding the Community's assets and important issues and a vision for the Comprehensive Plan.

The "word cloud" and text that follows summarize the public comments that the City received at the meeting and from the survey, and identify the community's perspective about its assets and challenges to guide the 2040 Comprehensive Plan goals, policies, and strategies:



*The word cloud summarizes the public comments about Newport's community assets. The size of the text is proportional to the number of responses for each item.*

### A. COMMUNITY ASSETS

**Small town community identity:** A strong sense of community identity is evident in Newport. Established as a river village in the 1800s, Newport has maintained a "small town" character where many residents know one another and interact in community activities. Newport remains a quiet and friendly river community with a strong heritage and a good quality of life.

**Location:** Newport is close to downtown St. Paul, easily accessible to employment centers in Minneapolis and Bloomington, and nestled among growing suburban communities such as Woodbury, Cottage Grove, and Inver Grove Heights. Two major thoroughfares, Highway 61 and Interstate 494, allow quick and convenient access to major work, shopping, and entertainment centers in the Metro Area. Newport is located along the Mississippi River, a major resource for recreation, natural beauty, and enjoyment.

**Natural Features, Parks, and Trails:** The Mississippi River, the mature tree canopies and woodlands throughout the community, and the bluff areas are strong assets to the community, as are the City's parks and open spaces, river overlooks, and an existing trail system that connects to regional trails. Newport's residents and local officials believe that the community can build on these assets as amenities to create special destinations and attract future development.

**Attractive, Safe, and Affordable Residential Neighborhoods that are a Good Value:** Newport's residential neighborhoods offer a variety of housing, much of which is attractive and affordable to families of all ages. Residents perceive the community as a **Hidden Gem** whose assets such as its attractive neighborhoods, favorable cost of living, parks and trails, and its easy access to the Metro Area and Mississippi River are somewhat hidden from view and not well known outside the community.

**Anticipated growth:** Newport is positioned for future growth, including potential new development and redevelopment. The community has identified several priority areas for growth. These areas include underutilized sites along 7<sup>th</sup> Avenue, the redevelopment area around the Newport Transit Station, potential areas for infrastructure extension and residential growth in the bluff area, and opportunities for redevelopment along Hastings Avenue.

The City has recently approved a new 189-unit single-family residential development, a 200-unit market-rate apartment development and a new office/warehouse development on long-vacant properties west of Trunk Highway 61. There is strong City and developer interest in extending municipal sewer and water services to permit additional residential development in the areas east of Highway 61. The Metropolitan Council's projections indicate positive growth in population, households, and employment between 2020 and 2040 in Newport, and the City is working to realize that growth potential.

**A commitment to preserving its history:** Newport's Heritage Preservation Commission is actively engaged in planning for the preservation, protection, and use of the City's significant historic buildings, sites, structures, and districts. The City's history is a strong part of its identity. More than two dozen heritage resources have been rezoned for preservation or determined eligible for designation as Newport Heritage Landmarks.

**A diverse business community:** A diverse business community has enabled Newport to continue providing some of the basic shopping needs to its residents and continue to provide places to work and do business. In addition to providing places to work and shop, having a base of commercial and industrial activities contributes to a diverse tax base.

## **B. ISSUES FOR PLANNING THROUGH 2040**

City residents and officials who attended the first Open House meeting for the 2040 Comprehensive Plan and responded to the community survey identified several priority issues for growth and planning through 2040.

*These issues are identified in the “word cloud” and text below, with the size of the text correlated to the frequency of the response.*



**Prioritizing potential development and redevelopment areas and public investment:** Newport has several potential areas for residential and commercial redevelopment and new development. Some of these areas require minimal public investment to spur development, and other areas would require significant investment in new infrastructure, property acquisition and assembly, and other public investment. One of the challenges for the community is prioritizing the potential areas for development and redevelopment, and determining where it can realize the best “bang for the buck” for its investments. Key development and redevelopment areas through 2040 are shown on Figure 2-1 and will include:

- New urban-density development areas (Area 1) in northeast Newport and along Century Avenue where extensions of municipal sewer and water will occur.
- Red Rock Gateway Redevelopment Area around the Newport Transit Station and redevelopment areas along 7<sup>th</sup> Avenue west of Highway 61 (Area 2).
- New parks, parkways, and connections to the Mississippi River. (Area 3)
- New commercial and mixed-use development and improvements to existing commercial areas along Hastings Avenue. (Area 4)

The City recognizes that it has a relatively small population. Average incomes in Newport are lower than the average in Washington County. These factors result in a limited tax base and high tax rates. The City recognizes the need to prioritize its investments, encourage new housing development and redevelopment to improve its tax base, support “empty nesters” and aging residents, provide opportunities to “recycle” existing housing to younger families, and prioritize the investment of its resources.

***Attracting diverse businesses:*** Newport was a destination community for many years for highway-oriented businesses. The Highway 61 expansion project removed many direct access points to the highway, resulting in a loss of business and tax base. The City needs to determine what types of businesses it can best attract, how to best market its location and areas available for development and redevelopment, and how to use its zoning and regulatory authority to support growth and expansion while protecting the value and quality of existing commercial and residential areas.

***Improving the appearance of parts of the City:*** Residents expressed strong concerns in the survey about the appearance of businesses along Hastings Avenue and at the “gateways” to the community. The community vision for the 2030 Comprehensive Plan identified the Hastings Avenue areas as the City’s potential “Main Street,” and identified downtown Stillwater as a model for the future of the Hastings Avenue area. The City adopted zoning standards appropriate to a Main Street area. The City wants to re-think this vision, consider whether it is appropriate for Hastings Avenue, and whether the current zoning controls are discouraging desirable business development and expansion. Some residents suggested that 7th Avenue may be more appropriate than Hastings Avenue for encouraging mixed use, main street-type redevelopment for the long-term.

***Create destinations that attract residents, support businesses, and build on the City’s assets:*** Newport is proud of its “small town” character, and seeks to maintain this identity as key areas of the community redevelop or experience infill development. Newport wants to build on and expand its

amenities, such as parks and trails, access to the Mississippi River, history, and neighborhoods to create a strong identity and destination for businesses, new residents, and visitors. Locations such as the proposed new riverfront park on the Mississippi River and redevelopment of the areas around the Newport Transit Station offer opportunities to create new amenities and destinations.

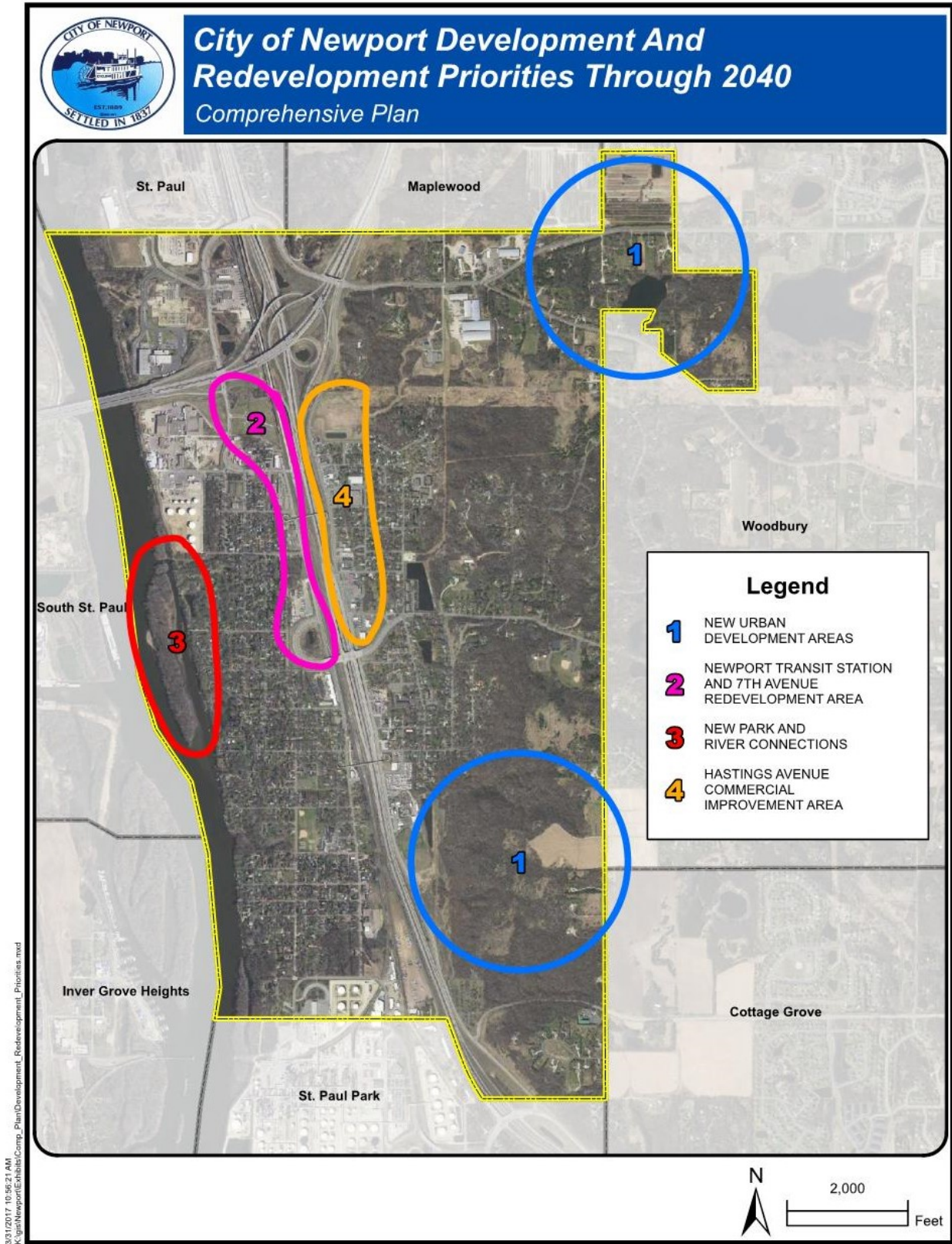
***Protection of natural resources and connections to natural features while addressing new regulations:*** Newport recognizes that its natural resources and parks, including its wooded bluffs and the Mississippi River are important community assets, and may help to attract new residents and businesses. The City will work to protect these assets while accommodating new growth and development and addressing the new regulations that the DNR adopted to manage the Mississippi River Corridor Critical Area (MRCCA). The City will seek opportunities to connect these assets within the community, and provide access for residents and visitors to its parks and trail system.

***Providing housing and jobs to attract younger people and young families:*** Newport offers affordable housing, areas for new housing development, a good park and trail system, and good schools, including Newport Elementary School, the new Oltman Middle School on the community's border with Cottage Grove, and East Ridge High School. The City is located in the South Washington County School District. The City needs to build on and promote these assets to attract younger residents and families.

***Address issues that hurt the City's image and opportunities for growth and redevelopment:*** The community identified several issues, including the impacts of odors from businesses in South St. Paul and the Washington & Ramsey County Resource Recovery Center, impacts of the shooting range in South St. Paul, impacts of property acquisition by Marathon Oil within adjacent residential neighborhoods, and the appearance of its "gateway" areas that affect the image of Newport, the quality of life of its citizens, and its attractiveness for new growth and development. The City will continue to work with neighboring communities, the Counties, the Refinery, and others to try to address these issues.



Figure 2-1: Redevelopment Priorities 2020-2040



### III. Background, Demographics and Trends for Planning

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#### A. REGIONAL SETTING

The City of Newport is located roughly 8 to 9 miles southeast of downtown St. Paul in Washington County. Early settlement in Newport occurred on the Mississippi River, and the river is still an important community asset. Newport is located at the intersection of two major regional roadways, Highway 61 and Interstate 494. The Newport Transit Station on the Red Rock Corridor is located in the near the intersection of Highway 61 and Interstate 494. Newport is close to the Minneapolis St. Paul International Airport and the St. Paul Downtown Airport.

Newport borders Maplewood and Woodbury to the north and northeast and Cottage Grove and St. Paul Park to the south and southeast. The City of St. Paul also shares Newport's northern border. The entire community is within the Metropolitan Urban Service Area (MUSA). The area of Newport generally west of the bluff line is currently served by municipal utilities (sanitary sewer and water), and expansion of municipal services into the northeast part of Newport is expected by 2020. This expansion was analyzed and approved in the 2030 Comprehensive Plan, but was delayed by the 2008-09 recession that affected residential and business expansion.

#### B. COMMUNITY CLASSIFICATION

**The City of Newport is designated as an “Urban community” in the Metropolitan Council’s *Thrive MSP2040 (Regional Development Guide)*, but has requested that the designation be changed to “Suburban” to better reflect its history, character, and priorities for future development and redevelopment. Metropolitan Council staff supported this change in correspondence with the City (attached in the Appendix), and stated that they will recommend it during the Comprehensive Plan review process.**

*Thrive MSP 2040* includes population and household projections for each community in the region. The Council requires that local comprehensive plans be consistent with regional projections, as well as with the policies included in the Regional Framework and in the regional *Transportation Policy Plan*, *Water Resources Management Policy Plan*, and *Regional Parks Policy Plan*.

Newport fits the Metropolitan Council’s description of the “Suburban” community classification in the following ways:

- The community experienced significant residential expansion in the 1960’s east of Highway 61, and again in the 1980’s and 1990’s, as growth occurred outside the historic “Old Town” area.

- Newport is located along freeway and state highway corridors that strongly influence its development patterns and land uses. The community's development patterns since the 1920's have been auto-oriented due to its location on these major roadway corridors.
- The existing and future overall densities in Newport are more similar to "suburban" densities than "urban" densities. Physical features such as the bluff areas and shorelands along the Mississippi River will limit the potential densities in the areas near these natural resources.
- Transit service in Newport is currently limited to express bus service. The community is seeking improvements and focusing redevelopment around the Newport Transit Station to improve transit service.

The Metropolitan Council uses community designations to guide regional growth and development, establish land use expectations including overall development densities and patterns, and outline the respective roles of the Council and individual communities. **The Metro Council's policies require that Suburban communities include the following in their 2040 Comprehensive Plans:**

#### *Orderly and Efficient Land Use*

**Plan for forecasted population and household growth at average densities of at least 5 units per acre for new development and redevelopment.**

Target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the Council's *2040 Transportation Policy Plan*.

Identify areas for redevelopment, especially areas that are well served by transportation and amenities that contribute to better proximity between jobs and housing.

In collaboration with other regional partners, lead major redevelopment efforts.

Plan for and program local infrastructure needs (roads, sidewalks, sewer, water and surface water), including those needed for future growth and to implement the local comprehensive plan.

#### *Natural Resources Protection*

Integrate natural resource conservation and restoration strategies into the local comprehensive plan.

Identify lands for reclamation, including contaminated land, for redevelopment and the restoration of natural features and functions.



Integrate natural resources restoration and protection strategies into local development ordinances.

Develop programs that encourage the implementation of natural resource conservation and restoration.

### Water Sustainability

Implement best management practices to control and treat stormwater as redevelopment opportunities arise.

Explore alternative water supply sources to ensure adequate water resources beyond 2040.

Work with adjacent communities such as Woodbury and Cottage Grove to address the 3M groundwater contamination.

### Housing Affordability and Choice

Designate land in the comprehensive plan to support household growth forecasts and address the community's share of the region's affordable housing need through redevelopment at a range of densities.

Plan for a mix of housing affordability in station areas along transit ways.

Plan for affordable housing that meets the needs of multigenerational households.

Use state, regional, and federal sources of funding and/or financing and development tools to facilitate the development of new lifecycle and affordable housing.

### Access, Mobility, and Transportation Choice

Focus growth in and around regional transit stations and near high-frequency transit services as identified in the *2040 Transportation Policy Plan*.

Develop local policies, plans, and practices that improve pedestrian and bicycle circulation, including access to regional transit services, regional trails, and regional bicycle corridors.

Seek opportunities to improve local street and pedestrian connections to improve access for local trips.

Encourage travel options and decrease reliance on single-occupancy vehicles.

Engage private sector stakeholders who depend on the local transportation system to address business needs.

Adopt development standards that improve the user experience, circulation, and access for bicyclists and pedestrians.

Adopt policies that improve safety and mobility for all road users.

### *Economic Competitiveness*

Identify appropriate areas for business and industrial expansion, considering rail, truck, airplane, and barge access.

Support the cleanup and reuse of contaminated land by using available funding programs and financing tools.

Preserve and repurpose the industrial base for higher-intensity employment and new industries.

Protect sites for highway-, river-, and rail-dependent manufacturing and freight transportation needs from incompatible uses and identify local land supply and transportation needs for effective use of those sites.

Plan for land uses that support the growth of businesses that export goods and services outside the region, important regional economic clusters, and living wage jobs.

Conduct small area planning efforts to preserve locations for employment, manage growth, and minimize land use conflicts.

### *Building in Resilience*

Identify and address potential vulnerabilities in local infrastructure as a result of increased frequency and severity of storms and heat waves.

Participate in federal, state, and local utility programs that incentivize the implementation of wind and solar power generation.

Consider making a property-assessed clean energy (PACE) program available for conservation and renewable energy.

Consider promoting the development or use of community solar gardens.

Adopt local policies and ordinances that encourage land development that supports travel demand management and use of travel options.

Participate in urban forestry assistance programs as available.

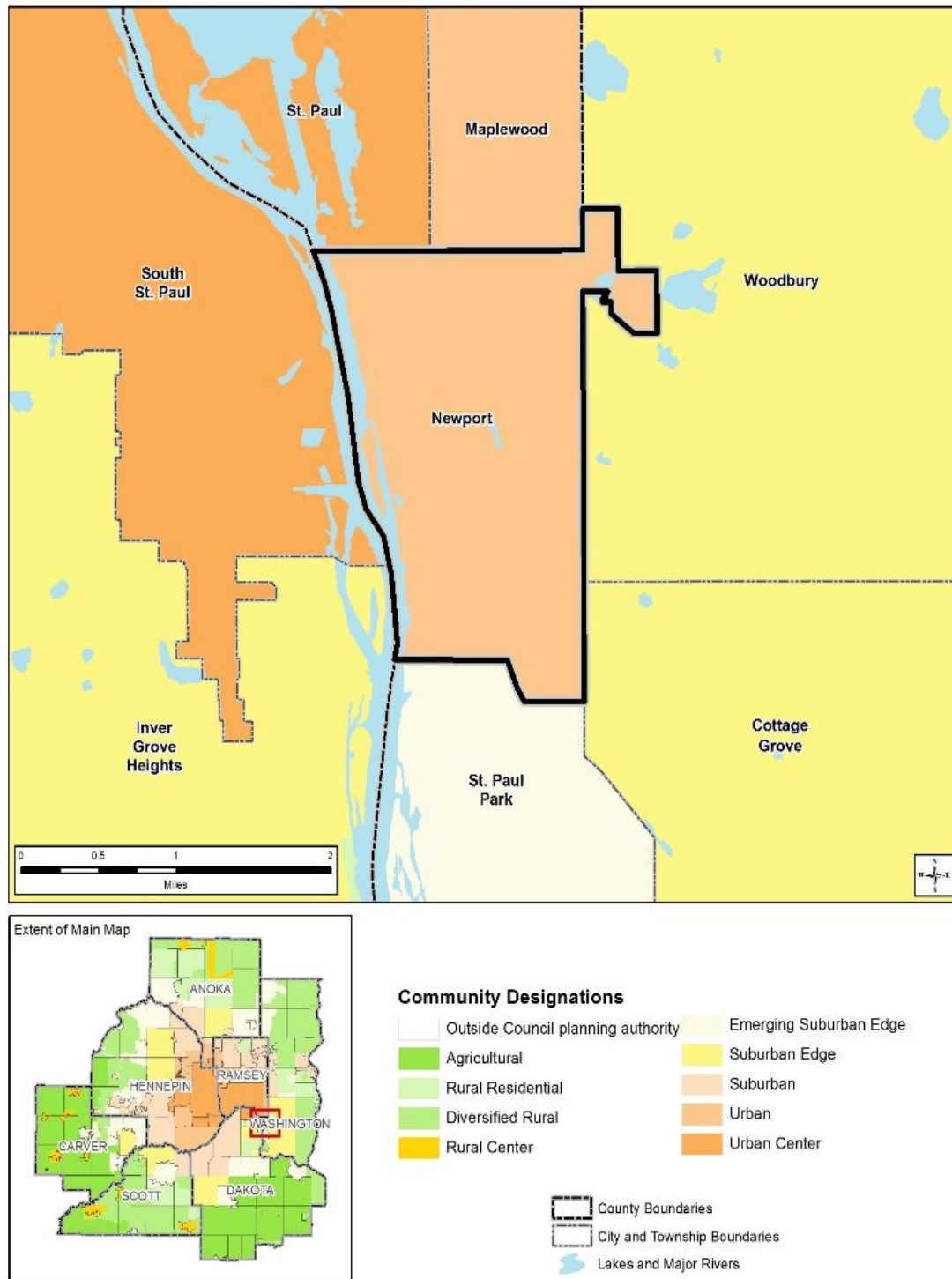
This 2040 Comprehensive Plan addresses the regional policies for communities that classified as “Suburban” by the Metropolitan Council in the text, goals, and policies included in each chapter of the plan.

The City requests that the Metropolitan Council change its regional community designation from “Urban” to “Suburban” for the 2040 Comprehensive Plan.

**Figure 3-1: Regional Designation—2015 System Statement**

**Community Designations**

**City of Newport, Washington County**



## C. COMMUNITY HISTORY

The ancestors of modern-day American Indians appeared in the area that is now called Minnesota about ten thousand years ago, at the end of the last ice age. The Newport area had much to offer prehistoric hunter-gatherers, including abundant animal life, an abundance of useful and edible plants, and readily accessible deposits of clay suitable for pottery and flint for tool making. Unfortunately, geological processes have eroded away or deeply buried the land surfaces that were occupied by the first Americans, whose distinctive big-game hunting culture is called Paleo-Indian by archaeologists. Isolated finds of Archaic period (7000 to 500 BC) artifacts, consisting chiefly of chipped stone projectile points and ground stone tools, are sometimes found along the bluffs and terraces overlooking the river.

The best evidence of the presence of Indians in the area during the Woodland period (500 BC to AD 900) comes from the extensive groups of conical earthworks, commonly known as "burial mounds," several hundred of which survive to the present day along the Mississippi River between Pig's Eye Lake and Lower Grey Cloud Island. The beginnings of agriculture in the Newport area date from the Mississippian period (AD 900 to 1650), when groups affiliated with the Oneota cultural tradition introduced the cultivation of corn, beans, and squash.

When the first European explorers and fur traders arrived in the Upper Mississippi Valley during the late 1600s, the Newport area formed part of the homeland of the Mdewakanton bands of the Eastern Dakota or Sioux nation. Shortly after tribal sovereignty was extinguished over the east bank of the Mississippi in 1837, the Mdewakanton village of Kaposia (Little Crow's Village) was relocated from Pig's Eye Lake to a location on the west bank of the river in what is now South St. Paul, where a missionary station was established by the Rev. Alfred Brunson. In 1840, Brunson's successor, Rev. Benjamin T. Kavanaugh, moved the mission to Red Rock Prairie, where John Holton, one of his lay helpers, had started a small farm. This locale, near the east end of the Wakota Bridge, took its name from the English translation of Eyah-Shah, the vermilion-daubed granite boulder located nearby that had been venerated by the Mdewakanton for generations as a medicine stone.

The Kaposia Mission quickly attracted a heterogeneous community of Americans, French Canadians, and Indians, who formed the nucleus of the frontier village of Red Rock. In 1841 Kavanaugh's log blockhouse was designated the Red Rock post office. The mission itself made few converts, although several dozen native children were exposed to the rudiments of reading, writing, and arithmetic before the station was closed in 1849.

The Red Rock steamboat landing was a busy shipping point and one of the earliest public roads in the Territory of Minnesota connected the settlement with St. Paul, Cottage Grove, and Point Douglas. In 1857 a group of investors

led by James H. Huginin platted a town site on the broad terrace south of Red Rock, which they christened Newport in honor of Mrs. Huginin's hometown in upstate New York. The village developed very slowly in the wake of the economic Panic of 1857; however, it survived as a rural hamlet and gave its name to Newport Township, the first local unit of government that was created when Minnesota became a state in 1858. The original Red Rock settlement, comprising the fractional area originally attached to Woodbury Township, was not annexed to Newport until 1861.

The western edge of Newport was shaped by the Mississippi River, which provided fertile soils, luxuriant forests, and a highway for water transportation. Nineteenth century settlement was closely tied to the river. The Mill Pond site was an early focus of pioneer industrial activity, with both lumber and flour mills active from 1857 until the early 1900s. Steamboats reached their peak of importance around 1860 and as late as the 1890s the area around the foot of Main Street (modern-day 6th Street) was a busy public levee and steamboat landing.

By the 1920s, however, the river had declined as a transportation resource and was viewed chiefly as a sewer, its waters fouled by industrial waste emanating from the cities and meat packing plants upstream--there were relatively few homes along the riverfront and most of these faced inland.

After the construction of the metropolitan wastewater treatment facility at Pig's Eye in the late 1930s, the recently vacated Red Rock campground was platted for residential development and subsequent home building focused on the river as an amenity. Construction of the 9-foot navigation channel eventually submerged much of the original Newport floodplain, including many historic and prehistoric sites.

Local development was slow at first but by the 1870s Red Rock and Newport were part of an expanding agricultural district, with a number of prosperous family farms as well as mills, stores, churches, and schools. The first railroad (the forerunner of the Milwaukee Road) was built through the area in 1869 with stations at both Red Rock and Newport village; a second main line railway (part of the Burlington system) was constructed in 1887. Local population growth and economic development were largely dependent upon the railroads, which carried the mail, passengers, and freight and tied Newport to St. Paul, Hastings, Chicago, and the rest of the country. The year 1868 marked the beginning of the Methodist camp revival meetings at Newport and by the 1880s, the outdoor services had evolved into a major religious event, with some midsummer revivals attracting as many as ten thousand participants. In 1882, the camp meeting grounds were expanded and hotels and summer cottages soon replaced tent accommodations - the permanent facilities also included the reconstructed two-story Kaposia mission building and the original Red Rock medicine stone. In 1937, after sixty-nine consecutive camp meetings in Newport, the Red Rock revivals were moved to a site in Hennepin

County and the campgrounds were platted into lots for residential development.

Newport and Red Rock coexisted as rural neighborhoods until 1887, when a group of investors platted a tract in rural Newport Township as the village of St. Paul Park. This ambitious project sought to take advantage of the area's excellent rail connections and proximity to St. Paul by developing an industrial suburb. Some of the resulting residential and commercial development in St. Paul Park spilled over into northern Newport Township, prompting the citizens of old Newport village and the Red Rock community to incorporate as a separate municipality. The Village of Newport was incorporated in 1889 with its present-day boundaries. The population grew to 307 by the time of the 1900 census, with much of the development concentrated in what is now western and central Newport.

Although the St. Paul Park industrial suburb scheme collapsed in the aftermath of the Panic of 1893, Newport experienced a modest boom between 1896 and 1929, a period characterized by low-density residential and small-scale commercial development in the area between the river and the railroad tracks. The first automobiles appeared in Newport around 1905 and by 1915, the streets of the village were filled with cars and trucks. Construction of Trunk Highway 3 (later designated US Route 61) in the mid-1920s led to the development of a number of highway-related businesses that included the Farmers Terminal State Bank and the Newport Motor Inn.

The Farmers Terminal meat packing plant (incorporated in 1915 and later taken over by Cudahy) was the area's biggest employer, with many workers commuting to the plant from neighboring communities. Bailey Nurseries, which had been founded in 1905 by market gardener J. V. Bailey, also expanded its wholesale nursery operations between the two world wars; the family-owned enterprise, which eventually became one of the largest horticultural operations in the country, took over a large area that was formerly farmland.

Shortly after Newport was incorporated, Mayor Henry Clay James and his wife Frances spearheaded the drive to establish a public library, which received its municipal charter in 1889. After being housed in the old Red Rock schoolhouse for several years, the reading room and book collection were moved into the vacant Baptist church building in 1897. With the steadfast support of the Newport Woman's Club (founded in 1892), the library quickly became the cultural center of the community - by 1925 it housed more than two thousand books, making it the largest lending library between St. Paul and Hastings.

Other signs of progress included street lights; construction of a village hall in 1914; and a new public school, designed in the Modern Style by the firm of Toltz, King and Day (now TKDA), that was built in 1928 on the site of the original one-room schoolhouse erected in 1860. By 1940, Newport's

population had grown to 872. The federal census of housing taken that year recorded 306 houses within the village limits, primarily single-family dwellings, of which 163 were owner-occupied; while only one residence lacked electricity, fully two-thirds of all Newport homes lacked indoor running water and one-third needed major repairs.

The period from the 1880s through the 1940s was the heyday of what is now the Old Town neighborhood, which includes the original Newport town site and its late-nineteenth century additions as well as the Red Rock Camp Meeting Grounds. The street pattern that evolved after 1889 formed a relaxed grid, with 7th Avenue, 6th Street (old Main Street), and 4th Avenue functioning as the main arterial roadways. Local streets were characterized by their informal, in some places gently undulating alignment and narrow widths, with broad, grassy boulevards and a dense canopy of deciduous trees.

Historically, the neighborhood housing stock was dominated by a wide variety of house styles, primarily single-family detached homes built in the vernacular cottage and bungalow styles, with a sprinkling of postwar suburban ranch and split-level type dwellings. Most of the neighborhood stores, shops and other small businesses had disappeared by the 1950s, except for a handful of commercial establishments along 7th Avenue. Pioneer Memorial Park, which had functioned as an informal neighborhood common area since the Civil War era, was acquired by the village in 1937 and developed for public recreational use, along with three riverfront overlooks, under the auspices of the Works Progress Administration (WPA) in 1938-1940.

The post-World War II period saw residential development fill in the riverfront area and spread eastward into the bluffs, with large estate-type housing taking hold in the Wild Ridge area by the 1970s. Postwar industrial development focused on the Red Rock area around the Wakota Bridge (opened in 1959) that had been formerly occupied by the packing plant and stockyards (closed in 1954), and in southern Newport adjacent to the Northwestern Oil (now Ashland) refinery in St. Paul Park. Meanwhile, strip-type commercial development along Highway 61, which had been underway since the 1920s, produced a distinctive suburban landscape along Hastings Avenue. The last decades of the twentieth century saw infill residential development citywide, with most new homes built on urban lots skipped over by earlier development.

#### **D. NATURAL AND PHYSICAL FEATURES**

Many physical features identified on Figure 3-3 have shaped Newport. The primary natural features that define the City are the Mississippi River and its bluffs.



### ***The Mississippi River***

The City of Newport contains roughly 2.5 miles of Mississippi riverfront. The river forms the western border of the community and is used primarily for residential and recreational use with industrial uses near the northern and southern city boundaries. Low-lying areas of Newport are occasionally inundated by floodwaters from the Mississippi River and are designated as flood plain areas. The City has developed four public overlooks along the river, and has acquired land that will be developed as a new riverfront park.

Newport's neighborhoods along the river are included within the Mississippi River Corridor Critical Area (MRCCA). The Minnesota DNR adopted new rules for management of lands within the MRCCA in 2017. The City has updated the Mississippi River Corridor Critical Area chapter of this plan (Chapter 11) to be consistent with the new rules.

### ***The Bluffs***

The eastern areas of the community are located on wooded bluffs. The blufflands contain steeply sloped areas and are heavily vegetated. The bluffs area is currently protected by the City's Bluffland Overlay District Ordinance and Shoreland Ordinance. The area includes parkland and open space as well as residential development. A significant amount of undeveloped land remains on the bluffs.

### ***Soils, Wetlands and Tree Canopy***

Soils, shoreland, floodplains, wetlands, and tree canopy are all significant features to maintaining a healthy environment. Newport has adopted ordinances to protect these natural resource areas and works with the Minnesota DNR, South Washington Watershed District, and other agencies to protect the community's resources. Figure 3-3 identifies the locations of the Mississippi River, the bluffs and significant wooded areas in Newport. The Zoning Ordinance and map identify the Shoreland and Floodplain Overlay Districts and includes the standards and procedures that govern development in those areas.

### ***The Highway Corridors***

One of the physical features that shaped the early development of Newport is U.S. Highway 61/10, originally known as Territorial Road. This roadway is a major transportation corridor within Minnesota and the Metropolitan Area. A development pattern of commercial and industrial uses intertwined with residential spans the highway through Newport.

Since the completion of improvements to Highway 61/10, I-494, and the Wakota Bridge, the City has planned for and worked to attract redevelopment in the mixed-use areas on the east and west sides of Highway 61. Like many

Metro Area communities, the highway corridors divide the neighborhoods in Newport, but three crossings of Highway 61 provide connections between the east and west neighborhoods in Newport for vehicles, bikes and pedestrians.

### ***The Railroad***

The railroad corridor that is parallel to Highway 61 has also shaped the Newport community. Currently owned and operated by Burlington Northern Santa Fe Railroad Company, this major rail corridor sees roughly 90 trains per day, two of which are Amtrak Passenger trains while the rest consist of heavy freight trains from BNSF and the Canadian Pacific Railroad Company. While moving through Newport these trains travel at speeds of 30 to 55 miles per hour. Development along the corridor has historically been of an industrial nature. Spurs serve local businesses including the St. Paul Park Refinery and Newport Cold Storage.

### ***Red Rock Transit Corridor***

The Red Rock Corridor is a proposed 30-mile transit way, connecting the Twin Cities' southeastern suburbs to St. Paul and Minneapolis. The transit corridor originates in Hastings and includes stops in Cottage Grove, Newport, and St. Paul's Battle Creek neighborhood before connecting to the St. Paul Union Depot. The Newport Transit Station is a stop on the Red Rock Corridor. The station is currently served by limited peak-hour bus service.

The Red Rock Corridor Commission completed an alternatives analysis in 2016 that concluded that Bus Rapid Transit (BRT) is the alternative that is best aligned with the corridor objectives. The Commission will work to obtain funding and implement the BRT alternative in the corridor.

**Figure 3-2: Proposed Red Rock Transit Corridor**

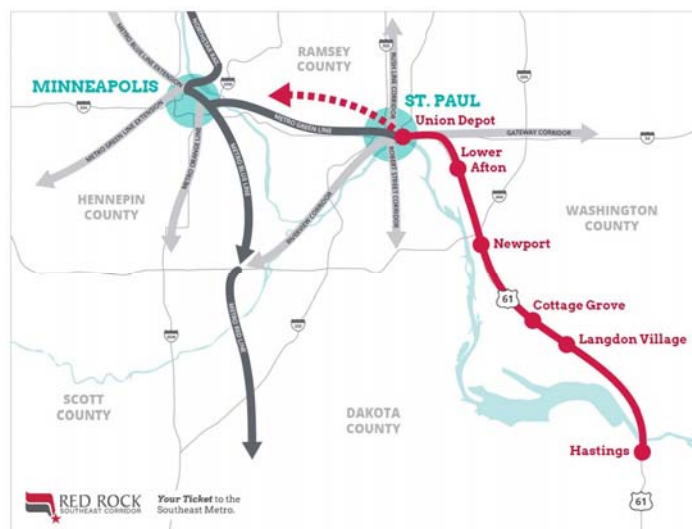
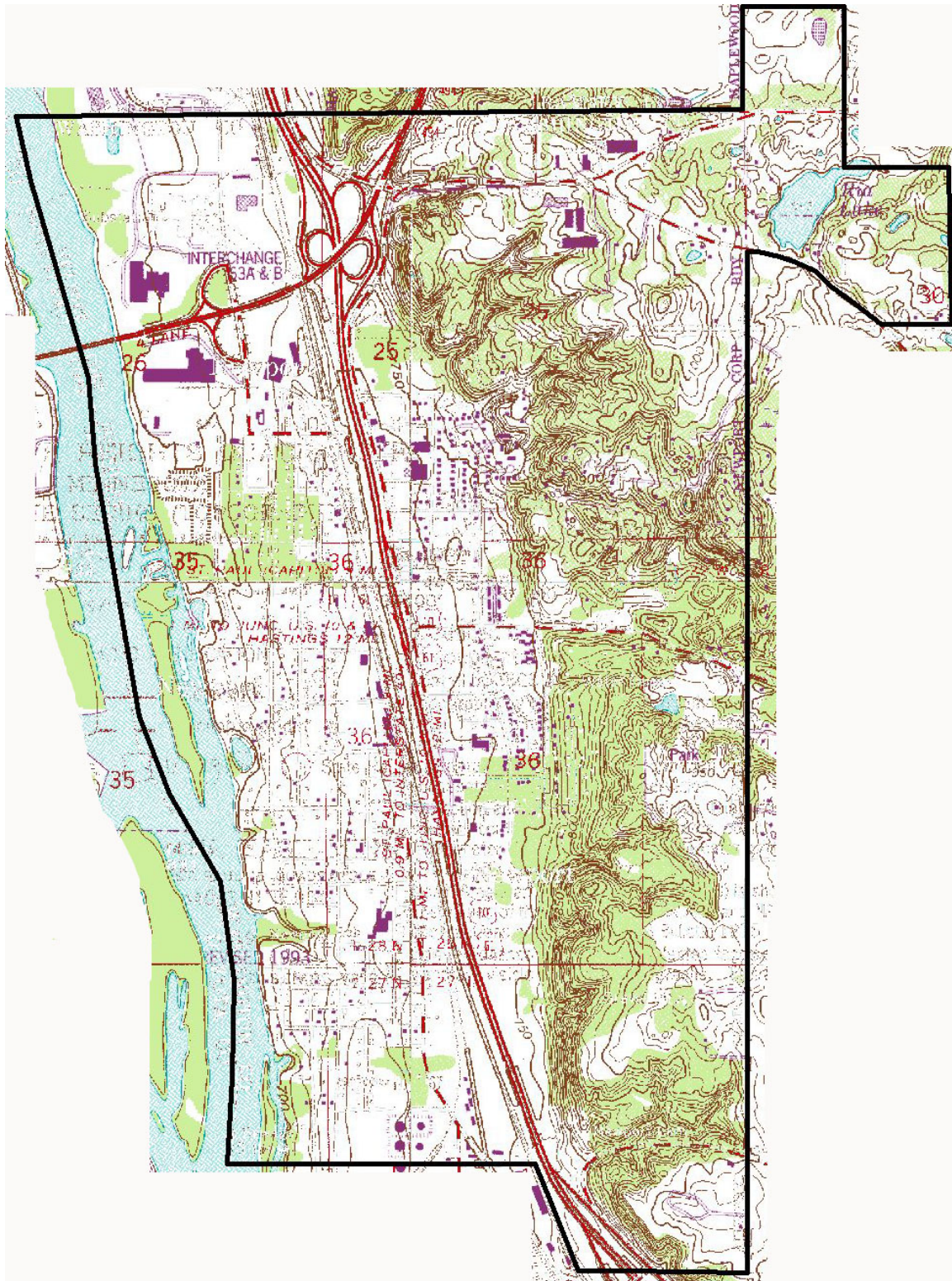


Figure 3-3: USGS Map of Newport



## E. DEMOGRAPHICS

### *Population*

The following table details population and household growth in the City of Newport from 1960 to 2010, and projects growth through 2040. The projections were provided by the Metropolitan Council.

The City lost population, households, and businesses between 2000 and 2010, during the major disruption of neighborhoods around Highway 61 and Interstate 494 during those construction projects. Population and households are projected to grow between 2010 and 2040.

Average household size is expected to continue to decline in Newport, while the number of households grows. This trend is evident in Washington County and the Metro Area as well.

**Table 3-1: City of Newport Population Growth**

Year	Population	% Growth	Households	% Growth	Per/HH
1960	2,349	NA	NA	NA	NA
1970	2,922	24.4%	NA	NA	NA
1980	3,323	13.7%	1,153	NA	2.88
1990	3,720	11.9%	1,323	14.7%	2.81
2000	3,715	0.0%	1,418	7.2%	2.76
2010	3,435	-8%	1,354	-4%	2.54
2020 (proj.)	3,600	4.8%	1,530	13%	2.35
2030 (proj.)	4,050	12.5%	1,840	20%	2.20
2040 (proj.)	4,450	10%	2,100	14%	2.20

*Source: US Census, Metropolitan Council*

While it appears that the population of Newport has stabilized and growth will pick up through 2040, some of its neighbors have been growing more rapidly. The communities of St. Paul Park, Cottage Grove, and Woodbury have been growing rapidly along with Washington County and the Metropolitan Area. Table 3-2 shows the projected growth in population in those areas between 2010 and 2020. Newport's projected growth from 2020 through 2040 (Table 3-1) is projected to be more similar to the growth of its neighbors, the county, and region than the City's growth in recent decades.



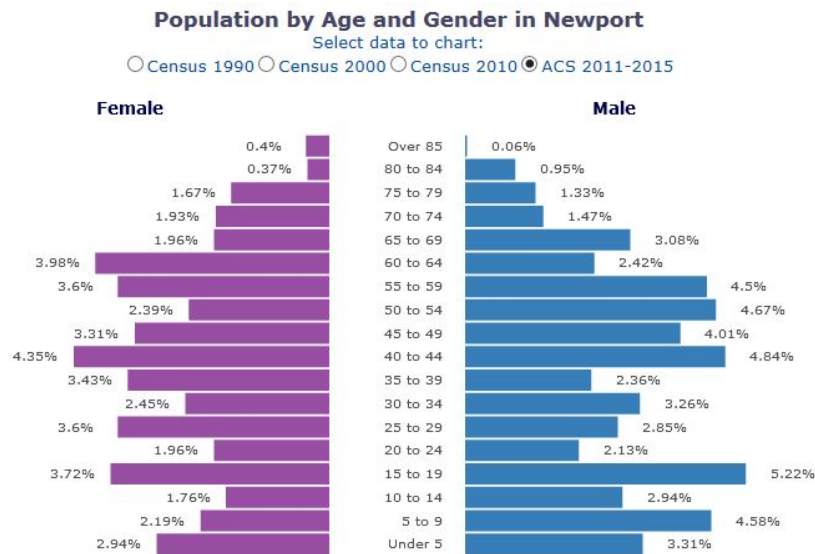
**Table 3-2: Regional Population Growth**

Community	2010 Population	2020 Population Estimate	% Growth
Newport	3,435	3,600	4.8%
Saint Paul Park	5,273	6,000	14%
Cottage Grove	3,4589	38,400	11%
Woodbury	61,961	72,500	17%
Washington County	238,136	268,410	13%
Metropolitan Area	2,849,567	3,127,660	10%

Source: Metropolitan Council

## Age

The graph below represents the age and gender profile for the City of Newport based on 2010 Census data. The community's population profile is similar to other older, more fully-developed communities in the metropolitan area, where the larger cohorts are those in the Baby Boom generation and those under age 20.



This chart cannot be saved as an image. Please contact us at [research@metc.state.mn.us](mailto:research@metc.state.mn.us) if you need assistance.

Source: U.S. Census Bureau Decennial Census or American Community Survey.

## Ethnicity and Race

Recent Census data indicated that the City of Newport is predominately White, including 80% percent of the community's population. This has dropped from 92% in the 2000 Census. Black or African American residents made up approximately 10% of the population, about 1% were Asian, about 4% were Hispanic, and about 5% were members of two or more racial or ethnic groups.

### ***Household Composition***

The largest household types in Newport are families without children (34% of households) and single-person households (28%). Approximately 19% of households include married persons with children, and 12% are unmarried persons with children. Seven percent of households in Newport are non-family households. The household composition is similar to other older suburban communities in the Metro Area.

### ***Income and Poverty Status***

2015 Census Data indicates that the median household income in Newport was \$49,600 in 2015. The median household income in the Metro Area in the same year was \$63,900, and in Washington County the median household income was \$79,100.

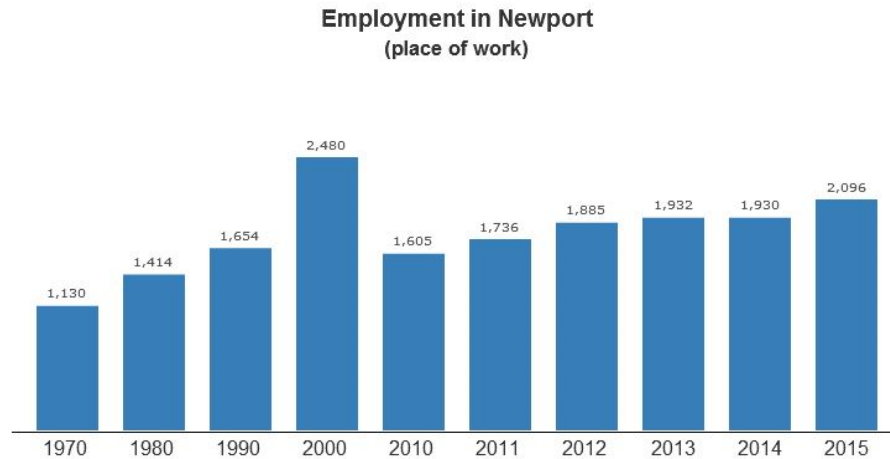
2010 Census data indicates that 15% of Newport's households had incomes below the poverty level in that year. The proportion of households below poverty in Newport in 2010 increased slightly from 12% in 2000, and is higher than the poverty rate in many Washington County communities.

## **F. ECONOMY**

### ***Employment***

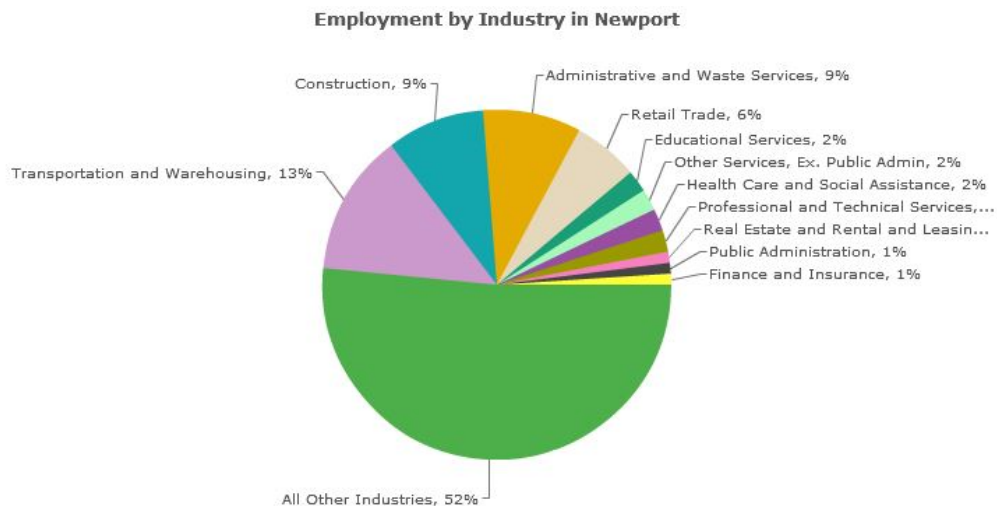
The graph below shows employment trends in Newport between 1970 and 2015. The peak number of employees within Newport occurred in 2000. Employment declined notably when the City lost a significant number of businesses due to the Highway 61, Interstate 494 and Wakota Bridge reconstruction projects. The number of jobs in the City has gradually increased since 2010.

The Metropolitan Council forecasts that employment will increase in Newport during the next 20 years, from 1,990 jobs forecast in 2020 to 2,070 in 2030 and 2,040 in 2040.



Source: [Quarterly Census of Employment and Wages](#), Minnesota Department of Employment and Economic Development, 2nd quarter data; Metropolitan Council staff have estimated some data points.

Employment is distributed among a variety of categories, with concentrations in construction, transportation, communications and public utilities, wholesale trade, retail trade, and services, as noted on the graph below:



Source: [Quarterly Census of Employment and Wages](#), Minnesota Department of Employment and Economic Development, 2nd quarter data; Metropolitan Council staff have estimated some data points.

### ***Major Employers***

Newport has a diverse employment base. The community is home to both small and large employers. Major employers in the community include Bailey Nurseries, Xcel Energy, Metro Gravel, and the Newport Terminal and Newport Cold Storage.

The table below identifies the major employers located in the City of Newport in 2017.

**Table 3-3: Major Employers in Newport**

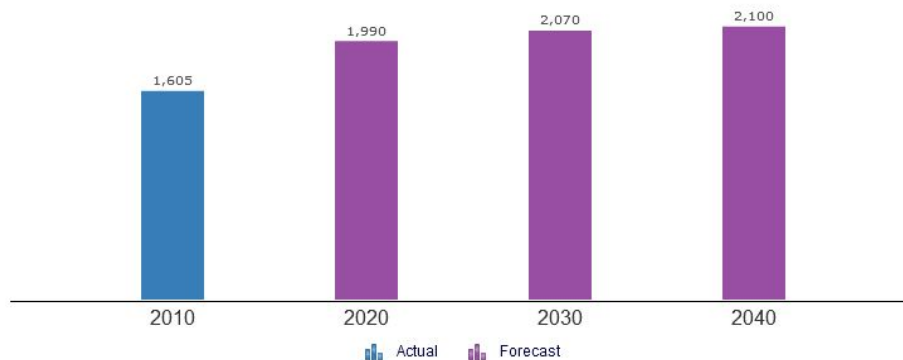
Employer	Employees
Bailey Nurseries	368
Xcel Energy	80
Newport Terminal	67
Metro Gravel	65
Recycling and Energy Center	60
Newport-St. Paul Cold Storage	56
Tinucci's Restaurant	52
Newport Elementary School	50
Newport Drug/North Pole Shopping Center	50
Wilson Lines	48

*Data from 2017 City staff survey of local employers*

### ***Future Employment***

The City of Newport has identified a number of areas for redevelopment during the next 10 to 30 years. The City is actively working to recruit new businesses and employment. The City's goals for Economic Development are detailed in Chapter X of this plan. The Council's predicted employment trends for Newport through 2040 are shown on the graph below:

**Forecasted Employment in Newport**



Source: [Quarterly Census of Employment and Wages](#), Minnesota Department of Employment and Economic Development, 2nd quarter data; Metropolitan Council staff have estimated some data points; and [Metropolitan Council Forecasts](#).



## IV. Land Use

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### A. GROWTH PROJECTIONS AND ASSUMPTIONS THROUGH 2040

As part of the Land Planning Act, local units of government are required to provide the Metropolitan Council with projections on population, households and employment so that adequate land is available to accommodate expected growth and so that planning for public utilities and other facilities planning can be performed to ensure capacity within the regional sewer, water, parks, and transportation systems. To assist local communities with this task, the Metropolitan Council has provided all local units of government with these projections. It is the role of each local government to evaluate these projections based on local land use and to determine if they are accurate for regional planning or if local land use changes may result in different projections.

The table below includes the Metropolitan Council's growth projections for population, households, and employment in Newport through 2040. **The Council predicts that Newport will have 1015 new people, 746 new households, and 495 new jobs between 2010 and 2040. The City concurs with the Council's projections, and used the projections in developing this Comprehensive Plan.**

**Table 4-1: Population, Household, and Employment Forecasts**

Forecast Year	Population	Households	Employment
2010	3,435	1,354	1,605
2020	3,600	1,530	1,990
2030	4,050	1,840	2,070
2040	4,450	2,100	2,100

## B. EXISTING LAND USE

Figure 4-1 created by the Metropolitan Council shows the land uses that existed in Newport in 2016. Table 4-2 identifies the area and proportion of each use shown on the map within the City in 2005 and 2016. The City experienced little change in the distribution and proportions of land uses within its boundaries between 2005 and 2016.

**Table 4-2: Existing Land Use in 2005 and 2016**

<u><b>Land Use Type</b></u>	<u><b>2005 Acres</b></u>	<u><b>2016 Acres</b></u>	<u><b>%2016 Total</b></u>	<u><b>% Change</b></u>
Single Family Detached	670	655	26.4%	-2.16%
Multi-Family	25	30	1.2%	18.65%
Retail and Other Commercial	66	61	2.4%	-16.01%
Mixed Use Residential	1	8	>1%	300%
Industrial and Utility	263	279	11.2%	5.2%
Institutional	44	39	1.6%	-11.36%
Park, Recreational, Preserve	156	159	6.4%	2.63%
Major Highway	242	250	10.0%	1.24%
Railway	51	54	2.0%	0.00%
Agricultural	54	57	2.2%	0.00%
Undeveloped	724	740	29.9%	-0.58%
Open Water	169	170	6.8%	0.00%
	2,485	2,485	100%	0.00%

*Source: Metropolitan Council*

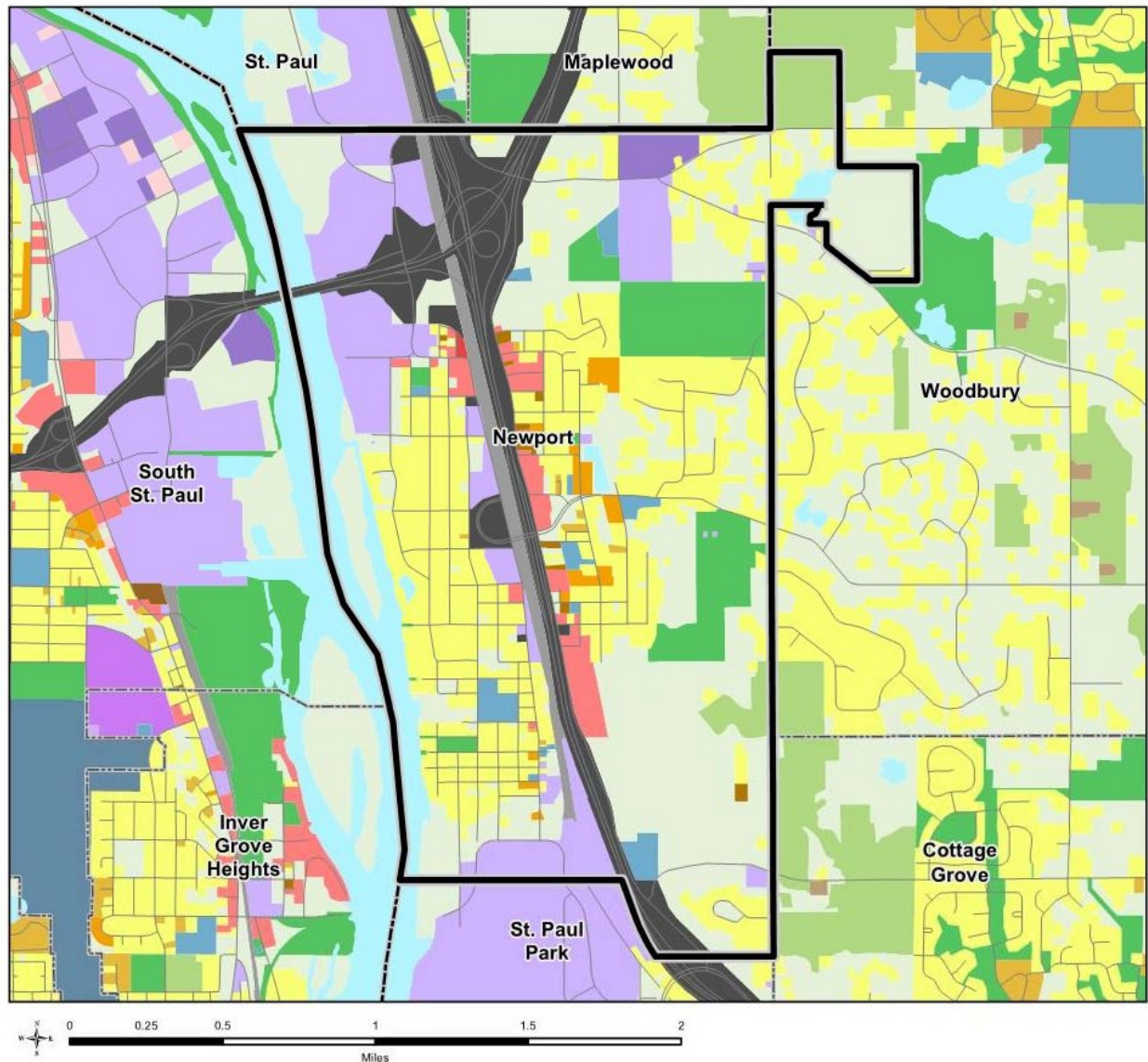
The City notes the following comments regarding the Metro Council's land use classifications on the map and table above:

- The areas marked "undeveloped" and "agriculture" are currently within the City's Residential Estates zoning district and much of the area includes existing large-lot residential uses. These areas are classified as residential land uses on the City's 2040 Land Use Map.
- Most of the areas identified as Mixed Use Industrial and Retail and Other Commercial along Highway 61 are areas of mixed residential and commercial uses. Industrial uses are concentrated near I-494 and at the border between Newport and St. Paul Park.

**Figure 4-1: Existing Land Use Map**

**2016 Generalized Land Use**

**City of Newport, Washington County**



**2016 Generalized Land Use**



## C. FUTURE LAND USE

The City's future land use map (Figure 4-2) identifies the categories of land uses and residential densities proposed in Newport from 2020 through 2040. The size of each area in acres, and proportion of each area within the City are shown on Table 4-3.

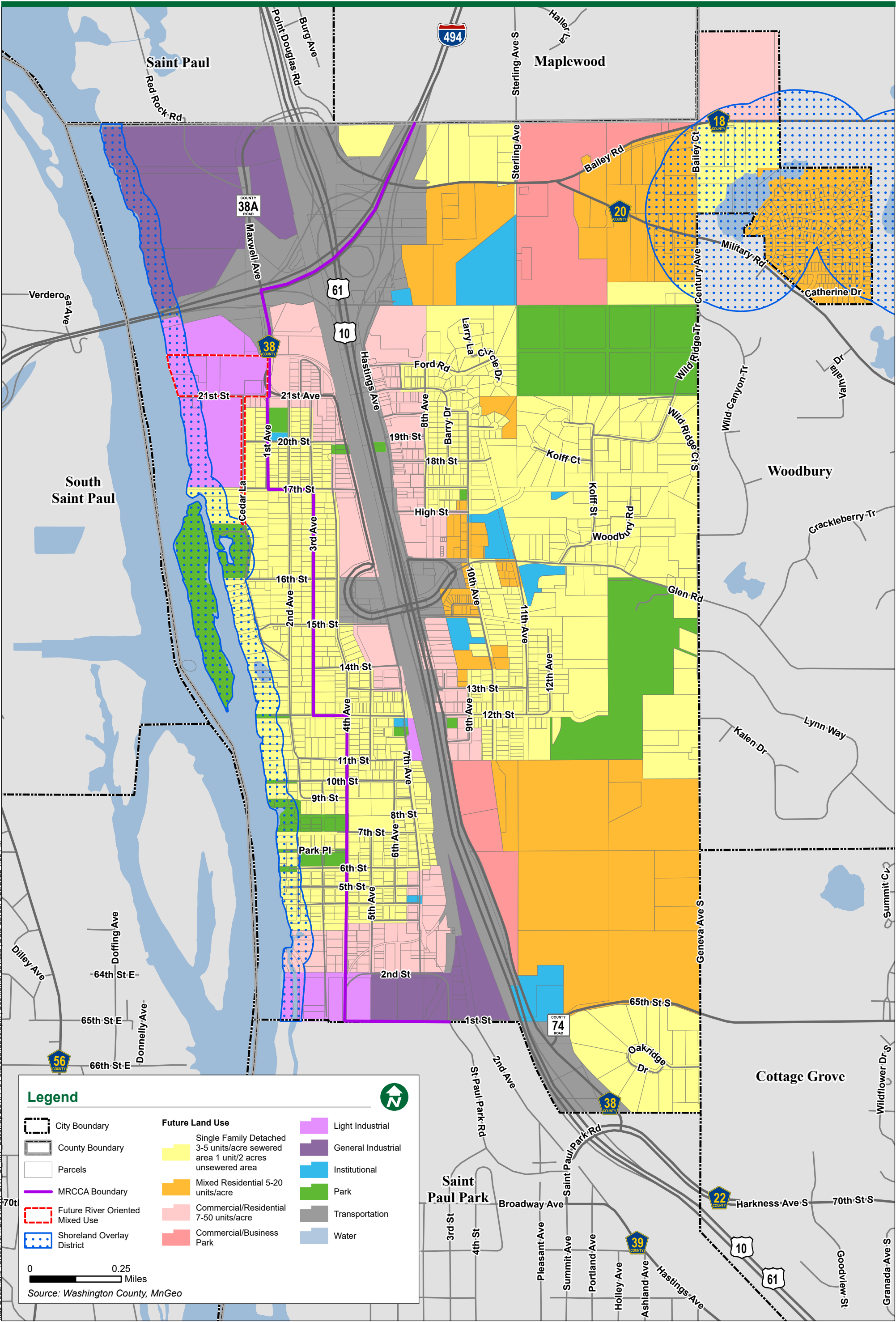
**Table 4-3: Future Land Use by Area—2020-2040**

Land Use	2020 Acres	2020 %	2030 Acres	2030 %	2040 Acres	2040 %
Single-family Detached	1169	46.6	1040	41.8	915	36.8
Mixed Residential 5-20 U/A	245	9.8	345	13.8	443	17.6
Mixed Commercial/ Residential—20-50 U/A	13	.5	13	.5	13	.5
Mixed Commercial/ Residential—8-30 U/A	167	6.7	177	7.1	194	7.8
Commercial/ Business Park	80	3.2	90	3.6	100	4.0
Light Industrial	83	3.3	83	3.3	83	3.3
General Industrial	193	7.9	193	7.9	193	7.9
Institutional	49	1.9	49	1.9	49	1.9
Park/Parkway/ Open Space	188	7.5	188	7.5	188	7.5
Transportation	307	12.6	307	12.6	307	12.6
TOTAL	2485	100%	2485	100%	2485	100%

The City anticipates that the land use areas will gradually change between 2020 and 2040 in the following ways:

- Municipal services will be extended east of Highway 61. The area occupied by large-lot single family use will decline, and be replaced by mixed residential uses at 5-20 units per acre. The “mixed residential” neighborhoods will include a variety of single-family, townhome and condominium units at urban densities of 5-20 units per acre.
- The area occupied by mixed commercial and residential uses near Highway 61 will expand onto vacant and underutilized parcels around the Newport Transit Station and along 7<sup>th</sup> Avenue south of the Transit Station as redevelopment occurs in these areas. The area around the Transit Station will develop at higher densities (20-50 units/acre) than the other mixed-use areas (8-30 units/acre).
- The area occupied by commercial and business park uses will expand on underutilized parcels along Hastings Avenue.





## Land Use Categories for Future Land Use Map

The land use areas on the Future Land Use Map are defined as follows:

Single Family Detached areas in Newport provide for a variety of lot sizes, detached single family housing uses, and a limited set of allowed uses (such as home occupations and small group homes) that are compatible with or support residential uses. The permitted residential densities in the Single-Family Detached areas include:

Unsewered areas: Maximum density 1 unit/2 acres

Sewered areas: Minimum densities 3-5 units per acre

*Allowed and permitted uses* in the Single-Family Detached areas include single-family residential, parks and open space, places of worship, day care facilities, public facilities, public utilities, group homes, and bed and breakfast uses.

Mixed Residential (R-4 Zoning District-Figure 12-1) areas provide for flexibility to develop a range of residential uses, including single-family, duplex, townhome, and condominium units. The permitted densities in these areas range from 5-20 units per acre. The City expects to extend sewer and water services to these areas in phases between 2019 and 2040.

*Allowed and permitted uses* in the Mixed Residential areas include single-family homes, two-family homes, detached townhomes, attached townhomes, multifamily residential developments, PUD's, parks and open space, places of worship, day care facilities, public facilities, public utilities, group homes, and bed and breakfast uses. 100% of the uses in the mixed residential areas are expected to be residential and related uses.

Mixed Commercial/Residential areas will allow for development of new housing units and a variety of commercial, office, business, service, restaurant, and entertainment uses. The integration could be vertical (within the same buildings) or horizontal (with residential and commercial uses in separate buildings).

The City will permit a variety of multi-family uses including apartments, condominiums, and townhomes in these areas. *Residential densities* permitted in these areas range from 7-50 units per acre, depending on the zoning district (proposed future zoning is shown on Figure 12-1). The Mixed Commercial/Residential land use areas include several zoning districts with the following permitted densities:

- **MX-1 (Downtown)** and **MX-4 (General Mixed Use)** zoning districts permits residential units with densities of 7-18 units per acre.

- **MX-2 (Residential/Commercial) and MX-5 (Mixed Use Buffer)** zoning districts permit residential units with a minimum density of 10 units per acre.
- **MX-3 (Transit-Oriented)** zoning district around the Newport Transit Station, permits densities between 20-50 units per acre to support transit service.

The City anticipates a 60/30/10 mix of residential/commercial/office land uses in the Mixed Commercial/Residential areas, with a higher proportion of residential uses west of Highway 61 (in the MX-3 and MX-4 zoning districts), and higher proportions of commercial and office uses in the Mixed Commercial/Residential areas along Hastings Avenue (MX-1 and MX-2 zoning districts east of Highway 61). The MX-1, MX-2, and MX-5 districts are nearly fully developed, while the MX-3 and MX-4 districts include large vacant and underdeveloped sites near the Newport Transit Station and along 7<sup>th</sup> Avenue. New housing in the MX-1, MX-2, and MX-5 districts may be redeveloped by combining and redeveloping the smaller parcels in these districts. The MX-3 and MX-4 districts offer potential for larger-scale new development and redevelopment housing and mixed-use projects.

*Allowed and permitted uses* in the Mixed/Commercial/Residential Districts include single-family homes, two-family homes, townhomes, and multifamily residential uses. These areas also allow a wide range of commercial, retail, office, civic, institutional, park, and public uses that are compatible in type and scale with residential uses.

Commercial/Business Park areas provide locations for a variety of office, retail, warehouse, and related business uses. Residential uses are not permitted in these areas.

Light Industrial areas provide locations for research, manufacturing, processing, assembly, and storage uses that are non-polluting, not excessively noisy, produce limited traffic and do not produce hazardous materials.

General Industrial areas provide locations for heavy industry near major transportation corridors where public utilities are available.

Institutional areas include city facilities and other private institutions such as fire stations, churches, and cemeteries.

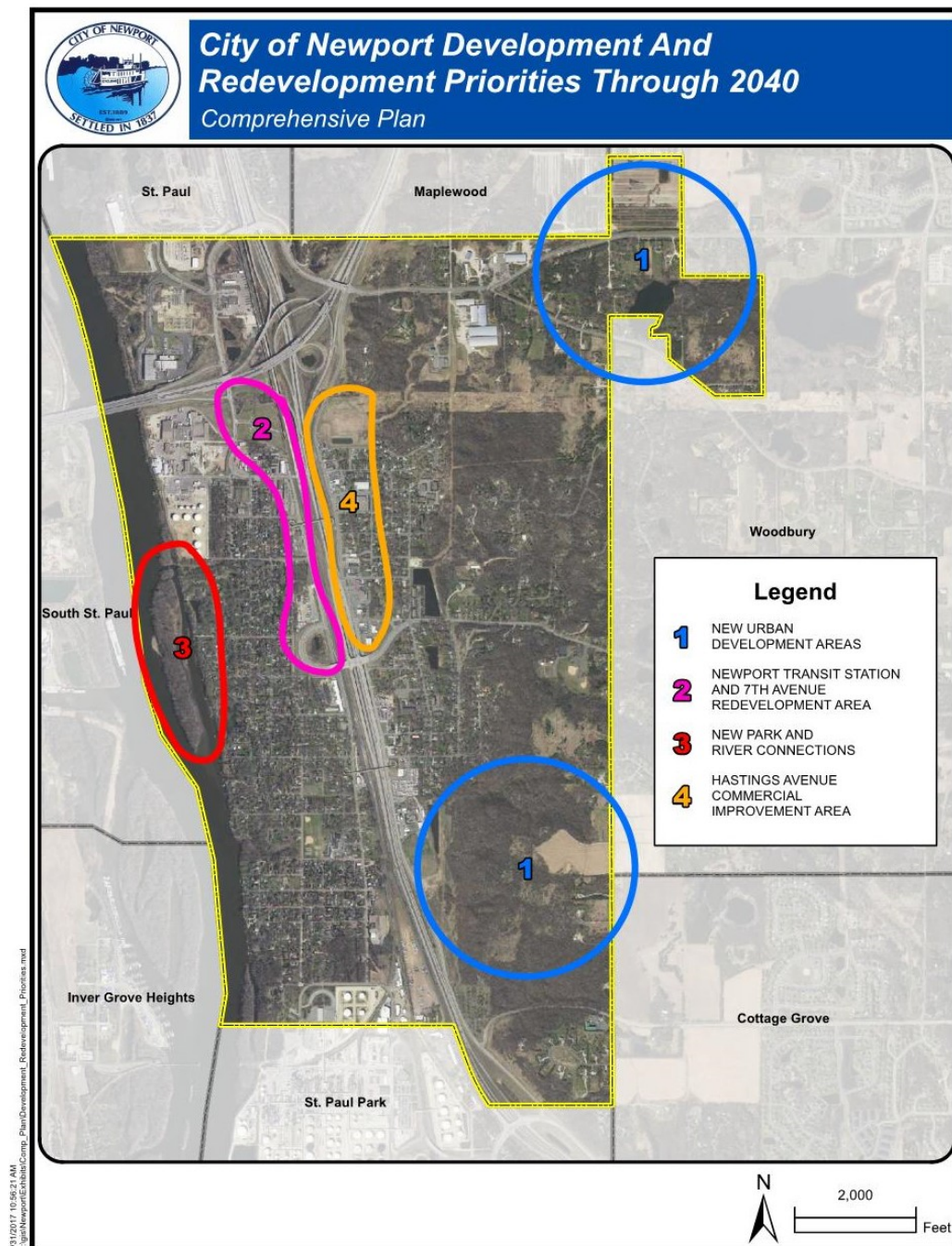
Parks, Parkways and Open Space areas include city-owned parks and open space areas, streets designed as parkways, and several city-owned overlooks on the Mississippi River.

Transportation areas include routes of freeways, major highways, and rail corridors.

## Residential Growth Forecasts and Densities

Figure 4-3 shows the City's priority areas for new residential development and redevelopment in Newport through 2040. New residential growth is expected in areas 1 and 2. Table 4-3 shows the staging, densities, and expected residential growth in each area.

**Figure 4-3:  
Future Residential Growth Areas**





**Table 4-4: Future Residential Growth Areas and Densities for Areas Available for Development, In-fill and Redevelopment in Newport through 2040**

Area	Density Range	Total Acres	Net Res. Developable Acres	Res. Acres Dev By 2020	New Units By 2020	Res. Acres Dev 2021-2030	New Units 2021-2030	Res. Acres Dev 2031-2040	New Units 2031-2040	Net Res Acres Dev by 2040	Total New Housing Units by 2040
Area 1A - NE	5-20	183	150	40	200	8	40	18	90	66	330
Area 1B – SE and areas east of TH 61	5-20	88	50	6	30	8	40	8	40	22	110
Area 2 – Transit Station-7 <sup>th</sup> Ave Redev.	8-50	45	27	7	56	8	64	7	56	22	176
Area 4 – Hastings Ave Redev.	8-30	35	23	5	40	5	40	5	40	15	120
<b>Newport Net Res Acres Dev 2020-2040</b>											
Area 1	5-20	271	200	46	230	16	80	26	130	88	440
Area 2 & Area 4	8-50	80	50	12	96	13	104	12	96	37	296
<b>Newport Total New Housing Units in Growth Areas, 2010-2040</b>		<b>351</b>		<b>58</b>	<b>326</b>	<b>29</b>	<b>184</b>	<b>38</b>	<b>226</b>	<b>125</b>	<b>736</b>

**Average Net Density of New Development and Redevelopment in Newport by 2040:**

Area 1 (Mixed Residential land use): 440 units ÷ 88 acres = 5 units/acre (min. density)

Areas 2 & 4 (Mixed Commercial/Residential land use): 296 units ÷ 37 acres = 8 units/acre min.

**TOTAL:**      **736 units ÷ 125 acres = 5.9 units/acre average density for new development and redevelopment in Newport by 2040**

## **Consistency with Regional Policies for Suburban Communities**

The analysis indicates that the City's proposed growth areas and densities are consistent with regional density policies for **Suburban** communities:

- The City estimates that the average overall density of growth in areas of new development and redevelopment will be approximately 5.9 units per acre, consistent with Regional policies that require an average density of 5.0 units per acre in areas of new development and redevelopment
- The City has prioritized a significant area for redevelopment around and south of the Newport Transit Station along 7th Avenue at densities between 7-50 units per acre. (Area 2 on Table 4-4).
- The City is has completed detailed land use planning efforts and a Master Plan for redevelopment in the Newport Red Rock Redevelopment Area around the Newport Transit Station that identifies a mix of high-density housing, commercial, office, and business uses in this area to build on the available transit resources.
- The City has identified the area along Hastings Avenue for improvement and redevelopment, including new housing and mixed-use development at 7-18 units per acre. (Area 4 on Table 4-4).
- The City has completed planning for future infrastructure needs in Areas 1 and 2, as shown on the Master Plan for the area around the Newport Transit Station and in Chapters VI and VII of this Comprehensive Plan.
- Future densities in Growth Areas 1A and 1B are significantly limited by the existing bluff, steep slope, lakes, and Shoreland areas in those areas.

## ***Employment Locations Growth***

The Metropolitan Council forecasts an additional 110 jobs in Newport between 2020 and 2040. The City expects that this growth will be accommodated within the Mixed Commercial/Residential, Commercial/Business Park, Light Industrial, and General Industrial land use areas. The Mixed Use Commercial/Residential and Commercial/Business Park areas include vacant and underutilized properties (such as the Advanced Disposal parcels at 1545 7th Avenue and Fritze Companies site on Hastings Avenue) that include over 40 acres of potential redevelopment area for commercial, business and industrial uses that will provide new employment opportunities along with the expansion of existing employers in Newport.

Measures of intensity in the land use areas that will accommodate future employment growth include:

**Table 4-5 Intensity of Development in Zoning District**

<b>Land Use Area</b>	<b>Zoning Districts</b>	<b>Measures of Intensity—Maximum Lot Coverage or Floor Area Ratio (FAR)</b>
Mixed Commercial and Residential	MX-1 MX-2 MX-3  MX-4 MX-5	80% Max. Lot Coverage 75% Max. Lot Coverage 75% Max. Lot Coverage and 0.5 FAR  75% Max. Lot Coverage 75% Max. Lot Coverage
Commercial/Business Park	B-1 B-2	75% Max. Lot Coverage 75% Max. Lot Coverage
Light Industrial	I-1 I-S	75% Max. Lot Coverage 75% Max. Lot Coverage
General Industrial	I-2	75% Max. Lot Coverage

***Changes from Planned Land Uses in 2030 Comprehensive Plan***

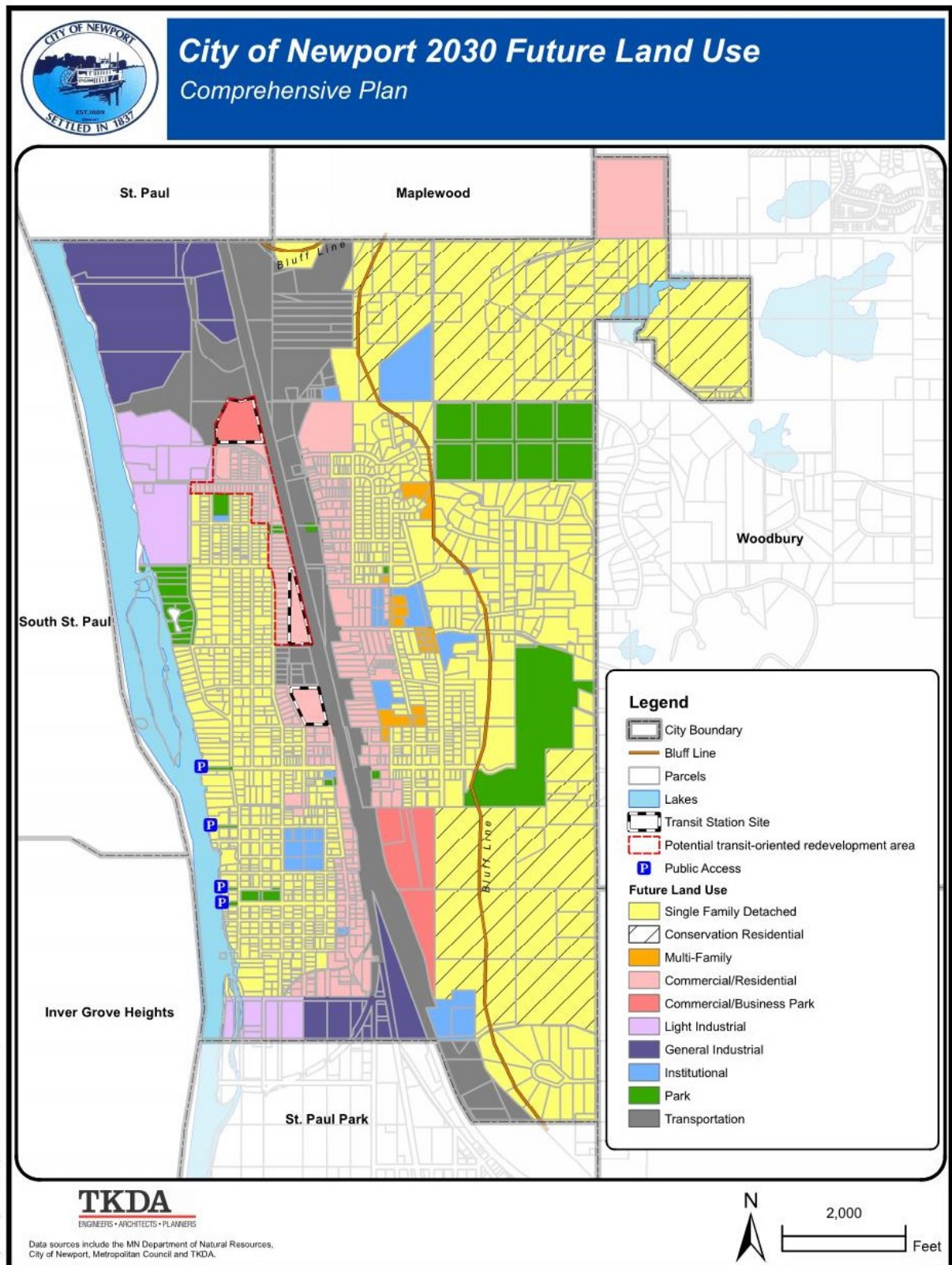
Figure 4-4 on the next page is the City's Future Land Use map from its 2030 Comprehensive Plan. The changes proposed from the 2030 Land Use Map for the 2040 Future Land Use Map include the following:

- Changed the land use designations for the areas south of the Transit Station along 7th Avenue and areas along Hastings Avenue to Mixed Commercial/Residential at higher densities (8-50 units per acres) and a significant focus on redevelopment around the Transit Station to create new jobs and housing to implement the City's vision and master plan for this area.

The Master Plan includes a goal to create connections from the redevelopment area to the Mississippi River to use the river as an amenity to support new housing and commercial development.

- Change in designation of two former Single-Family detached areas (large-lot districts) in eastern Newport to Mixed Residential use at 5-20 units per acre to permit them to develop at densities that support the extension of municipal sewer and water services to those areas.
- Change in the designation of the Bailey property (40 acres north of Bailey Road) from Mixed Commercial/Residential to Commercial/Business Park based on discussions with Bailey Companies representatives about their potential plans for this area.
- Minor revisions to the locations of Single-Family Residential and Mixed Commercial/Residential areas east of Highway 61 based on the City's review of current and likely uses in these areas.

**Figure 4-4:  
2030 Comp Plan Future Land Use Map**



## D. SPECIAL RESOURCES

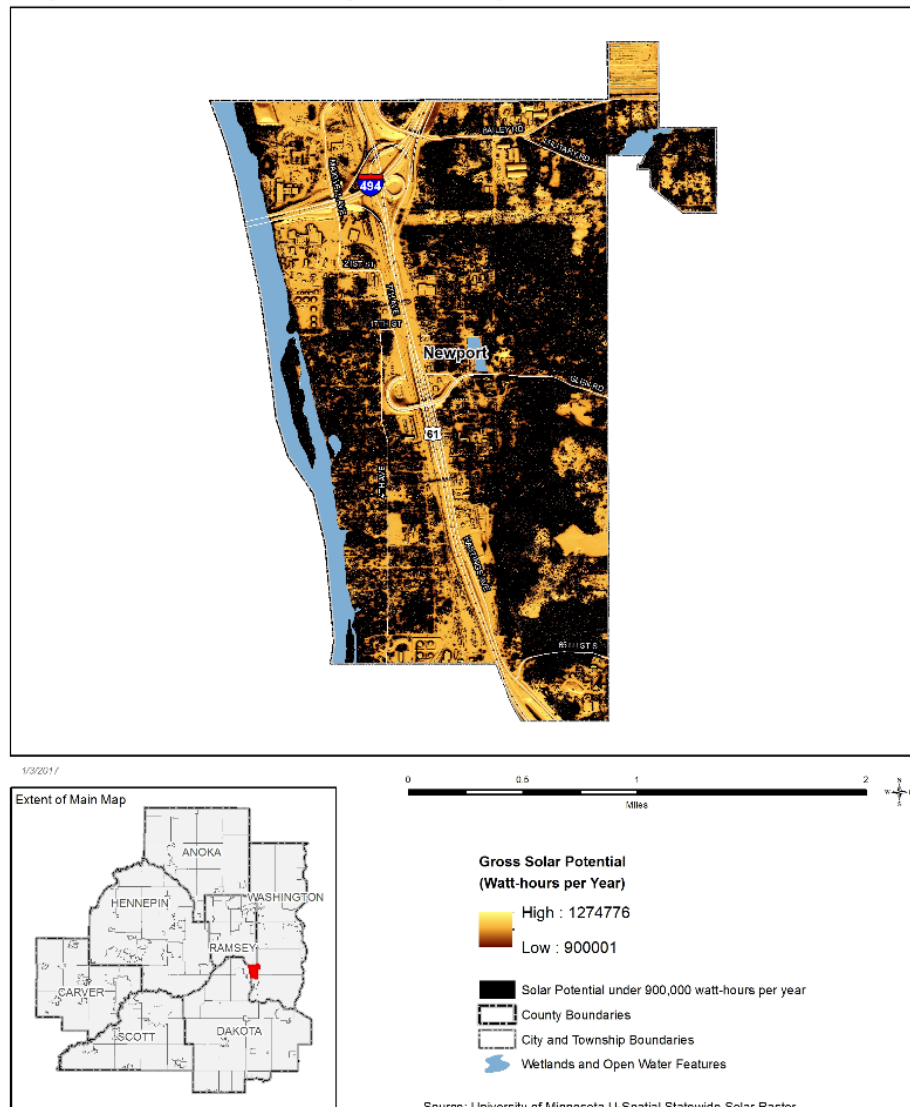
### *Solar Potential and Alternative Energy Technologies*

The City of Newport's Zoning Ordinance permits solar energy systems, geothermal energy systems (ground-source heat pumps) and wind energy conversions systems as accessory uses for residences and businesses in the community. The map below identifies the Gross Solar Potential in Newport. The potential is low in many areas due to mature tree coverage in older residential neighborhoods and woodlands in the bluff areas.

**Figure 4-5: Gross Solar Potential in Newport**

Gross Solar Potential

City of Newport, Washington County





## Gross and Rooftop Solar Resource Calculations

The table below shows the gross solar potential and gross solar rooftop potential in Newport expressed in megawatt hours per year. The Metro Council estimated this information based on the map above. The calculations estimate the total potential solar resource, but do not include areas that may be unsuitable for solar development or other factors related to solar efficiency.

The gross solar generation potential and gross solar rooftop generation potential are estimates of how much electricity could be generated using existing technology and assumptions about the efficiency of conversion.

Community <sup>1</sup>	Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr) <sup>2</sup>	Rooftop Generation Potential (Mwh/yr) <sup>2</sup>
Newport	4,577,987	256,182	457,798	25,618

<sup>1</sup> There are a few communities where generation potential calculations could not be produced. There are areas within some maps where data was unusable. These areas were masked and excluded from gross rooftop potential and generating potential calculations.

<sup>2</sup> In general, a conservative assumption for panel generation is to use 10% efficiency for conversion of total insolation into electric generation. These solar resource calculations provide an approximation of each community's solar resource. This baseline information can provide the opportunity for a more extensive, community-specific analysis of solar development potential for both solar gardens and rooftop or accessory use installations. For most communities, the rooftop generation potential is equivalent to between 30% and 60% of the community's total electric energy consumption. The rooftop generation potential does not consider ownership, financial barriers, or building-specific structural limitations.

10/20/2019 12:14

The City's Zoning Ordinance permits maximum building heights of 35-40 feet in most districts. The height standard and the structure setback requirements in the ordinance protect solar access for new buildings. The City's Zoning Ordinance also includes a requirement to protect solar access when variances are approved.

The City recognizes that there are some areas in the city where the solar resources are most abundant—such as the areas within commercial corridors along Highway 61 and I-494. City ordinances permit the development of rooftop and ground-mounted solar systems within these corridors, and the required building setbacks and height limits will protect solar access in these areas. Solar system development will generally be completed through private building and renovation projects. The City will provide information about solar potential and ordinance standards to developers during discussions about development and redevelopment in areas with high solar generation potential. The City recently added a solar energy system at its Public Works Facility, and will consider alternative energy options if it builds or renovates other city facilities in the future.

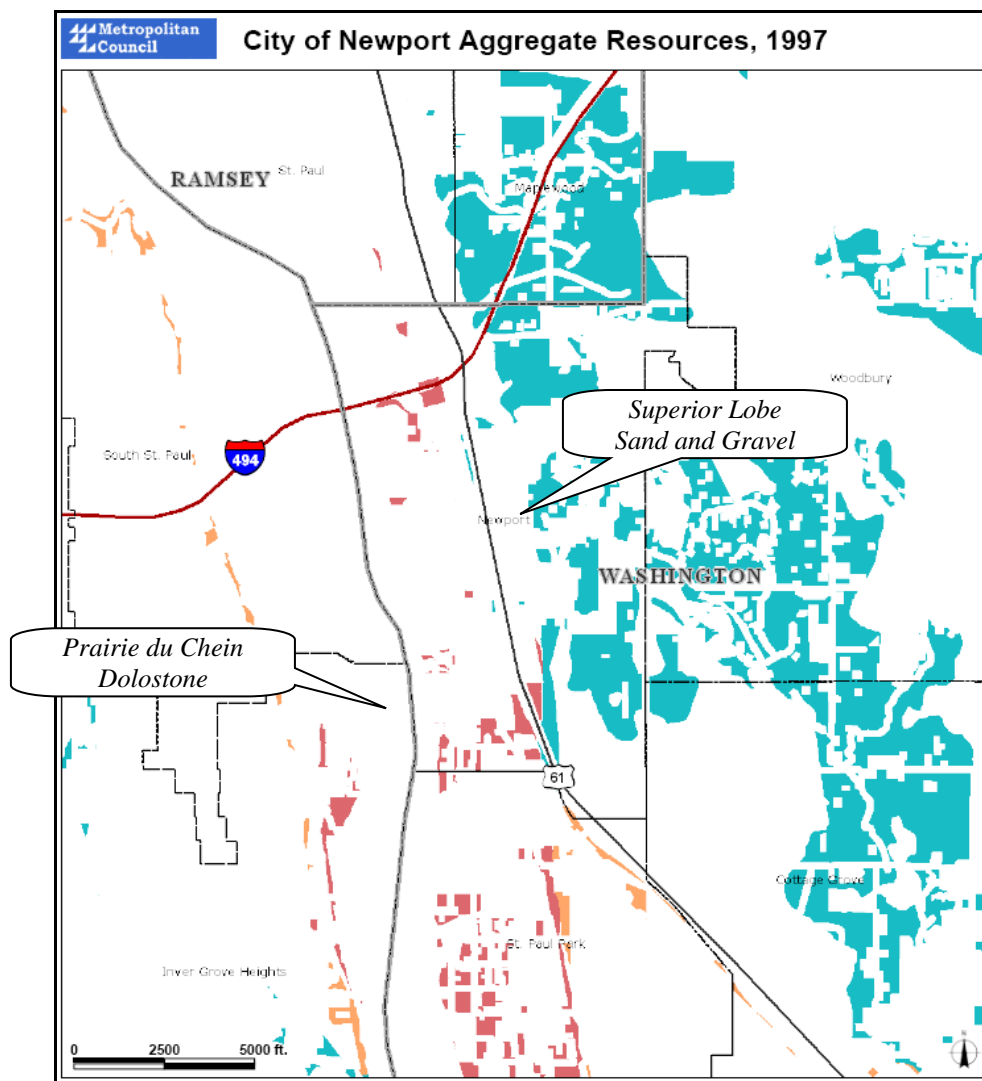
### ***Aggregate Resources***

As part of the comprehensive plan update, the Metropolitan Council requires that communities identify aggregate resources within local boundaries and plan for the extraction of aggregate prior to urbanization. Data provided by the

Metropolitan Council in 1997 (Figure 4-4) shows areas with sand, gravel, and dolomite resources within Newport. The location and status of these resources has not changed since 1997.

There are no current aggregate extraction operations within the City, and the City has had no interest to date to develop these resources from aggregate businesses. The aggregate resources within Newport are located in areas of existing residential development and in locations with sensitive resources such as bluffs, steep slopes, and water bodies. These factors would make it difficult to extract the aggregate resources within the City.

**Figure 4-6: Aggregate Resources**



Source: Metropolitan Council

## **E. NATURAL RESOURCES**

### ***Background***

Newport's landscape is defined by natural features, including the Mississippi River and its bluffs and floodplain and the upland bluffs and mature woodlands in the eastern part of the community. These elements are important to the character and health of the community, to its parks system, and to maintaining the value of its residential neighborhoods. Protecting and maintaining the long-term health of these resources is important to the community.

Figure 11-1 identifies the key natural features and natural areas remaining in the community, based on data from the Minnesota Land Cover Classification System (MLCCS). Chapter XI includes additional detailed information and maps describing the natural features and resources within the Mississippi River Corridor Critical Area (MRCCA). The Minnesota County Biological Survey noted that there are high-quality native plant communities remaining in the bluff areas in Newport—including Oak Forest, Maple-Basswood Forest, and a Dry Gravel Prairie. The Survey also noted the presence of two rare plant species in the bluff area.

### ***Natural Resource Conservation and Protection***

Newport's park lands protect significant natural community areas in the City's bluff areas. The City's Zoning Ordinance includes several chapters that have adopted requirements to protect its natural resources, including the following:

- Article VI – Planned Unit Developments (require a natural resource inventory and protection for approval of PUD's)

- Article VII – Overlay Districts

- Division 2 – Shoreland Management District (updated 2017)

- Division 3 – Critical Overlay District

- Division 4 – Floodplain Management District

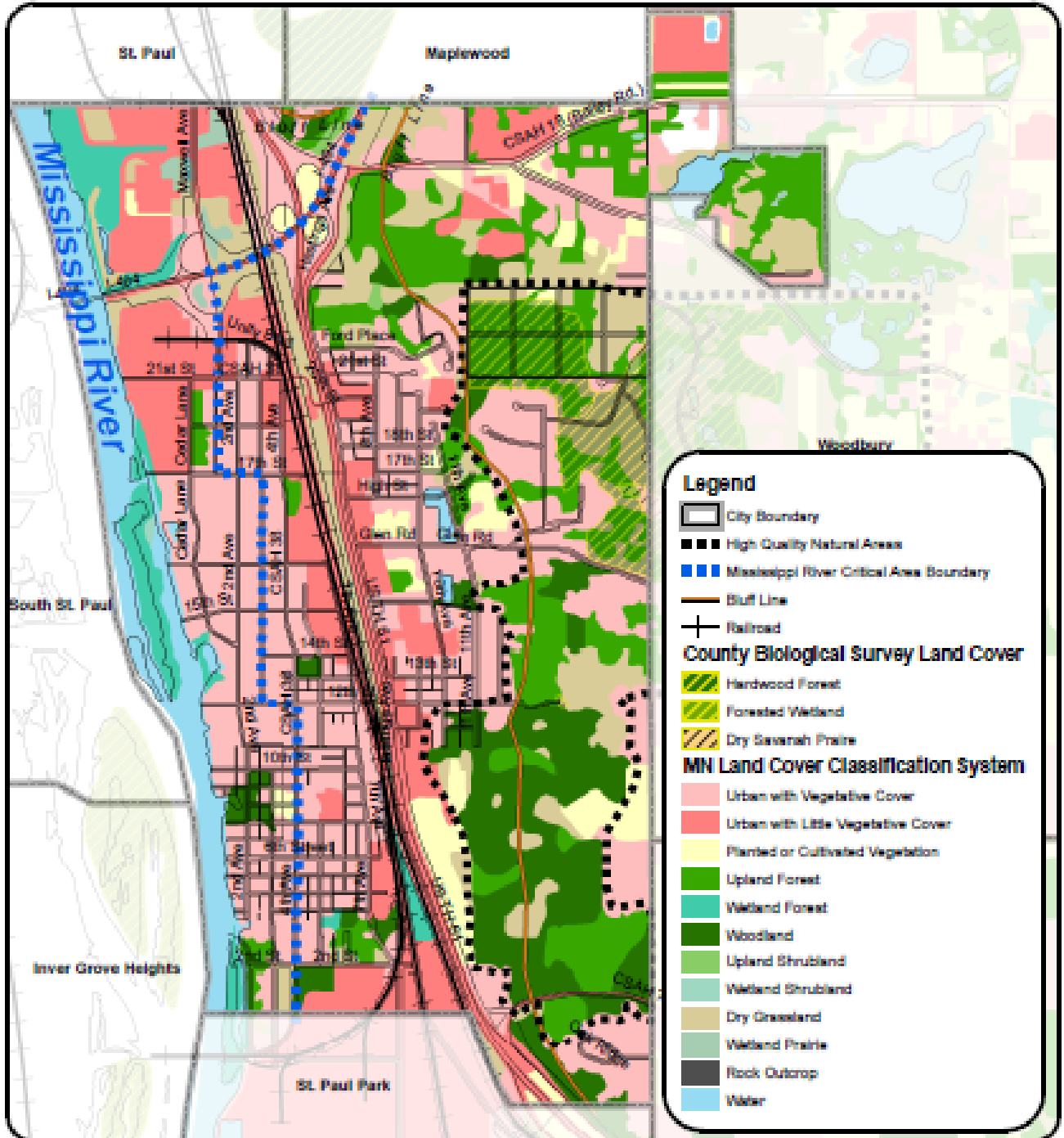
- Division 5 – Bluffland Area Overlay District

- Division 6 – Conservation Residential District (permits Conservation or “cluster” developments)

- Division 7 – River Development Overlay District



Figure 4-7: Land Cover and Natural Resources



## **F. LAND USE GOALS AND POLICIES**

### ***General Land Use Goals***

1. Plan for and support growth in population, households, and employment to accommodate the levels forecast for Newport through 2040. Prioritize development and redevelopment and public investments in the areas around and south of the Newport Transit Station, new urban-density residential areas in eastern Newport, and along Hastings Avenue and 7th Avenue:
  - Support new development and redevelopment of the Red Rock Redevelopment Area and areas along 7th Avenue south of the Newport Transit Station that include jobs and housing to implement the City’s vision and master plan for redevelopment of this area.

Create new connections between the Red Rock area and the Mississippi River, and create new park and trail amenities within the Red Rock area to support redevelopment.
  - Plan for and support redevelopment in the areas along Hastings Avenue including new housing and jobs and improve the appearance of these areas.
  - Support new housing development in the eastern portion of Newport by providing municipal sewer and water services to areas planned for urban development.
2. Build on the City’s assets—its “small town” character, natural and historic assets, attractive neighborhoods and parks, diverse business community, and location—to attract and keep new residents and businesses in Newport.
4. Protect the City’s significant natural, historic, and cultural resources including the Mississippi River, bluffs, lakes, and woodlands by focusing on them as important amenities, integrating them appropriately with new development and redevelopment, and by adopting standards that require development and redevelopment projects to protect these resources and restore native plant communities when feasible.
5. Provide housing and jobs to attract younger people and young families. Provide “life cycle” housing opportunities that serve empty nesters and older residents while recycling family housing to attract younger families.
6. Address issues that hurt the City’s image and affect opportunities for growth and redevelopment.

### ***General Land Use Policies to Support the City's Goals***

1. Provide infrastructure, parks and open space, and City services to support new development, redevelopment, and existing neighborhoods. Work with other organizations such as the South Washington Watershed District and Washington County to address issues such as storm water management and transportation facilities.
2. Extend municipal sewer and water services to proposed urban development areas in east Newport.
3. Achieve average densities of five housing units or more per acre in new development and redevelopment areas to protect the City's investment in infrastructure and be consistent with regional policies.
4. Complete purchase of the floodplain parcels near the old levee and create a new destination park on the Mississippi River near the levee and parkway and trail connections to attract residents and visitors to this destination.
5. Continue to implement projects and activities that restore and improve the quality of the City's natural resources as new development and redevelopment occurs.
6. Update the City's Zoning Ordinance and maps to be consistent with the Mississippi River Corridor Critical Area rules.
7. Create attractive gateways at community entrances on Maxwell Avenue and Glen Road.
8. Support redevelopment and improvement of commercial properties on Hastings Avenue, including residential, commercial, business, and office uses that add employment and tax base and improve the appearance of the community.
9. Actively work with local businesses and use the City's Façade Improvements grants program and other resources to support improvement and redevelopment of existing commercial properties.
10. Support the cleanup and reuse of contaminated land by using available finding programs and financing tools.
11. Preserve and promote the City's unique history and historic resources through the efforts of the Newport Historic Preservation Commission, interpretation of resources and sites, and through Site Plan review for projects near historic and cultural sites.

12. Address issues that detract from the City's image and livability with others by working with Washington County and the City of South St. Paul on issues of concern related to the County's Recycling and Energy Center in Newport and industrial uses in South St. Paul.
11. Update the City's Zoning Ordinance as needed to support the City's Land Use Plan and goals within nine months of the adoption of this Comprehensive Plan. Enforce the City Code to protect and improve the City's image and value of all properties in the City.

### ***Solar and Alternative Energy Goals and Policies***

#### ***Goal***

1. The City of Newport will protect solar access throughout the community, and permits the development of accessory solar systems, geothermal energy systems, and other alternative energy resources in all zoning districts in its Zoning Ordinance.
2. The City will provide information about solar potential and ordinance standards to developers during discussions about development and redevelopment in areas with high solar generation potential.

#### ***Solar Energy Policies***

1. The City will inform residents about programs and incentives for alternative energy options, including wind and solar energies, and will seek to use such incentives for the design and operation of new city facilities if feasible.
2. The City will maintain the height standards (35-40 feet maximum) and setbacks (10-40 feet for structures from front, side and rear lot lines in most districts) to protect solar access for all land uses in Newport.
3. The City will maintain the criteria for granting variances in its ordinance that any variance granted shall maintain solar access for surrounding uses.

#### ***Natural Resource Goals***

1. Protect and where possible restore the unique natural resources in Newport, including the Mississippi River, bluffs, woodlands, and natural communities, lakes and wetlands.
2. Recognize the nature resources and features of the community as an asset for the community and future development and redevelopment.
3. Complete clean-up and reclamation of sites for redevelopment.

## ***Natural Resource Policies***

1. Implement the updated Shoreland Management Ordinance adopted in December 2017.
2. Update the City's Zoning Ordinance, Critical Area Overlay District regulations, and River Redevelopment Overlay District regulations to be consistent with the new rules for the Mississippi River Corridor Critical Area (MRCCA) and the MRCCA chapter. This will include requirements for natural resource and natural community conservation, restoration, and protection.
3. Update the Zoning Ordinance and Stormwater Ordinance to incorporate the goals and policies included in the Local Water Management Plan.
4. Establish a new park on the Mississippi River, as identified in the Parks and Trails element of this plan, including protection and restoration of natural resources and native plant communities.
5. Encourage private and public developments to retain existing natural community areas and wildlife habitat and/or restore natural areas and plant native species, and incorporate best management practices recommended by the Minnesota DNR in design and construction plans.
6. Support and encourage the efforts of residents to control exotic species such as buckthorn, and improve the ecological quality of their yards.
7. Continue to implement its Parks and Trails plan, to give residents and visitors opportunities to experience the special natural resources located in the community, in ways that are compatible with the protection of those resources.
8. Use the City's tree inventory to create a forestry management plan and to encourage re-forestation and restoration of natural communities and address tree loss caused by Emerald Ash Bore and Oak Wilt. Require tree planting along street rights-of-way and within other publicly owned land.
9. Encourage implementation of the "cluster" or "conservation development" option in the Zoning Ordinance within the Conservation Residential District and MRCCA zoning districts.
10. Enforce federal, state, and local wetland rules and regulations.
11. Address sedimentation occurring in areas near the proposed riverfront park on the Mississippi River.

## **V. Heritage Preservation**

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### **A. INTRODUCTION**

The City of Newport established its municipal heritage preservation program in 1992 by ordinance. In creating this new local government program, the city council declared its interest in the preservation, protection, and use of significant heritage resources within the city limits. Other provisions of the preservation ordinance established the Heritage Preservation Commission (HPC) and the Newport Heritage Landmarks registry.

The revised Heritage Preservation element of the 2040 Comprehensive Plan builds on the goals, policies and management practices laid out in previous plans; provides updated information on the current state of heritage resource management in Newport; and affirms a clear vision for the future of the city's heritage preservation program. The plan was prepared by the HPC and its staff, with input from other city departments and the state historic preservation office. Once adopted by the City Council, it will become the official preservation plan of the City of Newport.

### **B. PRINCIPLES**

The following principles provide the philosophical underpinnings for heritage preservation planning in the City of Newport:

1. Historically significant buildings, sites, structures, objects, and districts represent a set of scarce, non-renewable cultural resources and should be treated as critical assets for community development.
2. Heritage preservation is an important public service and a legitimate responsibility of City government.
3. Not everything that is old is worth preserving: protective measures should focus on significant heritage resources that can be preserved as function parts of the City in the 21st Century.
4. Saving significant heritage resources for the benefit of future generations is always in the public interest.
5. Effective heritage preservation policies are those which create a partnership between the owners of heritage resources and City government.

6. Heritage preservation is about people, not things—significant heritage resources should be preserved, protected, and used in a manner consistent with community values.

### **C. PROGRAM AREAS**

The city's heritage preservation program is organized around the following core program areas:

- Preservation planning
- Identification of heritage resources
- Evaluation of heritage resources
- Designation of heritage landmarks
- Treatment of heritage resources
- Public education. The Heritage Preservation Commission and its staff provide information and training to city officials, property owners and the general public.

### **D. PRESERVATION GOALS**

The following goals broadly define the purpose and scope of the city preservation program:

1. No significant heritage preservation resource will be destroyed, damaged, or defaced as a result of any undertaking permitted, assisted, or funded by the City of Newport.
2. Buildings, sites, structures, objects and districts that meet established criteria for historical, architectural, archaeological or cultural significance, and which retain the physical qualities necessary to convey their significance, will be designated Newport Heritage Landmarks.
3. Design review and compliance decisions will be based on the Secretary of the Interior's Standards for the Treatment of Historic Properties, guided by property-specific management plans developed in partnership with the property owners.
4. The city will encourage voluntary compliance with heritage preservation treatment standards and best management practices

for projects not subject to design review regulations under the city's preservation code.

5. The city will support original research and the dissemination of knowledge about Newport heritage resources.
6. The city will employ a flexible, performance-based, "best management practices" approach to the preservation, protection, and use of heritage resources.
7. Heritage preservation goals and policies will be integrated and coordinated with other City planning for community development.
8. The city will promote public and private stewardship of heritage preservation resources.

## **E. PRESERVATION POLICIES**

It is the policy of the City of Newport to:

1. Implement the heritage preservation program through integration with other city planning and the delivery of municipal services.
2. Coordinate the goals and policies of the city preservation plan with the plans developed by federal, state, and regional government agencies.
3. Use the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation as the authoritative guide for heritage preservation planning decisions.
4. Conduct ongoing surveys to identify and evaluate the significance of historic buildings, sites, structures, objects and districts within the Newport city limits.
5. Maintain a comprehensive inventory of heritage resources worthy of preservation and make this information readily available to city officials and the general public.
6. Develop management plans to guide the treatment of individual heritage preservation resources; and periodically review and update said plans in consultation with the property owners and other interested parties.
7. Record the locations of all Newport Heritage Landmarks on the official city zoning map.



8. Direct the Heritage Preservation Commission to review all applications for city permits for demolition, moving a building, excavation, and new construction in relation to designated heritage landmark properties; no city permits for these undertakings will be issued without a Certificate of Appropriateness approved by the Heritage Preservation Commission.
9. Provide the Heritage Preservation Commission with a reasonable opportunity to review and comment on all public works and community development projects for their potential effects on heritage preservation resources.
10. Continue to participate in the federal-state-local government preservation partnership as a Certified Local Government.
11. Provide the Heritage Preservation Commission with paid professional staff.
12. Apply sustainable practices to the management of heritage preservation resources.

## **F. HISTORIC CONTEXTS**

The following historic contexts provide the conceptual framework for linking individual buildings, sites, structures, objects and districts to the most important broad themes in Newport history:

- American Indian Cultural Traditions, 10,000 BCE to AD 1862
- Kaposia and the Red Rock Mission, 1837 to circa 1850
- Early Euro-American Settlement at Red Rock and Newport, circa 1837 to 1889
- Red Rock Camp Meetings, 1868 to 1937
- Railroads and Related Development, 1869 to 1960
- Trails, Roads and Highways, 1849 to 1959
- Residential Architecture and Landscapes, 1840s to 1960s
- Public Buildings, 1914 to 1964
- Commercial and Industrial Development, 1840s to 1960s
- Euro-American Cemeteries, 1841 to 1950
- Newport Women and Children, 1840s to 50 years before the present
- The WPA in Newport, 1935 to 1941

- Horticulture and Gardening, 1850s to 50 years before the present
- Mississippi River Landscapes, 10,000 BCE to 50 years before the present
- Mid-20th Century Suburban Development, 1935 to 1975

While these local historic contexts are unique to Newport, the themes and property types are reflected in the historic contexts developed by the State Historic Preservation Office as part of Minnesota's state preservation plan.

## G. HERITAGE RESOURCES INVENTORY

The official inventory of heritage resources designated or determined eligible for designation as Newport Heritage Landmarks is shown on Figure 5-1, and listed below. The following properties meet one or more of the ordinance criteria for heritage landmark eligibility (City Code Sec. 16-56(b)) by being associated with an important historic context and by retaining historic integrity of those features necessary to convey their significance. The property locations are shown on Figure 5-1.

### Map ref. #1

#### ***Inyan-sa ("Red Rock")***

Location: 1596 Eleventh Avenue (on the grounds of the Newport United Methodist Church)

PIN: 36.028.22.12.0028

### Map ref. #2

#### ***Kaposia Mission Building ("Kavanaugh Log Cabin")***

Location: 1596 Eleventh Avenue (on the grounds of the Newport United Methodist Church)

PIN: 36.028.22.12.0028

### Map ref. #3

#### ***CM&StP Railway Switching Tower ("Train Tower")***

Location: behind 600 Seventh Avenue

PIN: 01.027.22.21.0003

### Map ref. #4

#### ***Newport Public Library***

Location: 405 Seventh Avenue

PIN: 01.027.22.22.0068

### Map ref. #5

#### ***Red Rock Cemetery***

Location: end of Cemetery Road

PIN: 25.028.22.23.0002

Map ref. #6

***Armstrong-Yelland House ("Dilaram Cottage")***

Location: 480 Second Avenue

PIN: 02.027.22.11.0035

Map ref. #7

***Historic James H. Huganin House***

Location: 597 Fourth Avenue

PIN: 01.027.22.22.0003

Map ref. #8

***F. A. Marko Historic Riverfront***

Location: 121 10th Street

PIN: 35.028.22.44.0010

Map ref. #11

***Historic Ruel Parker House***

Location: 311 Seventh Avenue

PIN: 01.027.22.22.0064

Map ref. #12

***Historic Grove Street Overlook***

Location: Mississippi River at 10th Street

Map ref. #13

***12<sup>th</sup> Street Overlook***

Location: Mississippi River at 12th Street

Map ref. #14

***Park Place Overlook***

Location: Mississippi River at Park Place

Map ref. #15

***Pioneer Memorial Park***

Location: 611 Fourth Avenue

PIN: 02.027.22.11.0042 and -0043

Map ref. #16

***Newport Elementary School***

Location: 851 Sixth Avenue

PIN: 36.028.22.33.0025, -0022 and -0072

Map ref. # 17

***Historic Farmers Terminal State Bank Building***

Location: 2104 Hastings Avenue

PIN: 35.028.22.32.0018

Map ref. #18

***Historic J. V. Bailey House (Bailey Nurseries)***

Location: 1325 Bailey Road

PIN: 25.028.22.13.0005

Map ref. #19

***Newport Village Hall***

Location: 600 Seventh Avenue

PIN: 01.027.22.21.0003

Map ref. #20

***Sheldon-Durand Mill Site ("Mill Pond")***

Location: Mississippi River between 9th Street, 7th Street and Second Avenue

PIN: 35.028.22.44.0003

Map ref. #22

***Newport Cemetery***

Location: north side of Highway 10-61

PIN: 01.027.22.42.0008

Map ref. #23

***Main Street Steamboat Landing***

Location: Mississippi River at 6th Street

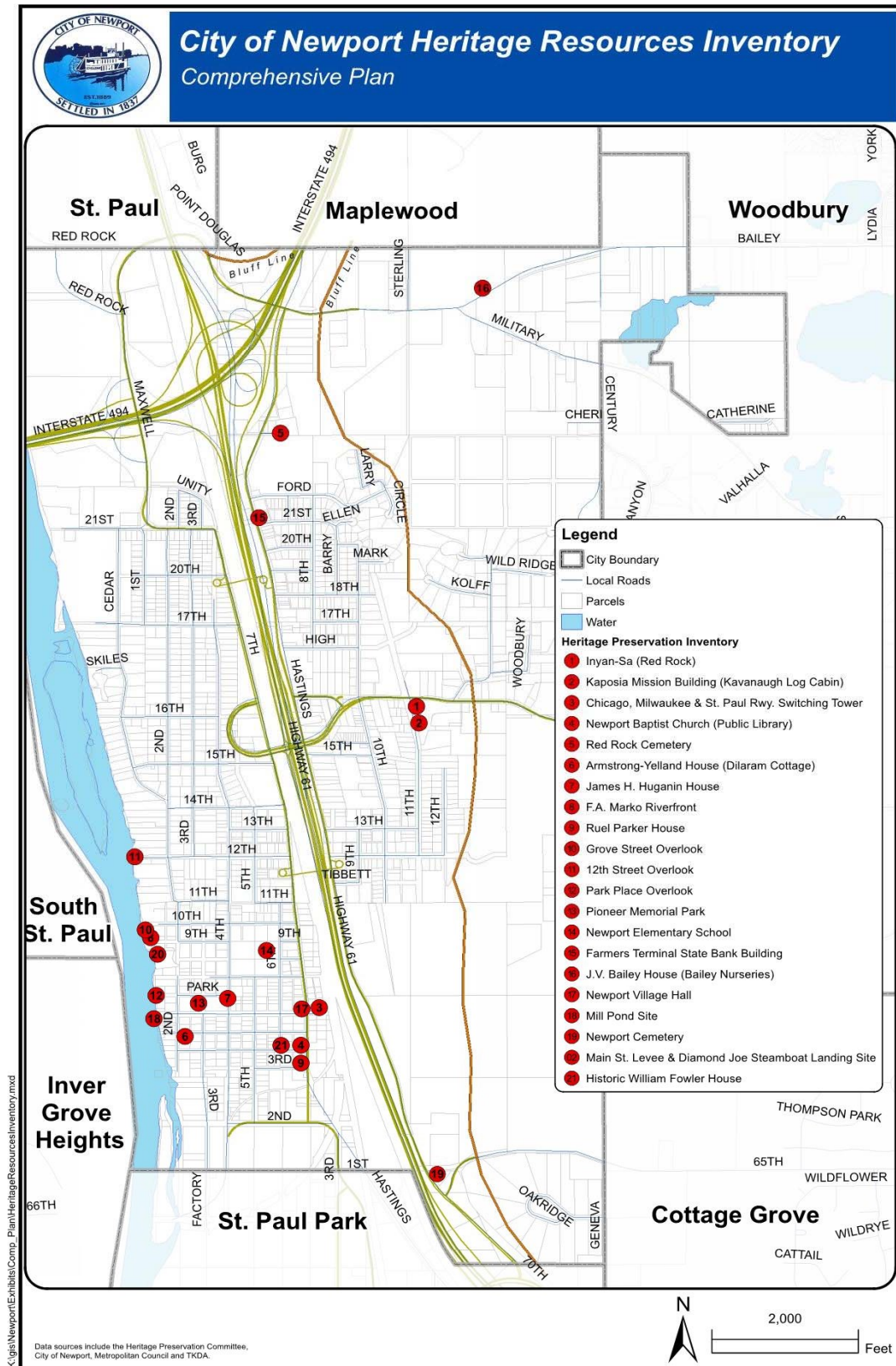
Map ref. #24

***Historic William Fowler House***

Location: 615 4th Street

PIN: 01.027.22.22.0069

Figure 5-1: Heritage Resources Inventory Map



## **H. IMPLEMENTATION STRATEGIES**

The following specific actions are recommended for implementing the preservation plan:

Continue to identify, inventory, and evaluate heritage resources in accordance with current professional standards and best practices.

Conduct surveys to locate and identify archaeological sites and other cultural resources associated with the heritage of American Indian communities.

Nominate all eligible properties for designation as Newport Heritage Landmarks.

Develop and implement management plans for all publicly owned heritage preservation resources.

Publish or make available to the general public through appropriate media all heritage resource studies carried out under the auspices of the HPC.

Develop innovative efforts for educating the public about the city's heritage resources and make these programs widely available to educators, students, researchers, residents and visitors.

Make better use of Geographic Information Systems (GIS) and other information technologies to manage heritage preservation resources.

Explore financial incentives for the preservation, rehabilitation, restoration, and enhancement of historic buildings and sites.

Work cooperatively with private property owners to protect, enhance, and interpret heritage preservation resources.

Revise and update the city's heritage preservation code as needed.

## **VI. Public Facilities and Services**

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### **A. INTRODUCTION**

This chapter describes the existing public facilities and services used by the residents of Newport. The City works to provide levels of service that meet the needs of current residents, and that will be able to meet the needs generated by the growth that is expected in the community through 2040 and beyond.

This chapter includes plans for the City's infrastructure systems that are part of regional systems and must be consistent with regional plans, including:

- A wastewater and comprehensive sewer plan that specifies areas to be sewered by the municipality's collection system, and sets standards of operation for private systems and identifies areas that are not suitable for public or private systems.
- A surface water management plan meets the requirements of Minnesota Statutes 103F and regional requirements.
- A water supply plan that ensures a safe and sufficient water supply now and in the future.
- A parks and trails plan that includes existing and planned local and regional facilities.

The development of these three chapters is based upon the City's future land use plan, and is consistent with the population, household, and employment projections through 2040 provided by the Metropolitan Council.

### **B. CITY BUILDINGS AND CITY SERVICES**

#### ***City Hall***

City services are administered from two buildings, City Hall and the Public Works building.

The City Hall, located at 596 Seventh Avenue, was constructed in the early 1960's. It houses the City's administration and police departments. Meetings of the City Council and City Commissions are held in the City Council Chambers, which is equipped with cable television facilities. The City is studying a potential replacement of the City Hall and fire station.

The Mayor and City Council members are elected and serve part-time. Commissioners are appointed by the City Council. City Commissions

include the Planning Commission, Parks Commission, and the Heritage Preservation Commission.

### ***Public Works Department***

The Public Works Department is located at 1100 Bailey Road on the eastside of the TH-61 corridor. The Public Works Department is responsible for road and street systems snow removal, water system, sanitary and storm sewer systems, park and trail system, City vehicle fleet maintenance, emergency and disaster cleanup, and maintenance of City buildings.

### ***City Library and Community Center***

In 2011, the City of Newport was notified that Washington County would be reducing its library budget in 2012 and therefore closing the Newport Public Library. In order to keep it open for the residents of Newport, the City worked with Washington County to establish a joint powers agreement for the oversight and management of the Library.

The City took over the oversight and management January 1, 2012 and opened the Newport Library and Community Center for residents to enjoy. Since then, the City and County have worked together to maintain the Library and Community Center by updating the collection and equipment and hosting programs.

With the help of several volunteers and the Library and Community Center Coordinator, the City is able to keep the Library and Community Center open during the week. The City has also received numerous donations since it took over in 2012 and has over 6,000 items in its catalog.

The following services are offered at the Library and Community Center: books, magazines, movies, games, public computers, printer, copier, fax machine, and wireless access. Residents may also check out the Library to use as a meeting room.

The Library/Community Center is located in a historic building that was constructed in 1889 and moved to its current location in 1897.

### ***Police and Public Safety***

The City of Newport contracts with the Washington County Sheriff's office for police services. The City provides fire services with a paid-on-call service that operates from two fire stations.

**Police:** The police department is located in the current City hall at 596 7th Avenue. At their December 17, 2015 meeting, the City Council approved



a resolution to contract with Washington County Sheriff's Office for law enforcement services. The contract started January 1, 2016 and extends for two years. As part of the contract, all Newport Officers became employees of the County. The officers still work in Newport, and the county provides one full-time Sergeant.

Per the contract, the County responds to non-emergency and emergency calls for services, enforce laws and ordinances, investigates crimes, and other functions and services as requested to the citizens and business owners of Newport.

The City's appointed attorney provides prosecution services.

**Fire:** The City presently has two fire stations, one on each side of TH-61. The fire station on the west side is located at 155 20th Street and the fire station on the east side is located at 825 Glen Road.

**Ambulance:** Newport contracts with the City of Cottage Grove for ambulance service. The City of Cottage Grove operates a fleet of First Responders Ambulances. This service is manned on a 24-hour basis. The vehicles are typically stationed in the City of Cottage Grove. The cities regularly provide mutual aid to each other.

### ***Public Works Infrastructure***

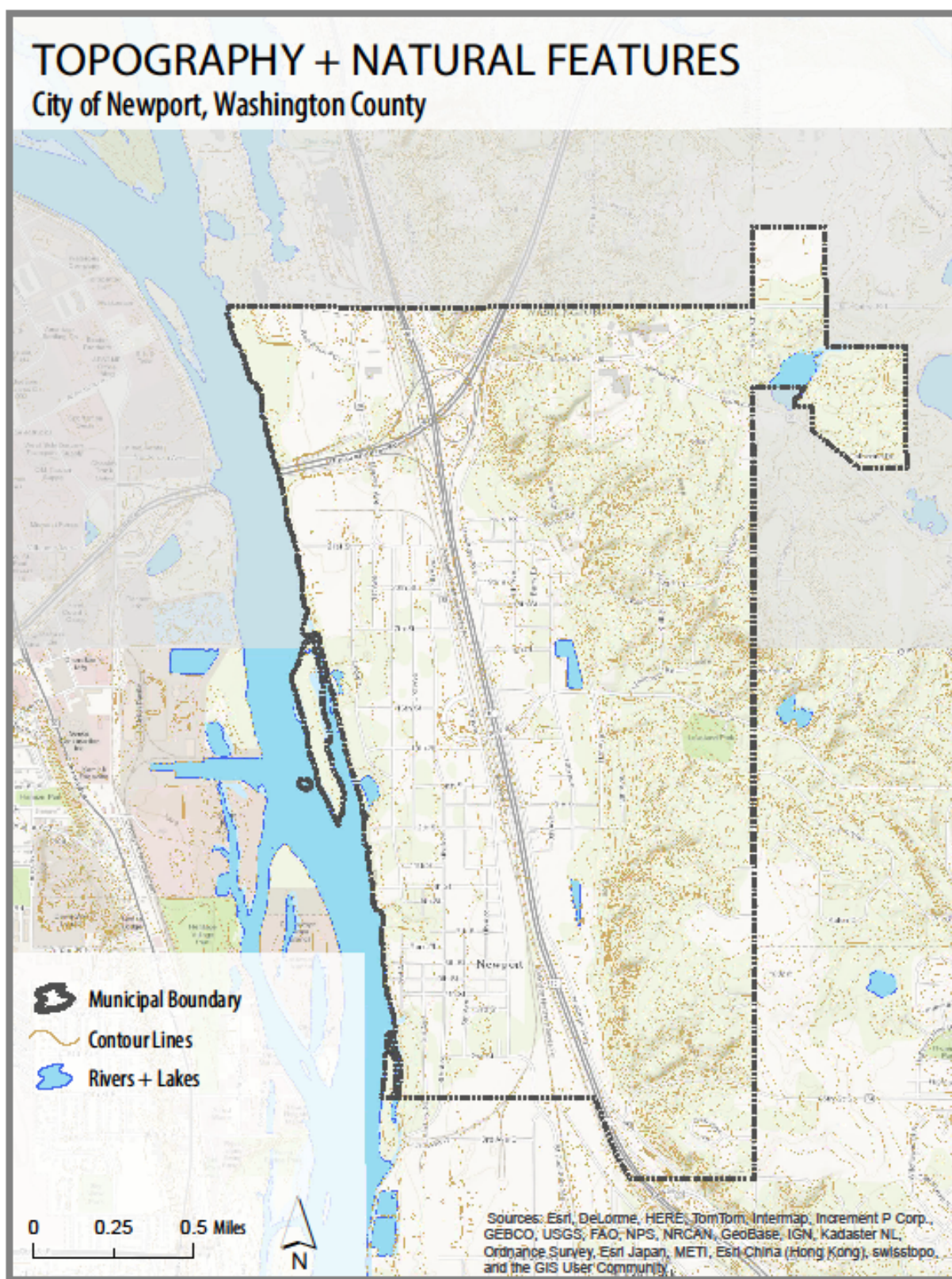
The City of Newport maintains a system of municipal infrastructure consisting of: sanitary sewer system; water supply, storage and distribution system, and storm sewer system. The distribution of these utilities has been influenced by the topography and underlying geology of the City. The systems are discussed in detail in this chapter.

## **C. WASTEWATER SYSTEM**

### ***Existing Municipal Sanitary Sewer System***

The City of Newport sanitary sewer collection system was initially constructed in 1963-64. The system was built with 8-inch diameter clay sewer pipes. The natural topography and adjacency to the Mississippi River present many challenges to the City's sanitary sewer system, both for the initial construction of the system and the subsequent expansion of the facilities. Figure 6-1 shows the topography and natural features of the City of Newport.

Figure 6-1: Newport's Topography and Natural Features



### ***Existing Municipal Sanitary Sewer System***

The City's existing municipal sanitary sewer system consists of 17.5 miles of gravity collector sewers, 1.6 miles of force mains, seven sewage-pumping stations, and a connection to a Metropolitan Council Lift Station (See Table 6-1 and Figure 6-2). The sewer system collects wastewater from 1,055 residences and 78 businesses in the City of Newport and provides a conduit for a further 78 residences in the City of Woodbury. According to census and MCES data, 796 of the housing units in Newport were built before 1970 approximately 54% of the total 1,474 units in 2016. Over the last 10 years, the City has evaluated approximately 60% of the pre-1970's era private services for susceptibility to inflow and infiltration.

Wastewater is transported via gravity and forcemain to the Metropolitan Council Lift Station (7102-2) located in the southwest corner of the City of Newport, at 1st Street and 3rd Avenue. Table 6-1 details the capacity and design flows for the City's existing lift stations.

**Table 6-1: Capacity and Design Flows for Existing Lift Stations**

<b><i>TAG</i></b>	<b><i>PRIMARY DESCRIPTION</i></b>	<b><i>SECONDARY DESCRIPTION</i></b>	<b><i>CONTROL PANEL(S)</i></b>	<b><i>STATION CONFIGURATION</i></b>	<b><i>PUMP HP</i></b>	<b><i>STATION CAPACITY</i></b>	
					(HP)	(GPM)	(MGD)
<b><i>LS1</i></b>	LIFT STATION NO.1	15TH STREET	LS1-LCP-1	DUPLEX	15	500	0.720
<b><i>LS2</i></b>	LIFT STATION NO.2	12TH STREET	LS2-LCP-1	DUPLEX	10	170	0.245
<b><i>LS3</i></b>	LIFT STATION NO.3	5TH STREET	LS3-LCP-1	DUPLEX	10	140	0.202
<b><i>LS4</i></b>	LIFT STATION NO.4	17TH STREET	LS4-LCP-1	DUPLEX	6.5	110	0.158
<b><i>LS5</i></b>	LIFT STATION NO.5	10TH AVENUE	LS5-LCP-1	DUPLEX	3	150	0.216
<b><i>LS6</i></b>	LIFT STATION NO.6	RTD	LS6-LCP-1	DUPLEX	5	150	0.216
<b><i>LS7</i></b>	LIFT STATION NO.7	COLD STORAGE	LS7-LCP-1	DUPLEX	5	150	0.216

The City of Newport has an inter-community agreement with the City of Woodbury to transport wastewater from 78 homes to the Metropolitan Council's interceptor. A copy of the agreement and map are included in the Appendix. An updated agreement is underway, but has not been completed.

On average from 2011-2016, the City contributed 101 million gallons of wastewater to the Metropolitan Council's Metropolitan Wastewater Treatment Plant. There are seven lift stations on the City's sanitary sewer system. These lift stations are needed as it is not cost-effective to dig deep sewer trenches in the area bedrock. These lift stations also serve to minimize the length of sewer pipes that lie below the water table and level of the Mississippi River.

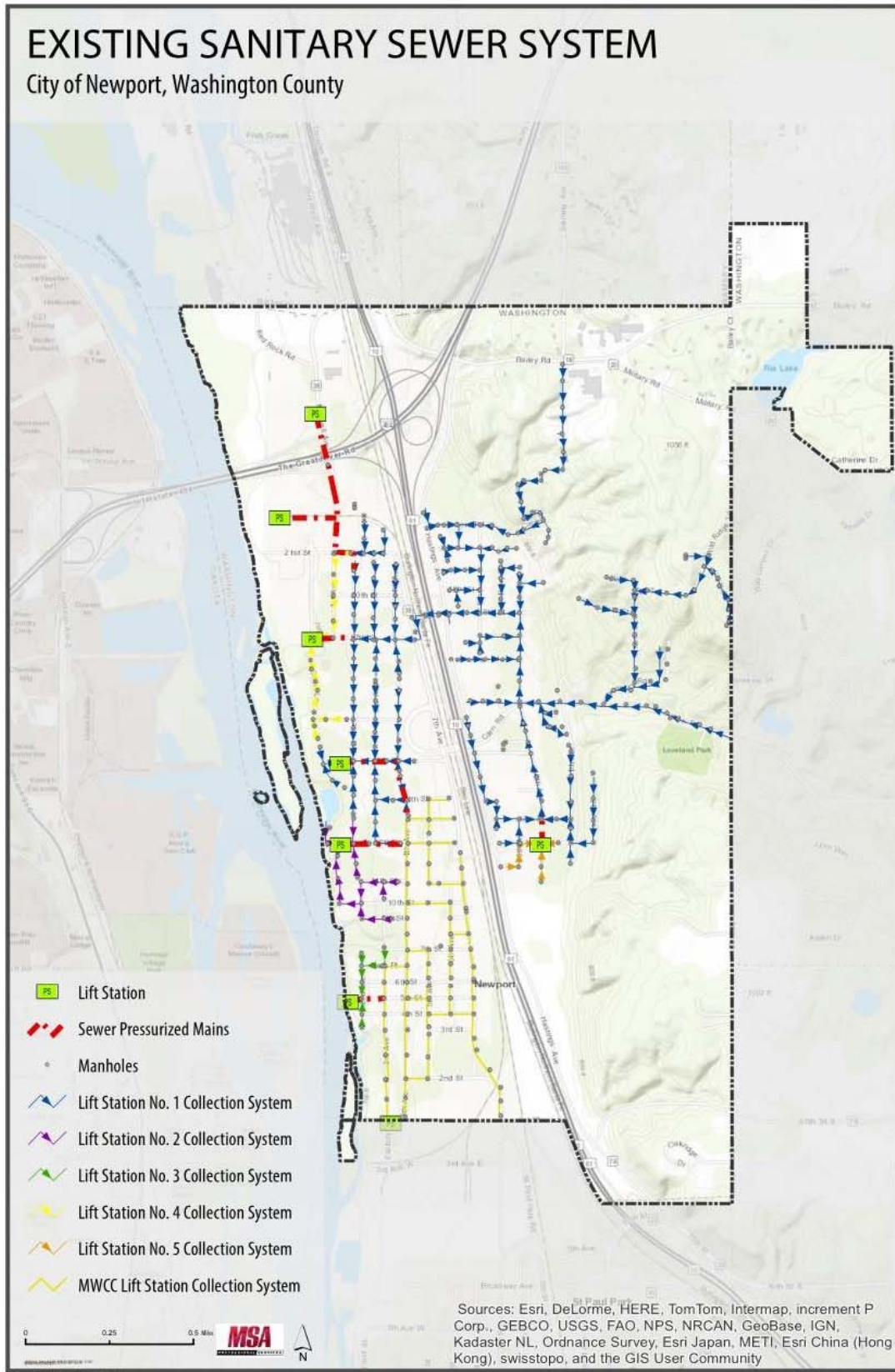
The City's collection system is connected to a MCES regional lift station near the intersection of 3rd Avenue and 2nd Street at boundary between Newport and St. Paul Park. An 18-inch trunk sewer line extends north along 3rd Avenue to Park Place which collects 100% of the City wastewater flow, as depicted in Figure 6-2. The capacity of this trunk line has been calculated for reference on Table 6.2 below. The segment along Park Place, between 3rd Avenue and 4th Avenue has been determined to be the limiting capacity segment at 2.5 MGD.

**Table 6-2: Trunk Sewer Line Capacity**

SEG. NO.	DS ELEV.	US ELEV.	SIZE (IN)	LENGTH (FT)	SLOPE (FT/FT)	MAX FLOW (CFS)	MAX FLOW (GPM)	MAX FLOW (MGD)
1-2	716.00	716.47	18	390	0.00121	3.961	1777.738	2.560
2-3	716.47	716.95	18	398	0.00121	3.963	1778.403	2.561
3-4	716.95	717.25	18	250	0.00120	3.953	1773.951	2.554
4-5	717.25	717.55	18	250	0.00120	3.953	1773.951	2.554
5-6	717.55	717.87	18	265	0.00121	3.965	1779.521	2.563
6-7	717.87	718.18	18	265	0.00117	3.903	1751.495	2.522
7-8	718.18	718.60	18	365	0.00115	3.871	1737.118	2.501



Figure 6-2: Existing Sanitary Sewer System

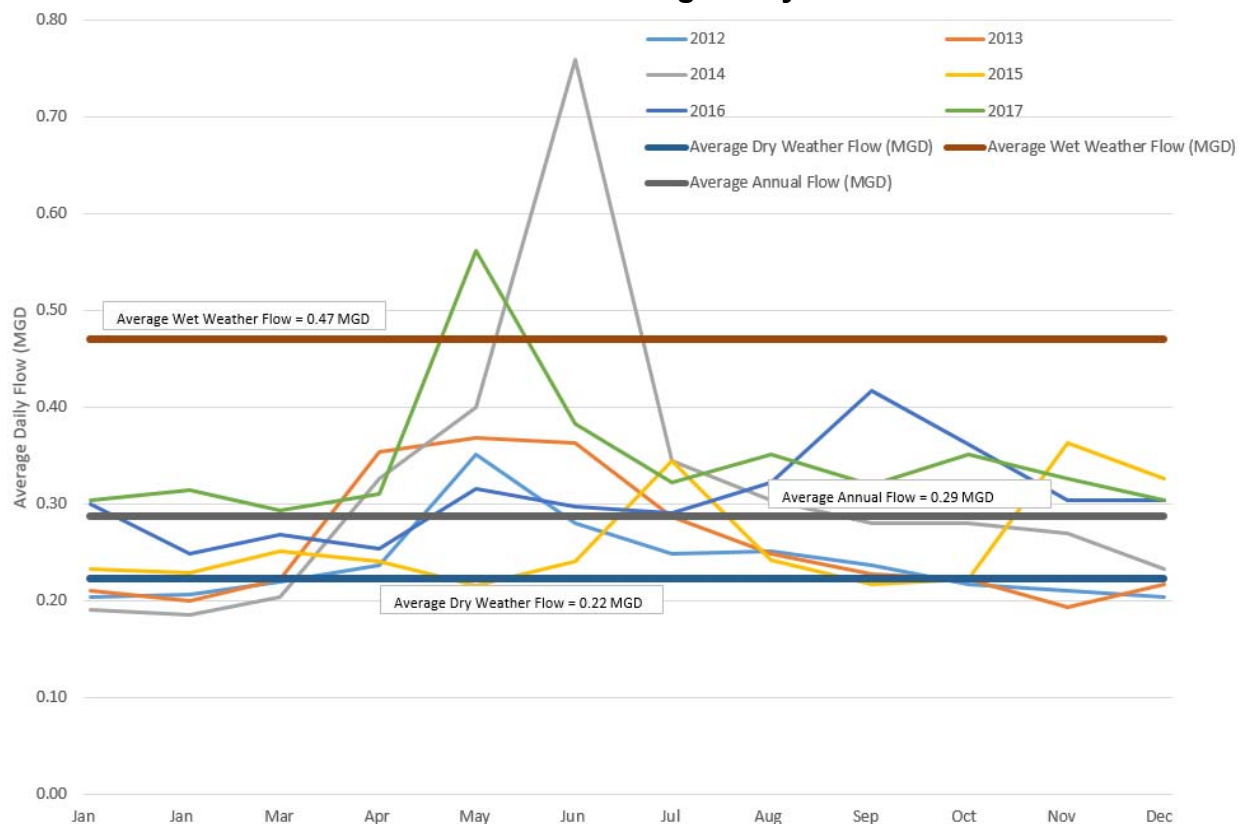


## Infiltration and Inflow

In order to ensure the most efficient use of the sewer system, the City implemented an “inflow” and “infiltration” (I/I) reduction plan. Inflow is typically water from a single point, such as stormwater pouring into sewer access covers or discharges from a private sump pump. Infiltration refers to the seepage of groundwater into the sewer pipes, typically through cracks in the pipes or through the joints. Both inflow and infiltration will increase usage of the Newport’s sewer system and in turn the Metropolitan wastewater treatment system, as a sizable proportion of the wastewater pumped to the Metropolitan Council consists of clear water inflow and infiltration.

In an effort to quantify the amount of clean water entering the sanitary sewer system, the City has analyzed the total monthly wastewater flow over the previous 5-year period (2012-2017) provided by the Metropolitan Council. The total monthly flows were further broken down into an average daily flow as depicted in graphical and tabular form below:

**Table 6-3: 2012-2017 Average Daily WW Flow**



Source: Met. Council Environmental Services

**Table 6-4: 2012-2017 Average Daily WW Flow (Millions of gallons)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Ave.	Total
2012	<b>0.20</b>	0.21	0.22	0.24	<b>0.35</b>	0.28	0.25	0.25	0.24	0.22	0.21	0.20	0.24	87.40
2013	0.21	0.20	0.22	0.35	<b>0.37</b>	0.36	0.29	0.25	0.23	0.22	<b>0.19</b>	0.22	0.26	94.70
2014	0.19	<b>0.19</b>	0.20	0.33	0.40	<b>0.76</b>	0.35	0.30	0.28	0.28	0.27	0.23	0.31	114.90
2015	0.23	0.23	0.25	0.24	<b>0.22</b>	0.24	0.35	0.24	0.22	0.22	<b>0.36</b>	0.33	0.26	95.10
2016	0.30	<b>0.25</b>	0.27	0.25	0.32	0.30	0.29	0.32	<b>0.42</b>	0.36	0.30	0.30	0.31	112.30
2017	0.30	0.31	<b>0.29</b>	0.31	<b>0.56</b>	0.38	0.32	0.35	0.32	0.35	0.33	0.30	0.35	126.10
Average	0.24	0.23	0.24	0.29	0.37	0.39	0.31	0.29	0.28	0.28	0.28	0.26	0.29	105.08

Source: Met.Council Environmental Services

For simplicity purposes, the base flow (BSF) or average dry-weather flow was determined by identifying lowest average daily flow (ADF) for a given month, during generally frozen conditions. During this time period there would be limited, to no infiltration or inflow into the system. Typically these periods occurred during January through March as indicated with **blue bold** font in Table 6-5 above. Conversely, the wet weather flow (PEAK) was determined by identifying the month in which the highest ADF occurred as indicated in **red bold** text in Table 6-5. The BSF was then subtracted from the ADF to approximate the average infiltration and inflow. On average, the daily flow attributable to I/I is 0.06 MGD or 23.4 MG per year. This represents 22% of the City's total wastewater flow (Table 6-6).

**Table 6-6: Approximate Flow Attributable to I/I**

Year	ADF	BSF	Average I/I%	ADF from I/I	Peak	Peak I/I %
2012	0.24	0.20	15%	0.04	0.35	42%
2013	0.26	0.19	25%	0.07	0.37	47%
2014	0.32	0.19	41%	0.13	0.76	76%
2015	0.26	0.22	17%	0.04	0.36	41%
2016	0.31	0.25	19%	0.06	0.42	40%
2017	0.35	0.29	15%	0.05	0.56	48%
Average	0.29	0.22	22%	0.06	0.47	49%

Newport has undertaken several efforts to reduce sources of I/I:

- The City has identified and corrected cross connections and overflows between the sanitary and storm sewer systems. The cross connections were eliminated and the bypasses have been fitted with manually operated valves (the MPCA is advised if the valves are operated and wastewater discharged).
- The City has also required that all homes located below the regulatory flood elevation be equipped with check valves. Sanitary sewer service to these homes is shut off by manually-operated valves on their service

lines when the river level increases the amount of clear water infiltration to these service lines that is greater than acceptable limits.

- Newport enacted the ordinance provided below prohibiting the connection of any sump pumps, foundation drains, and/or rain leader to sanitary sewers:

*“Sec. 34-16. – Discharge of stormwater or surface water into a public utility prohibited: It is unlawful for any owner, occupant, or user of any premises to direct into or allow any stormwater, surface water, groundwater, well water, or water from industrial or commercial air conditioning systems to drain into the sanitary sewer system of the city. No rain spout or other form of surface drainage and no foundation drainage or sump pump shall be connected or discharged into any sanitary sewer. The ordinance also includes enforcement provisions in the event of violations.”* (The full text of the ordinance is included as Item 3 in the Appendix.)

- In pursuit of providing a more comprehensive ordinance to reduce the discharge of clean water into the sanitary sewer system, the City plans to expand upon the current ordinance with the assistance of the Inflow and Infiltration model ordinance prepared by League of MN Cities.
- City Staff conducted an inspection of each home and commercial business to determine if the sump pump for the structure was connected to the sanitary sewer system. Numerous sump pump connections were eliminated as part of these inspections.
- The final measure the City has implemented a program to replace all manhole covers with new seal “pickless” lids (manufactured without holes) on a retrofit basis and on all new street construction projects in an effort to reduce inflow.

The following is a summary of the specific project-related efforts the City has undertaken to reduce the potential for clean water to enter into the sanitary sewer system:

- In 2011, the City allocated over \$500,000 to install a cure-in-place pipe liners and manhole grouting system in the areas most susceptible to seasonal high ground water. The project lined nearly 16,500 feet of clay-tile pipe and 38 manholes. Subsequent televising records indicate that infiltration is still occurring at the service lateral connection point where the liner was cut to reinstate the connection point.



- In 2013 and 2014, the City allocated nearly \$700,000 on public and private sanitary sewer infrastructure in conjunction with the street improvements project(s).
- In 2017, the City replaced over 1,800 feet of mainline sanitary sewer, 7 manholes, replaced 35 lateral connections with gasketed PVC fittings and over 1,000 of aging lateral service pipe. The City invested nearly \$135,000 to implement these preventative measures.
- To date the City has lined approximately 13.5% of the public sewer mains and has repaired 12% of the private service lines and wye connections at a cost of \$1,335,000. It is estimated that the remaining corrections will require an investment of \$9,000,000 to \$11,000,000.

The mainline lining project in 2011 did not result in the desired reduction in the clean water flow through the sanitary sewer. The City suspects that the clean water is tracking behind the liner in the annular space between the host pipe and entering the system at the reinstated service connection and manholes. The City conducted a feasibility study to compare the cost of lining the remainder of the clay tile main line pipe, including the private service lines, (Option A) and the cost to replace the main line sewer and manholes including the surface restoration (Option B). The total cost of Option A was estimated at \$9,500,000 and Option B is estimated at \$27,700,000. The City is presently conducting a pilot study on a small lift station sub catchment area to determine the impact of service lining verses full replacement.

Through their capital improvement planning efforts, the City of Newport evaluates the condition of their assets, including the sanitary sewer, and prioritizes the maintenance and/or replacement of these assets according to need and budgets. A primary consideration for prioritizing locations for street and utility reconstruction projects is the presence or susceptibility of I/I. In order to maximize the investment the City made in lining sanitary sewer mainlines in 2011, the City generally does not replace sewer mains that have been lined when conducting street reconstruction projects. Conversely, the City has explored the option of replacing the deteriorated manholes (original grouted during the 2011 lining project but results demonstrated limited success in limiting infiltration) and reconnecting the existing sewer main to the new manhole providing a mechanism to discharge the clean water tracking behind the liner prior to entering the manhole. The upstream lateral services connections will be lined, grouted, or replaced to prevent infiltration as well. The City plans to implement this

plan on a small scale during a 2019/2020 street improvements project and monitor the impacts.

For street and utilities reconstruction projects that are located outside the previously lined sanitary sewer, the City will evaluate the condition of the mainline sewer and lateral connections by televising the segments during the planning stages. The City will then evaluate the cost-effectiveness of a full replacement versus isolated repairs. The City has invested approximately \$165,000 annually over the previous 5 years (2013-2018) on reducing the susceptibility of clean water entering the sanitary sewer system. By 2023, the City plans to expend approximately \$165,000, a similar amount as expended in 2013-2018, toward the prevention of clean water infiltration into its sanitary sewer system. These expenditures will be completed in conjunction with street and utility improvements projects as a comprehensive approach to asset management.

The City would greatly benefit from financial assistance, particularly for repairing/replacing private connections to the sanitary sewer system. They will continue to seek grants to aid in determining the most effective mitigation measures and the implementation of these improvements.

Other City initiatives to reduce infiltration and the potential for groundwater seepage into the sewer pipes are summarized below:

- Requiring all new sewer construction to utilize watertight PVC piping rather than clay tile.
- Requiring all private service connections to the mainline to be made with a fitting rather than a “break-in” connection.

### ***Future Wastewater Needs and Services—Regional Estimates***

The Metropolitan Council’s forecasts, in part, reflect the capacity of the region’s wastewater treatment plants. The Metropolitan Council’s growth forecasts, discussed in Chapter V Land Use, will result in Year 2040 wastewater flows in Newport to the Metropolitan Council’s Interceptor Facility in St. Paul as shown on Table 6-7.

**Table 6-5: City of Newport Sewer Usage Forecasts, 2020-2040**

Forecast Year	Forecast Component	Population	Households	Employment
2010	MCES Sewered	2,667	1,049	1,605
	Unsewered	768	305	0
	Total	3,435	1,354	1,605
2020	MCES Sewered	2,830	1,220	1,990
	Unsewered	770	310	0
	Total	3,600	1,530	1,990
2030	MCES Sewered	3,280	1,530	2,070
	Unsewered	770	310	0
	Total	4,050	1,840	2,070
2040	MCES Sewered	3,680	1,790	2,100
	Unsewered	770	310	0
	Total	4,450	2,100	2,100

Source: Sewer Allocation Forecasts (Met Council)

### ***Planned Expansions of Newport's Sewer Service Area***

The City of Newport's Year 2040 growth forecasts include consideration of the potential for new development and redevelopment of existing land uses over the next twenty years.

The State's acquisition of \$5 million dollars of taxable property in the City during the TH61/I494 reconstruction project resulted in a \$500,000 reduction to the local economy per year. This loss severely hindered the community's ability to accomplish the actions needed to foster and encourage any significant growth or improvement. Despite the setback, the City has begun to see modest growth and development in the corridor in recent years.

The actual sewage flow from redevelopment areas will be dependent on the types of redevelopment. The land use scenarios developed in Chapter V provide a measure of the variance in this potential for growth. The City expects that redevelopment will include a mix of high and medium density residential uses with office, retail, and other compatible commercial uses.

The City's projections of wastewater flows are described in Table 6-8.

The City is projecting growth through new development in the eastern portions of the community that will require extensions of the City's existing sewer and water systems. The areas are described as the New Urban Development Areas in northeast and southeast Newport in Chapter IV, and discussed below. Locations of the areas that require extensions of the City's sewer system service area are shown by Figure 6-3. The sewer system forecasts

anticipate a range of growth, from single-family units to multifamily homes with densities ranging from 5-20 units per acre.

The proposed development areas will be connected to the existing sanitary sewer system and will involve expansion of the systems collection facilities. Additional wastewater flows will flow through sanitary sewer connected to the existing system from the following locations:

#### Area A: South East Business Park

Located in the southeastern quadrant of the City just east of TH-61 are several parcels of vacant land that have been acquired by a developer with the intent to construct two commercial warehouse buildings ranging in size from 83,000 SF to 144,000 SF. The developer's plans includes a connection to the City's municipal sewer system using a privately owned and construction lift station discharging to the existing gravity sewer approximately 150 feet from the site. The lift station is needed due to shallow bedrock (12"-36") and a MnDOT storm sewer pipe dividing the property north to south. The site does not presently have municipal sewer or water utilities. A 10" trunk watermain stubs extended from the south end of 10th Avenue and across TH61 at 7th Street will provide adequate water service for the development.

#### Area B: Century Avenue Residential Development

Located atop the bluff line in the southeastern quadrant of the City these parcels contain approximately 99 acres, shown by Figure 6-4, and are presently managed agriculturally by Bailey Nurseries or are buffer lands for the St. Paul Park Refinery under the control of Marathon Oil. The City of Cottage Grove continues to expand its residential land uses immediately east of Century Avenue, which will eventually leave these properties surrounded by homes. The development of these lands could take the form of single family residential areas or a series of PUD developments that include a variety of residential densities that would respect the community's need to protect its bluff line habitat area. Gravity sewer (City of Woodbury) is available 200 LF north of this area. Municipal water service is available a further 1,200 LF south on Glen Road. The offsite cost of extending connections to these properties is estimated to be \$100,000 for sanitary and \$550,000 for municipal water services. It is expected that these costs would accrue to the developers of the residential subdivisions.

#### Area C: Catherine Drive Residential Development

The City approved a new 69-acre residential development on a vacant site lying north of Catherine Drive between Ria and La Lakes in 2018. The development includes a mix of residential housing products. The area currently resides outside the City's water and sewer utility boundaries, but the Council approved a utility extension to the area and the city completed and the

Metropolitan Council approved a Comprehensive Plan Amendment for the rezoning and infrastructure extension needed to support the development. Sanitary sewer service will be extended from the northern-most manhole on the Public Works driveway off Bailey Road. The extension of water service would require additional storage and booster pump capacities in the existing high-pressure zone. Then costs of these upgrades are estimated at \$3,300,000 and it is expected that the developer will be responsible for cost of the extension.

#### Area D: Bailey/Military Road Residential and Business Park Developments

The ongoing pressure to develop the Bailey Road corridor will make this acreage prime developable property. Aside from a 40-acre parcel currently owned and maintained by Bailey Nursery as a potting field, the area surrounding the Bailey Road/Military Road intersection is primarily comprised of large estate lots. It is unclear of the future use of these parcels but the City expects the Bailey parcel north of Bailey Road to be developed into commercial/light industrial and the area south of Bailey Road to be medium to low density residential based on conversations with the Bailey family. Further expansion of the Catherine Drive utility extension is expected to service this area.

#### Area E: Bailey Nursery Site

The Bailey site consists of four parcels totaling over 69 acres and it serves as the Bailey Nursery corporate offices and greenhouse sites. Although a connection to City water and sewer utilities is feasible, the subdivision of these lots is not likely before 2040, and it is not included in the City's flow projections for this plan.

#### Area F: Gerdau Steel General Industrial Site

The recent TH-61 and I-494 improvements included the construction of a northerly ring road at the intersection of these two freeways. This project improved access to the City of Saint Paul's Gerdau Steel Industrial Park, which immediately abuts the northern corporate boundary of Newport. Utility services are immediately available to the developable property at this site, and service could be extended at little cost to the city.

### ***Newport's Wastewater Flow Projections***

The land use projections developed in Chapter V have been compared with the existing flows and water usage in the City of Newport to forecast the year 2010, 2020, 2030, and 2040 annual sewage usage in Table 6-8. The existing MCES Interceptor will handle all of the flow generated by these developments.

**Table 6-6: City of Newport Sewer Usage Based on City Growth Forecasts 2020-2040**

	2010		2020		2030		2040	
Sewered Population	2,667		2,830		3,280		3,680	
Sewered Households	1,049		1,220		1,530		1,790	
Sewered Employment	1,605		1,990		2,070		2,100	
Projected Flow, MG	91		107		118		127	
Flow Range, MG	Low	High	Low	High	Low	High	Low	High
	NA	NA	105	115	115	125	125	135

Source: 2040 Growth Forecasts by Metropolitan Interceptor Facility

□

The projected wastewater flows in Table 6-8 are based on the following assumptions:

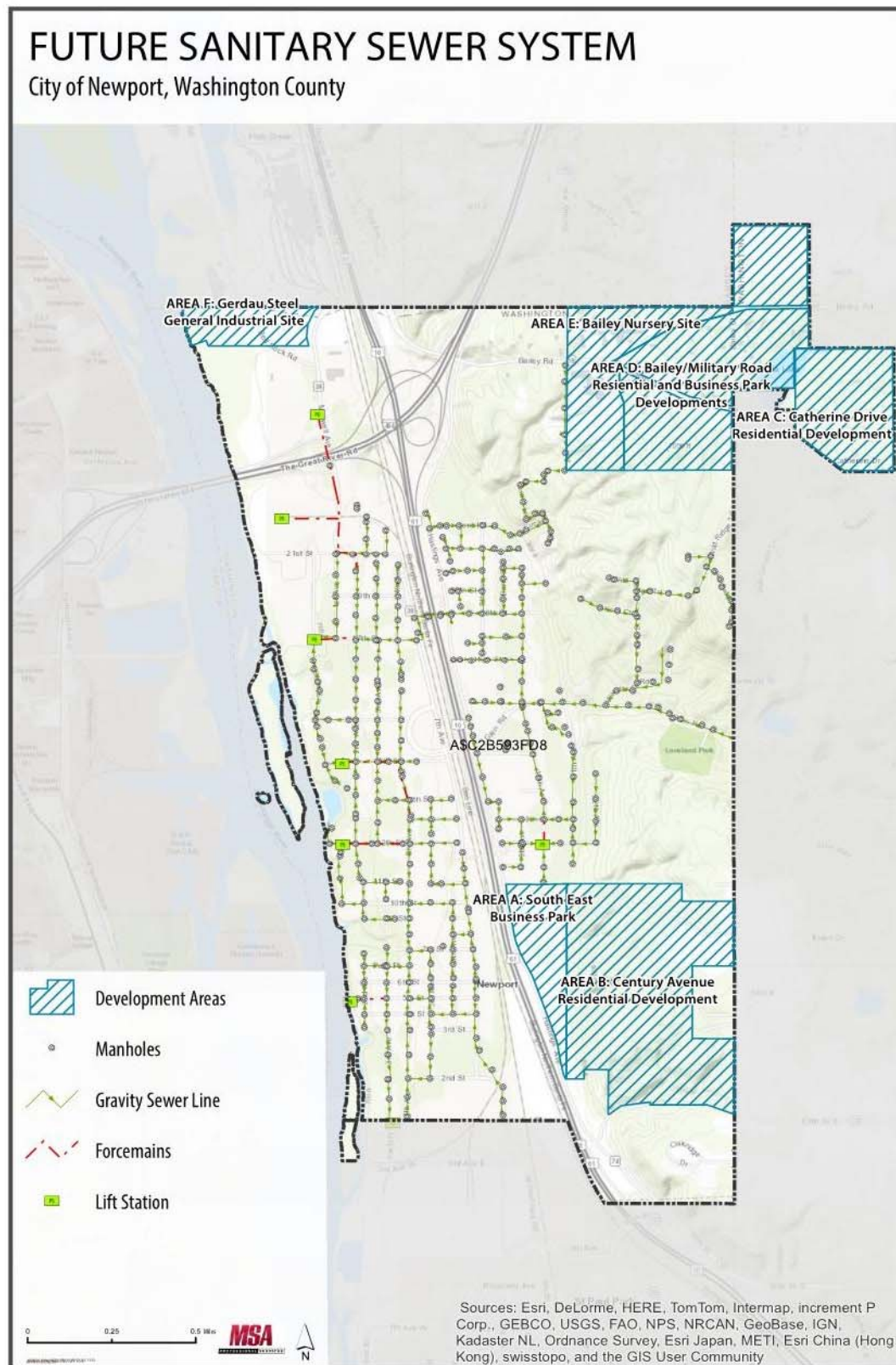
- Residential flows will average 60 gallons per day, per person (historic average)
- Sewered Employment as per Metropolitan Council estimates
- CII flows will average 35 gallons per day per employee (historic average)
- Inflow and Infiltration will average 20 MG/year.

The wastewater flows described in Table 6-8 are within the design capacities of the City sewage transportation system and are within the capacity of the Metropolitan Council's interceptor #7102-2.

Figure 6-3 identifies the City's Future Sanitary Sewer System.

Based on the projected growth for the community, the city anticipates utilizing existing connections. It does not anticipate the need to create new connections.

**Figure 6-3: Potential Municipal Sewer Expansion Areas and Future Sanitary Sewer System**



### ***Individual Subsurface Septic Treatment Systems (SSTS)***

There are 78 individual SSTS in Newport. There are no community SSTS. The locations of the SSTS are shown on Figure 6-4. Most, but not all, of the septic tanks are in the bluffs in the eastern area of the City, in areas that are not served by the City's municipal sewer system.

There are no community SSTS in Newport, and if requested, such systems would need to comply with MPCA regulations and be permitted by the MPCA (Minnesota Rules Chapters 7080-7082).

The City's Zoning Ordinance permits new SSTS in the Residential Estates (RE) zoning district under the following conditions:

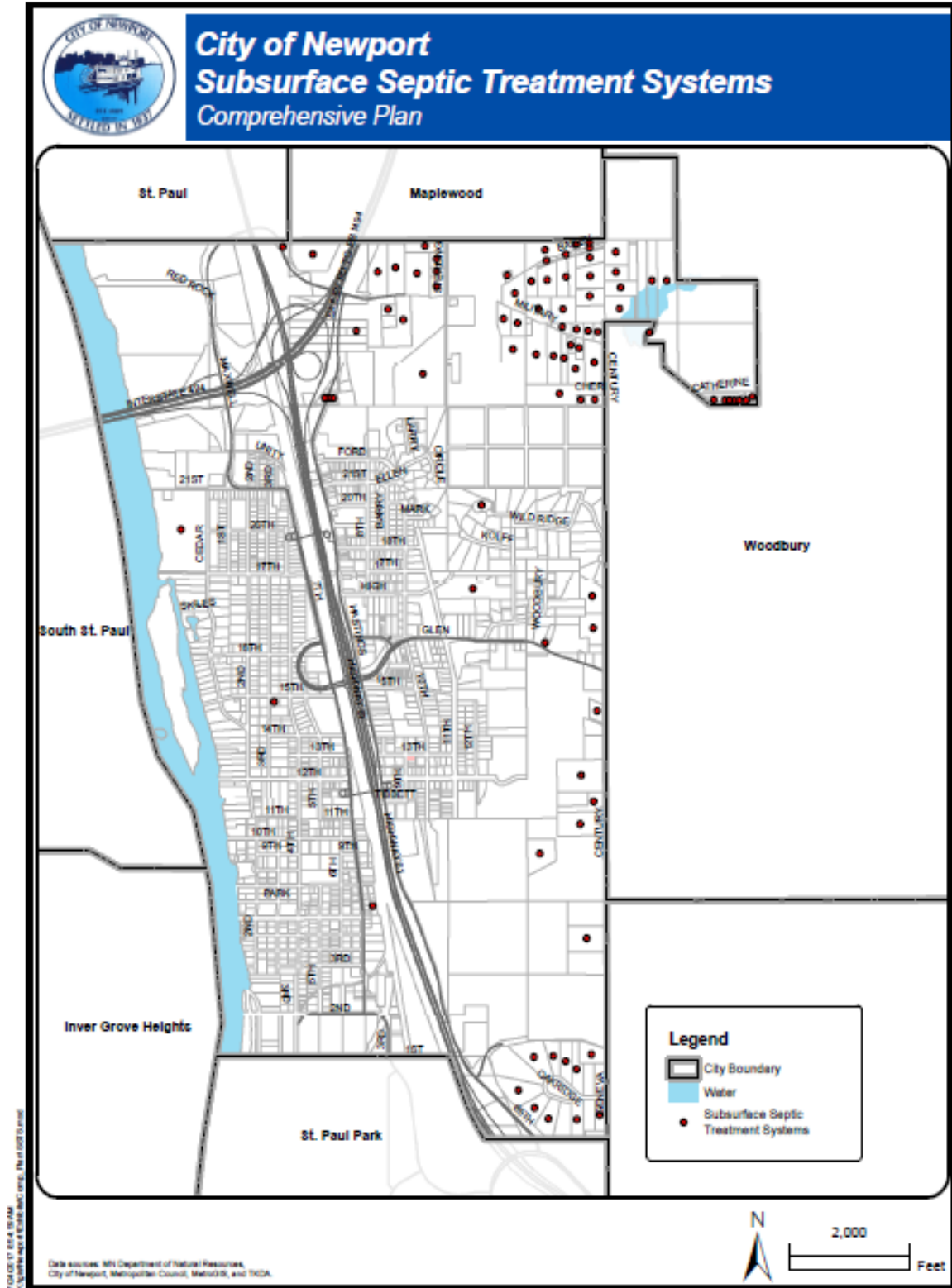
- SSTS are permitted only on parcels that are not served by the municipal sewer system.
- The minimum lot size in the RE District is 2 acres.
- The allowed uses in the RE District include single-family residences, agriculture, and parks and open space. Uses permitted with a Conditional Use Permit include public facilities and utilities, churches, and plant nurseries.

Newport has adopted the MPCA's regulations for SSTS (Minnesota Rules Chapters 7080-7083) by reference as the minimum standards for SSTS in the City. Washington County permits the SSTS in Newport based on the requirements of County Ordinance 196, conducts SSTS inspections, and monitors pumping of septage from these systems.

Washington County tracks the locations of known non-conforming systems and systems with problems. The County stated in July 2017 that it will provide this information to the Metropolitan Council, but it will not provide the location information to local governments for mapping and publication in their Comprehensive Plans.



### Figure 6-4: Existing SSTS Locations



## **D. MUNICIPAL WATER SYSTEM**

### ***Existing Water Supply System***

Figure 6-5 shows the City existing municipal water system. This system, constructed between 1963-2017, consists of 4, 6, 8, and 10-inch diameter distribution piping, two deep wells, a high pressure zone supply and fire flow booster station (serving the upper pressure zone), and 2 ground storage reservoirs. The City water distribution system is divided into two pressure zones. The City system provides a total storage volume of 750,000 gallons of water for fire flow and potable use. The water system serves 1,025 residential and business customers.

On average over that last five (5) years (2011-2016), the City has pumped approximately 95,620,000 gallons of water per year. The maximum monthly water use is typically recorded in June. The maximum monthly pumpage was 18 million gallons.

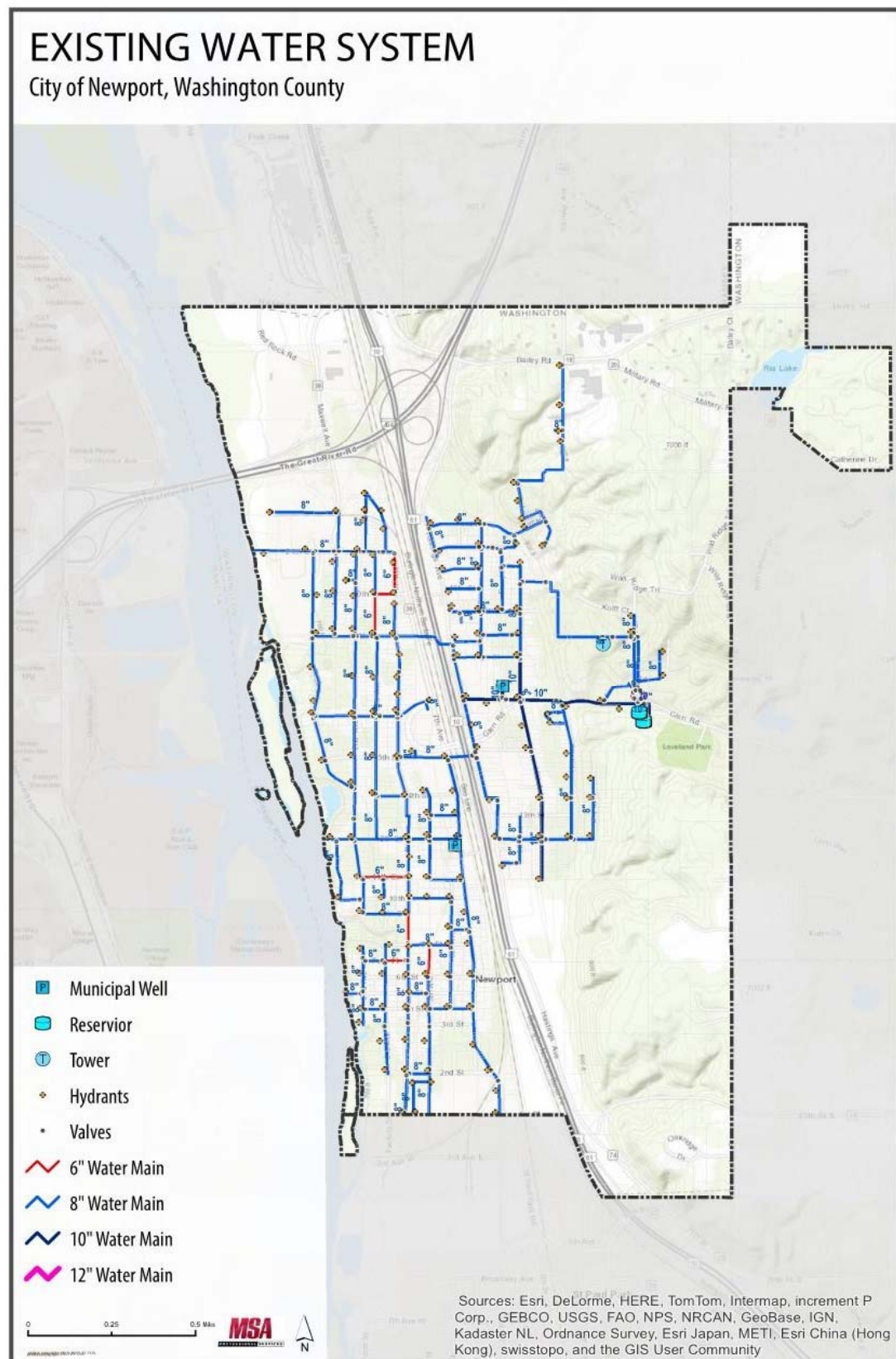
The City's water is pumped from two wells. Both wells tap into the Prairie Du Chien-Jordon aquifer system. The aquifer can produce water at the rate of approximately 1,000 to 2,000 gallons a minute. The City's wells operate at a rate of 950 to 1,000 gallons a minute. The total daily capacity of the well system is approximately 2.00 MG/Day (16 hours pumpage with both pumps in service). The system can maintain an emergency rate of daily pumpage equal to 1 MG/Day for a short period of time (lowest producing pump in service for 20 hours/day).

Once pumped from the wells, the water is stored in two ground storage reservoirs and a hydro pneumatic tank. These storage facilities, which are used to equalize water demand and pumping rates and to furnish emergency supplies, have sufficient capacity to meet more than twice the average daily demand for water. A hydro pneumatic tank and booster pump serves 60-80 users located in the City's High Service Zone.

The water main system and the storage facilities are depicted on Figure 6-5. The City does not have a water treatment plant. Water in the wells is treated with fluoride for dental prophylaxis.

The City is within the area of potential groundwater contamination from Perfluorochemical (PFC) containing wastes that were disposed of by the 3M Company at the 3M disposal sites in Oakdale, Woodbury, and Cottage Grove, and the former Washington County Landfill in Lake Elmo. PFCs were released from the sites, resulting in contamination of groundwater and nearby drinking water wells. At the time of this plan, Newport's water wells are not contaminated. The City will participate with local communities to determine the use of 3M settlement funds obtained through a state lawsuit.

Figure 6-5: City of Newport Existing Water System







### ***Water Supply and Distribution***

Residences in the City comprise the largest number of water system connections and the greatest number of water users. Table 6-9 details the number of water system connections in 2015 and the usage by various types of customers.

**Table 6-9: Pumped Water Usage 2005-2015**

<b>Year</b>	<b>Total Pop.</b>	<b>Pop. Served</b>	<b>Total Connections</b>	<b>Residential Water Delivered (MG)</b>	<b>Total Water Delivered (MG)</b>	<b>Total Water Pumped (MG)</b>	<b>Average Daily Demand (MGD)</b>	<b>Max. Daily Demand (MGD)</b>	<b>Residential Per Capita Demand (GPCD)</b>	<b>Total per capita Demand (GPCD)</b>
2005	3540	3292	1025	74.07	101.88	111.60	0.28	0.64	61.64	84.79
2006	3504	3256	1023	73.95	99.00	120.19	0.27	0.67	62.23	83.30
2007	3502	3254	1023	68.92	92.15	120.17	0.25	0.74	58.03	77.58
2008	3513	3265	1023	69.56	92.90	107.48	0.25	0.55	58.37	77.95
2009	3515	3267	1023	68.76	90.98	98.82	0.25	0.46	57.66	76.29
2010	3440	3192	1037	67.66	90.87	96.16	0.25	0.42	58.07	77.99
2011	3438	3190	1031	71.71	94.36	95.73	0.26	0.34	61.59	81.04
2012	3452	3204	1030	70.29	99.97	100.95	0.27	0.60	60.11	85.48
2013	3461	3213	1030	70.27	95.43	105.55	0.26	0.62	59.92	81.37
2014	3469	3221	1030	71.80	96.97	98.90	0.27	0.54	61.07	82.48
2015	3479	3231	1025	64.45	96.10	100.45	0.26	0.41	54.65	81.49

### ***Water Usage***

Table 6-10 describes the daily demand for water, including the annual average daily demand and the maximum daily demand, for 1985-2007. The annual average daily demand reflects seasonal usage; water usage in summer typically is higher than in winter.

**Table 6-10: Type of User and Water Usage**

<b>Type</b>	<b>Connections</b>
Residential – Single Family	912
Residential – Multi-Family	36
<b>Residential -- Total</b>	<b>948</b>
<b>Non-Residential Connections</b>	<b>78</b>
<b>Total System Connections</b>	<b>1,026</b>

Residential water use averages about 75 percent of total water use. The amount of water used by each residential user averages 55-63 gallons per day if losses are not included, and averages 78-85 gallons per day if losses are included. Nationally, residential water use typically averages 50-80 gallons a day for each person.

Examples of losses or unaccounted for water include water pumped that is not ultimately used by a consumer, such as hydrant flushing, fire suppression, ice rink flooding and most-notably: watermain breaks. Most of Newport's original water system is constructed with cast iron watermain located in bedrock. That material is very susceptible to fracture when constructed in bedrock, particularly at shelf locations. The City's use of leak detection equipment and system monitoring activities have reduced the percentage of unaccounted water to less than 4% over the last five years. During the 1990's the percent unaccounted water was consistently 20%-29%. This percentage has dropped steadily over the course of the last two decades. The City has also replaced a number of sections of original watermain pipe in conjunction with street improvements project.

### ***Projected Water Demand through 2040 and Future Water System***

Newport's Water Supply Plan analyzed demand for each year through 2040. The Plan's calculations of projected water use demand for 2020 indicated that Newport would need an average of 0.521 million gallons (average daily demand). Updating the estimate to calculate the water demand for a projected population of 4,087 (Metropolitan Council's 2040 forecast for Newport) results in an estimated average daily demand of 0.585 million gallons per day.

**Table 6-11: Projected Water Supply**

Year	Projected Total Population	Projected Population Served	Projected Total Per Capita Water Demand (GPCD)	Projected Average Daily Demand (MGD)	Projected Maximum Daily Demand (MGD)
2010	3,435	3,311	82	0.27	0.48
2016	3,459	3,335	82	0.27	0.48
2020	3,600	3,476	82	0.29	0.48
2030	4,050	3,926	82	0.32	0.48
2040	4,450	4,326	82	0.35	0.49

No new facilities, such as new wells or expansion of water tower capacity, will be needed to meet the City's estimated demand in 2040.

The City expects that significant residential development will occur in the higher elevations in the northeastern portion of the City before 2040 that will require additional booster pumps and storage in the high-pressure zone of the water system. The City has looked at options to serve this area by expanding its existing system, and has also discussed the potential for an interconnection

with the City of Woodbury to their system to meet the need for the higher pressure demand for new development in northeast Newport. Any costs associated with this public improvement would be recovered through assessment of Water Access Charges (WAC) passed along to the developer(s).

While the average daily and peak monthly demands projected for 2040 can be satisfied by the existing supply and storage facilities, (0.585 MG/Day and 1.46 MG/Day of a supply capacity of 2.0 MG/Day), the Water Supply Plan notes that the 2040 peak daily demand could potentially be 2.04 MG/Day, which exceeds the supply capacity of the existing system with one well out of service. To plan for this contingency the City should:

- Structure an emergency response action to control water use should there be a failure of one of the wells, or if peak daily demand exceeds 2.0 MG/Day.
- Pursue an inter-community connection to meet the emergency needs of the City.
- Consider developing a 3rd well field when the peak daily flow demand exceeds 1.75MG/Day.

As noted, storage and supply needs that will occur as a result of growth in the City are accommodated by the existing municipal water system, except for providing service to additional units in the High service zones atop the bluffs. A change in land use proposed in Chapter V will require improvements to the pumping system serving the high service zone or developing a cooperative agreement with the City of Woodbury. These improvements are estimated to cost \$500,000 and would be funded through the City's water availability charge system fees, which are collected when building permits are applied for.

### ***Ground Water Health***

As this plan was being written, the state of Minnesota settled its lawsuit against 3M Company, filed in 2010, in return for a grant of \$850 million. The settlement depicts the top two priorities being: ensure safe drinking water and enhance natural resources. Nine cities, including Newport, and two townships in the east metro were named in the settlement as the communities damaged. The Minnesota Pollution Control Agency and Department of Natural Resources were granted the funds with the intent that the state departments will work with the eleven communities to accomplish the priorities of the settlement.

To date, the communities have identified the following potential Perfluorochemicals (PFC) contamination treatment strategies:

- Continue to track and monitor PFC levels and contaminants of emerging concern in City wells, in partnership with MDH. Investigate further treatment options to remove PFCs from drinking water.
- Work to ensure no, or limited, decrease in service for water utility customers.
- Partner with neighboring communities to treat water, if feasible.

### ***Potential Municipal Interconnections***

The City of Newport has identified three (3) possible locations for interconnections with other municipalities:

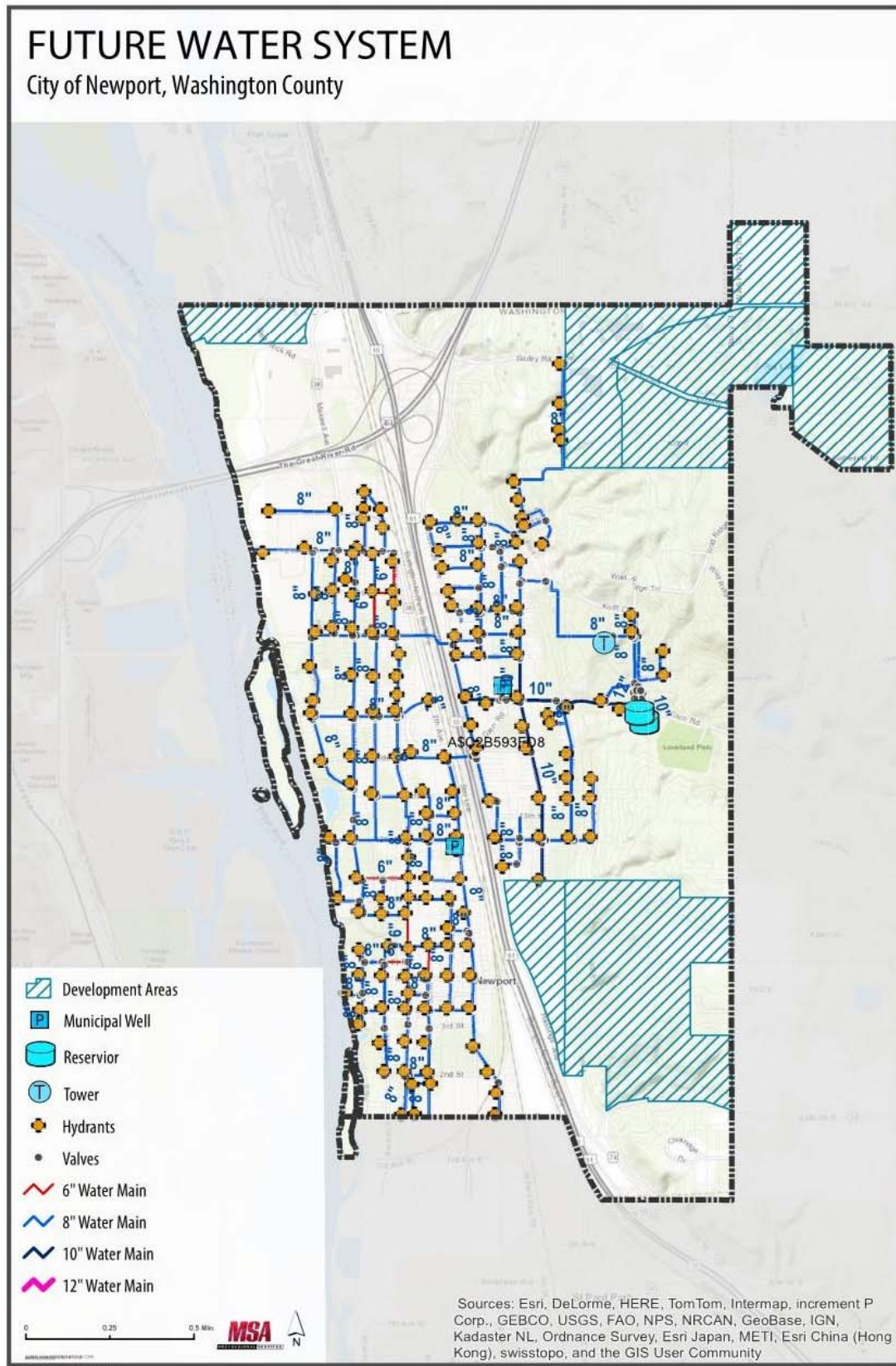
*City of Woodbury* – Along Bailey Road east of Military Road intersection: The City of Woodbury’s municipal water system currently extends to the intersection of Bailey Road and Lydia Lane. As dictated by development, the City of Woodbury intends to extend water distribution piping west along Bailey Road to the City boundary. The City of Newport’s water system is currently being expanded into the undeveloped area between La Lake and Ria Lake. The two communities have discussed, in concept, the logistics of an interconnection when opportunities arise.

*City of Cottage Grove* – Along Century Avenue north of County Road 74: The City of Cottage Grove’s municipal water system currently extends west to the Oltman Middle School campus. As dictated by development, the City of Cottage Grove intends to extend water facilities to the undeveloped areas in the northeast quadrant of County Road 74 and Century Avenue (Geneva Ave). This extension would bring Cottage Grove’s water distribution system to the Newport boundary. Newport will consider an extension of water facilities south along Century Avenue from the current storage facilities within Loveland Park along Glen Road.

*City of St. Paul* – Along County Road 38 north of I494: The City of St. Paul currently serves all parcels within the City of Newport north of I494. The City of Newport facilities extend to County Road 38 at Red Rock Crossing. There has been no formal discussions with St. Paul Water but it seems to be a logical interconnection location.



Figure 6-7: Newport's Future Water System



## **Water Conservation**

Conservation is defined as reducing water use without changing the level of service. Conservation efforts can have two desired results – reducing the amount of water used and reducing the costs both for the water user and for the City for operating and maintaining the water system.

To be most effective, conservation efforts focus on seasonal demands and on year-round usage. Newport has five water conservation programs:

- **Metering:** The City meters all water users and reads all meters quarterly. Metering enables the City to monitor water usage, to detect leaks and to charge users accurately.
- **Water audits and leak detection:** An audit can account for all water in the distribution system, specifically the amount entering the system and the amount supplied to water users. The remainder, the “unaccounted-for water,” includes authorized uses (described above) and illegal connections. In cases where excessive residential or commercial use is detected (usually an increase water bill), the City will perform a water audit of an individual property to determine the cause of the increase.
- **Water rates:** The City water and sewer use rate schedule covers the costs of operating and maintaining the system. The base rate for all categories of users, except for senior citizens, is calculated on the ranges of gallons used, with increments for every additional 10,000 gallons used. Senior citizens pay a 50% reduced rate. The rate is progressive. The greater the water use, the higher the cost per gallon. The 2015-2017 water and sewer rates are shown on Table 6-12:

**Table 6-12: 2008 Water and Sewer Rates**

	Proposed Rates		
	2015	2016	2017
<b>Flat Rates</b>			
Residential	17.66	19.16	20.79
Senior	13.25	14.37	15.6
Multi Family, per unit	13.25	14.37	15.6
Commercial	28.96	31.42	34.09
<b>Usage Rates</b>			
Residential, Multi Family	-	-	-
0-8,000 gallons	1.45	1.57	1.7
8,001-20,000 gallons	1.81	1.96	2.13
Over 20,000 Gallons	2.53	2.75	2.98

<u>Senior</u>	-	-	-
0-8,000 gallons	0	0	0
8,001-20,000 gallons	1.81	1.96	2.13
Over 20,000 Gallons	2.53	2.75	2.98
<u>Commercial</u>	-	-	-
0-30,000 gallons	1.45	1.57	1.7
30,001-70,000 gallons	1.81	1.96	2.13
Over 70,000 Gallons	2.44	2.65	2.88

- Regulation: Federal regulations require that only low-flow showerheads and 1.6-gallon flush toilets be used in new residential construction. In addition, the City has adopted the Minnesota State Building Code and the Uniform Building Code, which require that only plumbing fixtures which reduce water usage be used in new construction and remodeling projects. The City has made available rebates to water users for installing water conservation fixtures.
- Education and information programs: Information is disseminated in the weekly newspaper, the Washington County Bulletin, and the City's newsletter, which is distributed to all residents four times each year.

## **E. GOAL AND POLICIES FOR NEWPORT'S WATER AND WASTE WATER SYSTEMS**

### **Goals**

1. Provide efficient and effective maintenance and construction programs for sanitary sewer and water systems within the City of Newport.
2. Provide sewer and water services that effectively meet the needs of current and future residents and businesses and protect the health, safety, and welfare of existing and future residents.
3. Coordinate the location of public utilities and facilities with project growth and development patterns.
4. Reduce Inflow and Infiltration for both public and private properties by:
  - Identifying areas of I/I within the City
  - By coordinating with property owners on BMP solutions to reducing I/I
  - By implementing a stormwater management plan

## ***Policies and Strategies***

1. Construct and manage the water system to be consistent with the Metropolitan Council's regional system plans.
2. Direct new development to areas that can be efficiently and economically served by existing or planned city facilities.
3. Require new development to support the efficiency and fiscal sustainability of sewer and water systems.
4. Be proactive in implementing changes to the City's infrastructure to reduce I&I and implement the City's I/I programs.
5. Continue to enforce the City's ordinances and codes.
6. Implement an asset management plan to prioritize projects based on deterioration and need.
7. Identify funding and revenue sources to make the necessary upgrades, changes, and maintenance to infrastructure.
8. Coordinate with property owners to implement BMP solutions to reduce I/I.
9. Will work with other federal, state, and local agencies to protect the quality of groundwater.
10. Continue to participate in the North and East Metro Groundwater Management Plan work group, and work with neighboring communities on planning for the use of 3M settlement funds.
11. Adopt Minnesota Pollution Control Agency rules 7080 by reference and join the management program established by Washington County to provide for the inspection and maintenance of existing on-site systems.

## **F. LOCAL WATER MANAGEMENT PLAN**

The City completed a Local Water Management Plan in November 2018. It is located in the Appendix of this Plan.

## **G. PUBLIC SCHOOLS**

Newport is part of Independent School District #833, which also includes the communities of Woodbury, Cottage Grove, Saint Paul Park, and Grey Cloud Island. One of the district's schools, Newport Elementary, is located in the City at 851 Sixth Avenue. Newport's enrollment at the district's schools in 2017

included 300 PreK-Grade 5 students. The school has 42 teaching and support staff.

## **H. LIBRARIES**

The Newport Public Library was established in 1889, and is located in the historic Newport Baptist Church Building that was built in 1867. In 2011, Washington County proposed closing the library due to budget reductions. The City worked with the County to establish a Joint Powers Agreement for oversight and management of the library, and in 2012, the City took over management of the library and reopened the building as the Newport Library and Community Center. Since then the County and City have worked together to maintain the Library and Community Center by updating the collection and equipment, and hosting programs for patrons. The County maintains a kiosk at the Newport Transit Station to permit residents to reserve and check out items through the county system.

## **I. RUBBISH COLLECTION**

Newport has no municipal rubbish collection service. Residents and businesses contract with private firms for the collection of rubbish. The City has restricted the number of licensed waste haulers.

## **VII. Parks, Open Space and Trails Plan**

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### **A. BACKGROUND**

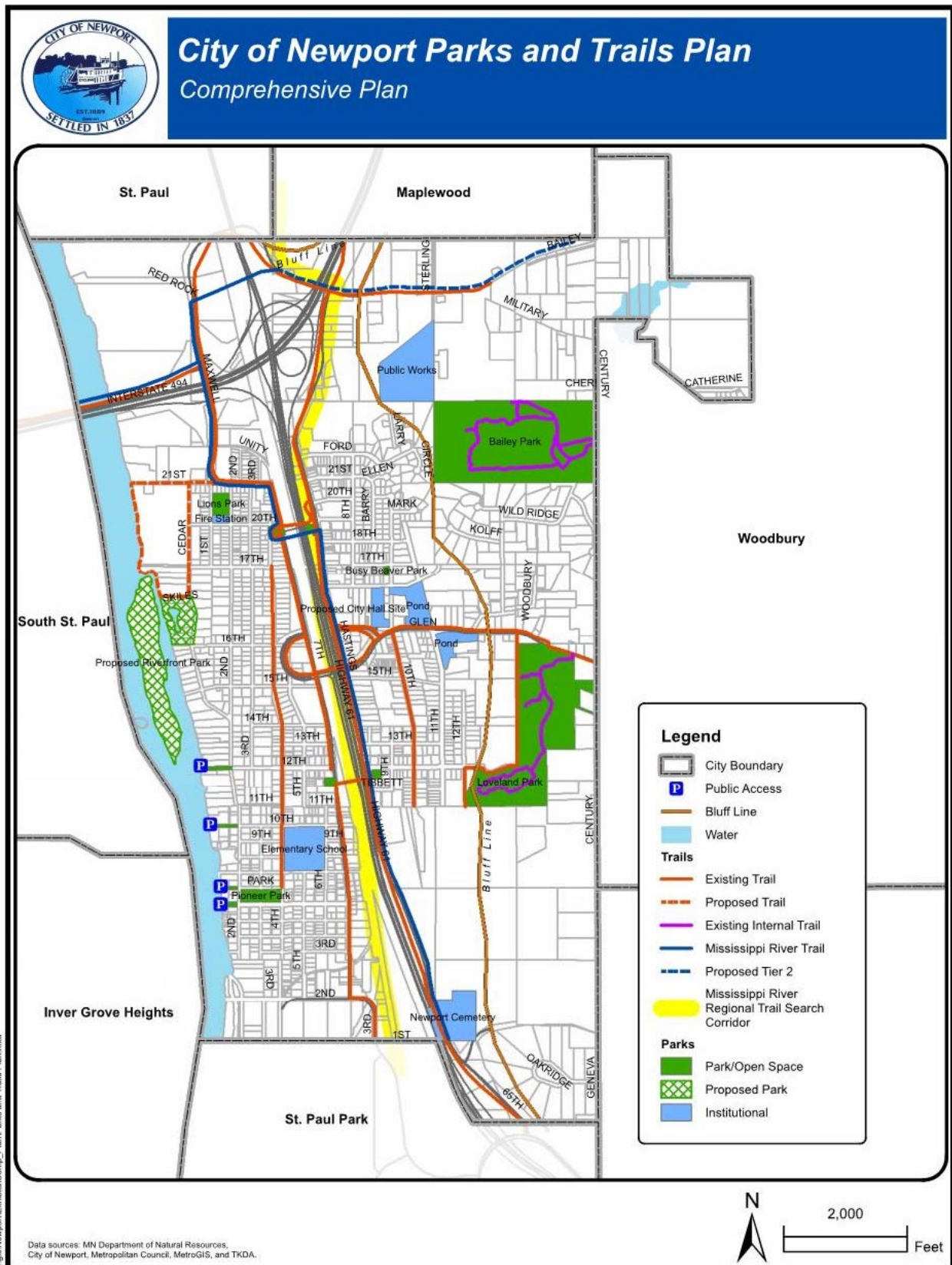
The City of Newport supports a variety of park, open space, and recreation facilities, shown on Figure 7-1. The City manages a relatively large area of parks and open space for a community of its size:

- The City's major open space and community parks include Bailey Forest Park and Loveland Park in the bluff areas of eastern Newport. These parks contain significant woodlands, natural areas, and trails, and Loveland Park includes active recreation areas as well.
- Lions Park and Pioneer Park serve the area west of Highway 61, and provide active recreation facilities at a neighborhood scale. Pioneer Park is a historic park.
- The City has created four river accesses locations along the Mississippi River to provide public access and to celebrate and interpret the City's history, and several pocket parks at the east and west ends of the pedestrian bridges over Highway 61 that serve as passive neighborhood parks.
- Busy Beaver Park is a neighborhood park located in a residential neighborhood on the east side of Highway 61.

The City also maintains a trail and sidewalk network within its parks and connecting its parks and neighborhoods. The Highway 61 expansion project added three new trail connections over the highway to improve the connections between the eastern and western areas of the community. The City's trail network includes pedestrian and bicycle connections to the Newport Transit Center, existing Mississippi River Trail, and the proposed Mississippi River Regional Trail Search Corridor.



Figure 7-1: Parks, Trails, and Open Space System



## B. EXISTING PARKS INVENTORY

The City of Newport maintains five parks within its Municipal Boundaries, and four overlook areas on the Mississippi River.

Table 7-1 describes the size and types of facilities offered by the City's Park system.

**Table 7-1: Existing Park Facilities**

<b>City Park</b>	<b>Facilities Offered</b>	<b>Size</b>
Bailey Park	Interpretive trails and large pavilion for outdoor classrooms and other activities	80 Acres
Busy Beaver Park	Playground and picnic facilities	0.35 Acres
Loveland Park	Tennis, 1 baseball field, 1 softball field, hockey and recreational ice rinks, trails, picnic facilities, play equipment	87 Acres
Lions Park	Play area, hockey and recreational ice rinks, 1 baseball and T-ball field	2.5 Acres
Pioneer Park	Picnic pavilion, play area, activities field/events area, volleyball, picnicking facilities and Veterans Memorial	5 Acres
Mississippi River Overlooks/Access	4 overlooks with seating areas and plantings	1.5 Acres
Pedestrian Bridges and Pocket Parks	4 "pocket parks" with green space, benches, and picnic tables at ends of pedestrian bridge crossings over TH 61	1.5 Acres
	Total Park Land	177.85 Acres

The City's 2040 Land Use plan and Park and Trail plans include a proposed new park on the Mississippi River, additional trail access to the river, and parkway and trail connections to link these new facilities and the City's Red Rock Gateway redevelopment area.



The City parks in Newport fall into four categories: *community parks*, *neighborhood parks*, *tot lot*, and *pocket parks/overlooks*.

### ***Park Classifications--Descriptions***

*Community Parks* provide recreational opportunities for all age groups and generally serve several neighborhoods or an entire city. Community parks are typically 25-100 acres in size. They provide both active and passive recreational opportunities, and generally more recreational opportunities than neighborhood parks, including play fields, and usually provide open space areas that include important natural resource areas, trails and neighborhood-level facilities such as play equipment.

*Neighborhood Parks* typically serve a 1/4-1/2-mile radius, uninterrupted by major roadways and other physical barriers. These parks provide both active and passive recreational facilities, such as play equipment and playgrounds, green space, benches and picnic tables, paths, and may provide some recreation areas such as basketball courts or smaller baseball diamonds.

*Pocket parks/tot lots* include smaller, special-purpose areas with limited facilities.

### ***Classifications of Existing Parks***

*Lions Park* functions as a neighborhood park. *Pioneer Park* functions as both a neighborhood and community park. While most of the park facilities in Pioneer Park serve the surrounding neighborhood, the park also has important community-wide roles as the location of Newport's annual Pioneer Day festival, location of a Veterans Memorial, and its status as a historic site.

The community parks in Newport include *Loveland and Bailey Forest Parks*. These parks include open space and natural areas, trails, picnic areas, and recreational facilities. Loveland Park also serves as a neighborhood park for the neighborhoods adjacent to the park.

The City's tot lot is a small fenced park called *Busy Beaver Park* and is designed as a play area for younger children. While small in size, it is intensively used by the surrounding neighborhood.

The four *Mississippi River overlooks and small parks at the ends of the pedestrian bridges over TH 61* serve as "pocket parks." These locations include benches, picnic tables, plantings, and historic information. The overlooks provide public views of the Mississippi River and opposite shore.

The *Newport Elementary School* also includes active recreation areas, including softball fields, and a soccer field and lacrosse field. The City provides some maintenance for the fields in exchange for citizen use, based on an

agreement with the School District. The Newport Athletic Association schedules events at the school fields and City fields.

### **C. NEWPORT'S PARK NEEDS ESTIMATE**

The City of Newport compared the level of parks and open space provided in the City with typical standards used in the Metro Area for planning purposes. Some "rules of thumb" that have been developed by national park and recreation organizations that many communities use to estimate park area needs include: 1) Communities should consider providing 1) a minimum of 1-2 acres of neighborhood parks per 1,000 residents; 2) a minimum of 5-8 acres of community parks per 1,000 residents; and 3) access to a neighborhood level park within 1/2 mile and a community-level park within 1 mile.

Table 6-11 analyzes the City's current and forecasted population through 2040, the total acres of existing park land, the estimated need based on population estimates by decade.

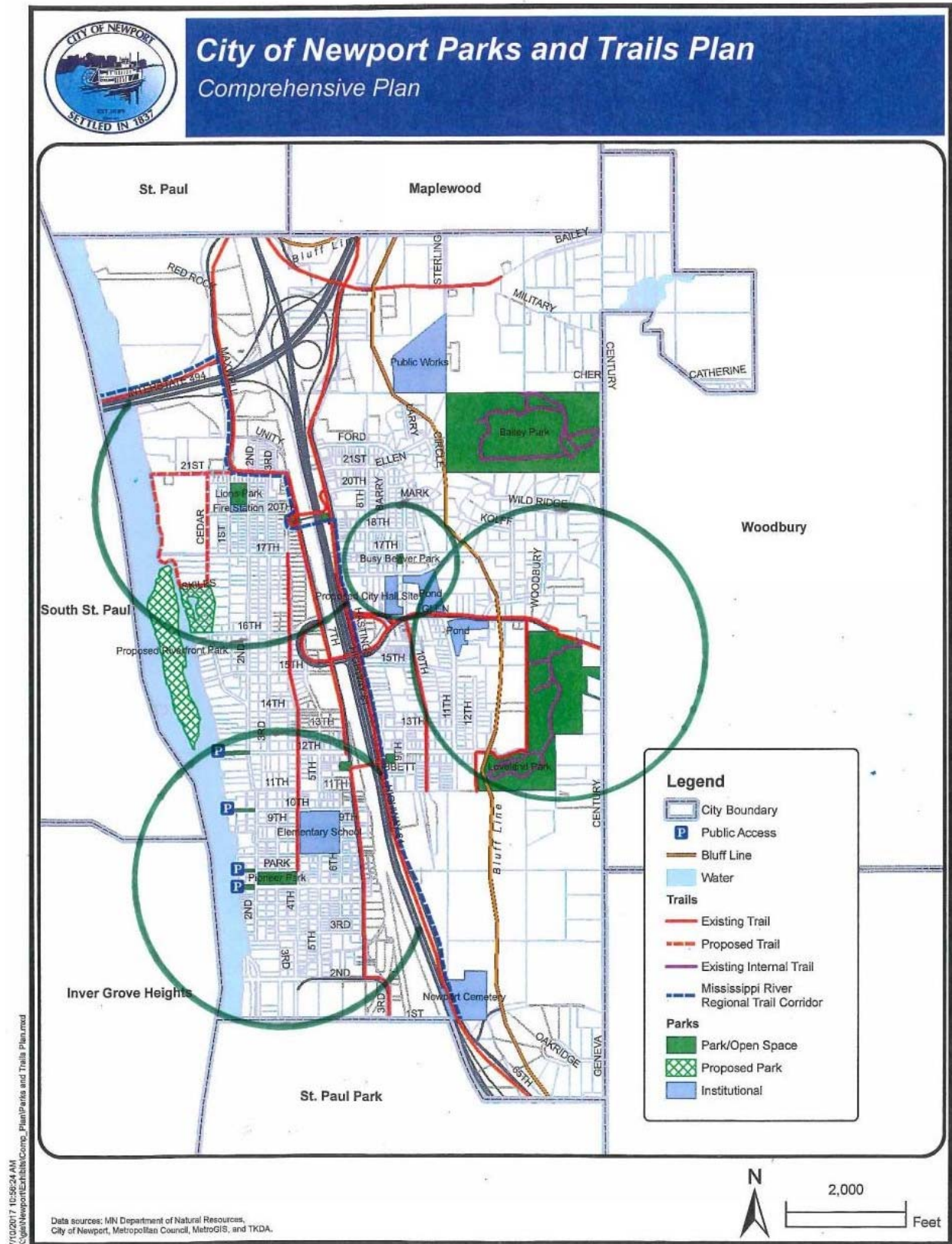
**Table 7-2  
Park Needs**

<b>Newport Population</b>	<b>Total City Park Acres (AC)</b>	<b>Estimated Park Need Based on Population</b>
3,435 (2010)	175 AC	35 AC
3,600 (2020)	175 AC	35 AC
4050 (2030)	175 AC	40 AC
4450 (2040)	180 AC	40 AC

The table indicates that the City has generally acquired enough park land to meet national planning standards well beyond 2040.

Community park facilities exist within two miles of every resident in Newport. However, some existing and future neighborhoods do not have neighborhood park facilities within 1/2 mile. Figure 7-2 on the next page shows the existing parks and 1/2-mile radius around each park (1/4 mile for the tot lot).

Figure 7-2: Neighborhood Park Service Areas



Areas outside the 1/2-mile service area of existing neighborhood parks include:

- Residential neighborhoods west of Highway 61 between 13th and 16th Streets. The City will consider adding neighborhood park facilities to the Master Plan for the new park proposed in the levee area along the Mississippi River to meet this need.
- Residential neighborhoods east of Highway 61, including areas proposed for urban development by 2040 near Bailey and Military Roads.

The City will use its park dedication requirements and fees to add new park facilities to meet neighborhood park needs in areas of new development and in the unserved areas of the city.

Figure 7-1 shows the City's proposed park and trail plan through 2040. Proposed additions to the system are discussed in section E, below.

#### **D. PROPOSED PARK AND TRAIL SYSTEM CHANGES THROUGH 2040**

The City will consider the following additions and changes to its park and trail system through 2040 (shown on Figure 7-1):

*A riverfront park:* The Mississippi riverfront within Newport is predominantly privately owned, offering little opportunity for the community as a whole to experience the river. The existing river overlooks within the City offer access to view the river, but only the 6th Street Overlook provides physical or recreational access to the river. Community discussions during the development of this Comprehensive Plan placed a priority on providing additional access to the river and creating a “destination park” for residents and visitors.

The City is planning for a new park along the riverfront to take advantage of properties it has acquired behind an old levee. The area is located along Cedar Lane, near 16th Street, and is shown on the Park and Trail map. Much of the area is currently behind a levee which was created in response to floods in the 1960's. The levee is in poor repair and the properties are located within the floodplain. The U.S. Army Corps of Engineers determined that the levee cannot be repaired at a reasonable cost. Since this determination, the City has purchased the parcels in this area with grant funds from the Minnesota DNR and has removed the existing structures.

The City plans to breach or remove the levee as the park is developed. The City is developing a master plan for a new park on the parcels it has acquired, with river access for canoes and kayaks, picnicking, open space and interpretive facilities. The City has discussed this opportunity with other agencies including as the Mississippi National River Recreation Area (MNRRA), Minnesota DNR, and Washington County, to determine whether a

partnership or assistance is possible to create a park in this location. The City has also discussed the purchase of the adjacent, undeveloped island in the Mississippi with the private owners.

The proposed park offers a unique opportunity for the City to take advantage of its location on the Mississippi and provide a significant recreational amenity to its residents and others.

*Parkway and Trail connections between the new riverfront park and adjacent neighborhoods:* The City is proposing to link the new park near the levee to the City's existing trail system, regional trails, and to the Red Rock Gateway Redevelopment area using a parkway along Cedar Lane and new trails that would link to existing local trails and the Mississippi River Regional Trail Corridor, shown on Figure 7-1.

*Trails near Ria Lake and Military Road.* The City will add a new public trail connecting Ria and La Lake with new development in this area and a future trail on the north side of Military Road.

## **E. REGIONAL FACILITIES – MISSISSIPPI RIVER REGIONAL TRAIL SEARCH CORRIDOR**

The only regional or state trail proposed within Newport is the Mississippi River Regional Trail Search Corridor. The trail travels through Newport, St. Paul Park, and Grey Cloud Island Township and connects with the Point Douglas Regional Trail Search Corridor in St. Paul. The general search corridor for the Trail is shown on Figure 7-1. The search corridor generally parallels Highway 61 through the City of Newport. The trail alignment has not been approved as part of a master plan and is currently classified as a "search corridor."

## **F. PARK AND TRAIL SYSTEM GOALS AND POLICIES**

### ***Goals***

1. Newport's parks and trails will provide social and recreational opportunities for current and future generations. The City will update its park system plans in 2018 to respond to the changing demographics and needs of the community
2. The City will provide opportunities for public involvement in developing the City's park and trail system.
3. The City will provide neighborhood parks and trail connections within easy walking distance of every resident.
4. The City will preserve and enhance sensitive environments and the aesthetic qualities of its parks, trails and open space areas by

encouraging the protection of existing natural community areas and restoration of native plant communities in the City's parks.

5. The City's trail system will provide connections to historic sites, natural areas, and other amenities in Newport and the region.
6. The City will provide opportunities for the public to enjoy the Mississippi River and understand the City's connections to the River.

### ***Policies***

1. The City will coordinate park and trail planning efforts with Washington County, St. Paul Park, St. Paul, and Ramsey County for the Mississippi River Regional Trail Search Corridor as part of the Mississippi National River Recreation Area (MNRRA) program.
2. The City will continue to work with other organizations to plan for the future riverfront park along the Mississippi River.
3. The City will work to implement the JPA with the South Washington School District and activate the Board that governs the Bailey School Forest.
4. The City will work to implement a comprehensive community trail plan and work with neighboring communities to plan inter-community trail connections.
6. The City will use its park dedication fee to require future development and redevelopment to incorporate new neighborhood parks, trail and sidewalk connections to the City's overall trail system.
7. The City will design trail corridors and park facilities to avoid impact on sensitive environmental areas, natural communities, or rare-species.
8. The City will periodically review and update its Park Dedication Ordinance to ensure that adequate resources are available as needed to expand parks and trails as the community grows.
9. The City will provide environmental education about the natural resources located in local parks, and about ways that residents can manage their properties, including controlling exotic species, to preserve the community's natural resources.
10. The City will build a shared sense of community ownership by promoting citizen volunteers to help with park and trail system maintenance.

## VIII. Transportation

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### A. INTRODUCTION

This chapter describes the existing transportation facilities within the City of Newport and their interrelationship with the regional transportation system of the metropolitan area. Transportation issues are identified and the impacts on the community including; future land use, economic development, and a program for street maintenance are discussed.

Transportation Facilities Serving the City of Newport Include:

- Streets and Roadways
- Railroads
- River Traffic and Barge Facilities
- Bike Trail and Pedestrian Facilities
- Public Transportation Facilities
- Aviation Facilities

### B. STREETS AND ROADWAYS

Streets and roadways provide the dominant mode of transport for the City of Newport. These facilities can be considered according to their functional classification, a technical term that describes the roadways uses and purpose. The roadways in the City of Newport may also be considered by their jurisdictional classification, which designates the governmental entity responsible for their construction, maintenance, and operation.

#### ***Functional Classification of Roadways***

Roadways are classified to describe the functions that they provide in a transportation network. A regional thoroughfare such as a Trunk Highway (TH) serves as an arterial roadway serving the nation's transportation needs, whereas a cul-de-sac on a street in a residential area may only provide access to the homes on that street. The functional classification describes the intended use of the roadway as such design constraints like speed limits, roadway widths, and load limitations can be made in a logical manner. Figure 8-1 identifies the Regional Roadway classifications in Newport .Functional classifications include:

**Principal Arterials:** are roadways that provide connectivity with other parts of the region, state, and nation. Arterial roadways are constructed with limited access points and 55-70 mph speed limits. They are designed to move traffic easily and safely between cities and states. Interstate Highway I-494 and Trunk Highway 61 are Principal Arterials.

**A-Minor Relievers (Arterial roadways):** are roadways that provide connectivity between cities and areas within a region. A Minor Relievers in Newport include Maxwell, Avenue/21st Street/7th Avenue (north of the pedestrian overpass) and Hastings Avenue south of the Glen Road interchange (CSAH 38). **Expanders** are a type of arterial roadways which provide a way to make connections between developing areas outside the interstate ring or beltway. These routes are located circumferentially beyond the area served by the interstate ring. Military Road is classified as an A-Minor Expander.

**Major Collectors:** are roadways that connect neighborhoods to business centers and commercial areas, Sterling Avenue and Glen Road are classified as Major Collectors.

**Local Streets:** provide access from individual parcels of land. In general, local streets connect to either Collector Streets or Minor Arterial Roadways; Collector Streets connect to Arterial Roadways.

### ***Roadway Jurisdiction—Existing Jurisdiction***

Interstate I-494 and Trunk Highway 61 are limited access State Highways.

There are three County Roads in the City of Newport: CSAH 38 (Hastings/Seventh Avenue/21st Street and Maxell Avenue) is a major truck route which provides access to the Industrial Park north of the City and the Marathon Oil Refinery in the southern part of the City. The transfer of the new CSAH 38 (Maxwell Avenue, 7th Avenue, and Hastings Avenue) has not been finalized and will not be until a Commissioner's Order is issued. This is expected to occur after the removal of Bridge 5600 and Dakota County removes their county road designation from the roadway on the west side of the Mississippi River.

CSAH 74, which could be considered a Collector Street, provides an access to TH-61 for residential traffic from the City of Cottage Grove. CSAH 20 and CSAH 18 (Military Road and Bailey Road) provide access to I-494 and TH-61, funneling traffic from Woodbury, Afton, and Cottage Grove through the City of Newport.

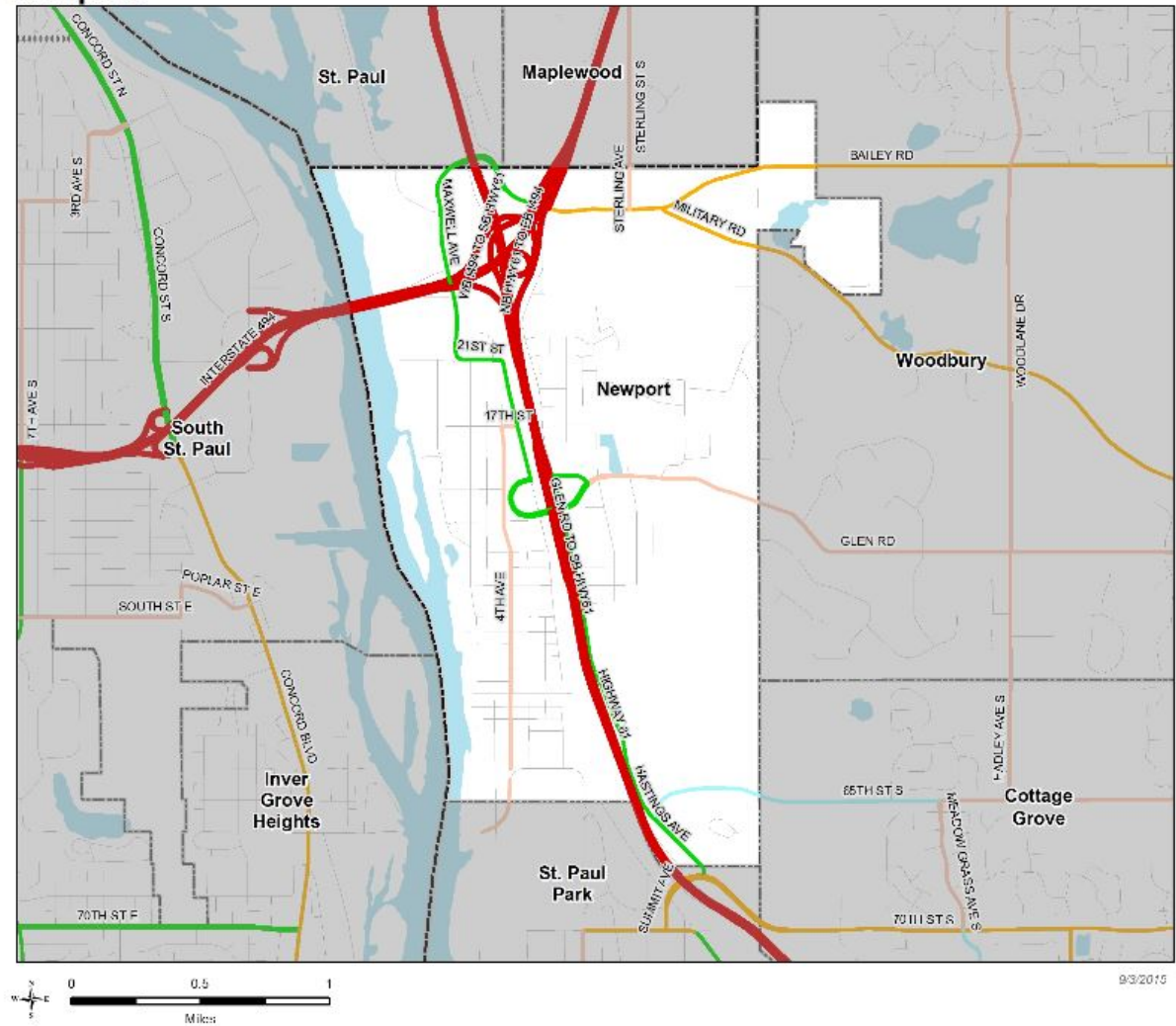
The other roadways in the City are municipal streets. Glen Road is classified as a Minor Arterial that provides access to TH-61. Glen Road serves as a reliever roadway to CSAH 18, 20, and 74 funneling traffic from the Cities of Cottage Grove and Woodbury through Newport. 10th Avenue, 7th Avenue, Hastings Avenue, and 12th Street serve as local collector streets providing links to the City's local streets.

The City of Newport, having a population of less than 5,000, is not eligible for Municipal State Aid (MSA) Funding and is dependent on Washington County to make State Aid Municipal monies available to the City.



**Figure 8-1: Roadway System and Regional Classifications of Roadways in Newport**

**Regional Transportation System - Functional Class Roads  
Newport**



**Existing Functional Class Roads**

- Principal Arterial
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector
- Other Arterial
- Major Collector
- Minor Collector

**Planned Functional Class Roads**

- Principal Arterial
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector
- Other Arterial
- Major Collector
- Minor Collector

- County Boundaries
- City and Township Boundaries
- Lakes and Rivers

## ***Jurisdictional Transfers***

Several changes are proposed in roadway jurisdiction following the Trunk Highway 61-I494 reconstruction Project, based on an Order signed by the Commissioner of the Minnesota Department of Transportation. The transfers include:

### County Roads going to City jurisdiction:

- 2nd Street from refinery to St. Paul Park Road
- 7th Avenue from 2nd Street to the city limits with St. Paul Park
- 4th Avenue from the refinery to 21st Street
- 7th Avenue from 2nd Street to the Glen Road intersection

### City Roads going to County jurisdiction:

- Maxwell Avenue from city limits with St. Paul to 21st Street
- 21st Street from Maxwell Avenue to 7th Avenue
- 7th Avenue from 21st Street to Glen Road
- Glen Road from 7th Avenue to connection to Hastings Avenue
- Hastings Avenue from connection road to CSAH 22

In addition to these transfers, Washington County is in the process of developing a memorandum of understanding with the cities of Cottage Grove and Newport on the transfer of 65th Street (County Road 74). Figure 8-2 shows the street system and jurisdictions in Newport.

## ***Existing Traffic***

The 12-year reconstruction of the I-494/TH-61 interchange has improved the I-494 river crossing and converted TH-61 from a controlled roadway with three stoplights to a 6-lane throughway. Traffic flow is much improved on TH-61. I-494 remains somewhat congested at the river crossing during rush hour peaks. MnDOT is implementing a project (2018) to improve morning traffic flows through Newport. The traffic volumes on City Streets have been much reduced by the highway improvement project. Table 8-1 and Figures 8-3 and 8-4 summarize the results of available traffic counts.

**Table 8-1: Year 2040 Traffic Projections**

LOCATION	ROADWAY CLASSIFICATION	NO. LANES	2016 TRAFFIC VOLUMES (ADT)	PROJECTED 2040 TRAFFIC VOLUMES (ADT)
TH-61	State Principal Arterial	6	64,000	82,000
I-494	State Principal Arterial	6	120,000	140,000
Glen Road	County A Minor Arterial	3	3,500	--
Hastings Avenue (CSAH 38)	County A Minor Arterial	2	7,900	11,400

Maxwell/21st/7th Ave (north of Overpass)	County A Minor Arterial	2	2,700	--
Bailey Road (CSAH 18)	County A Minor Arterial	2	12,500	14,000
Military Road (CSAH 20)	County A Minor Arterial	2	3,400	8,900
65th Street (CR 74)	County A Minor Arterial	2	9,400	11,500

Source: Washington County

### ***Street Conditions and Capital Improvements***

During the past 15 years the City has embarked upon an aggressive street reconstruction program that has rebuilt approximately 70% of the streets in the community. The remaining 30% show the classic signs of pavement failure including alligating, raveled edges, and frequent patching, as are caused by poor drainage.

The City will need to develop streetscape standards that address the upgrade and resurfacing of the streets in the Old Town area west of TH-61, and in the Main Street area east of the highway. The City will likely continue to address these upgrades by selecting projects as funds permit, addressing upgrade of 2 to 3 miles of roadway every three to five years.

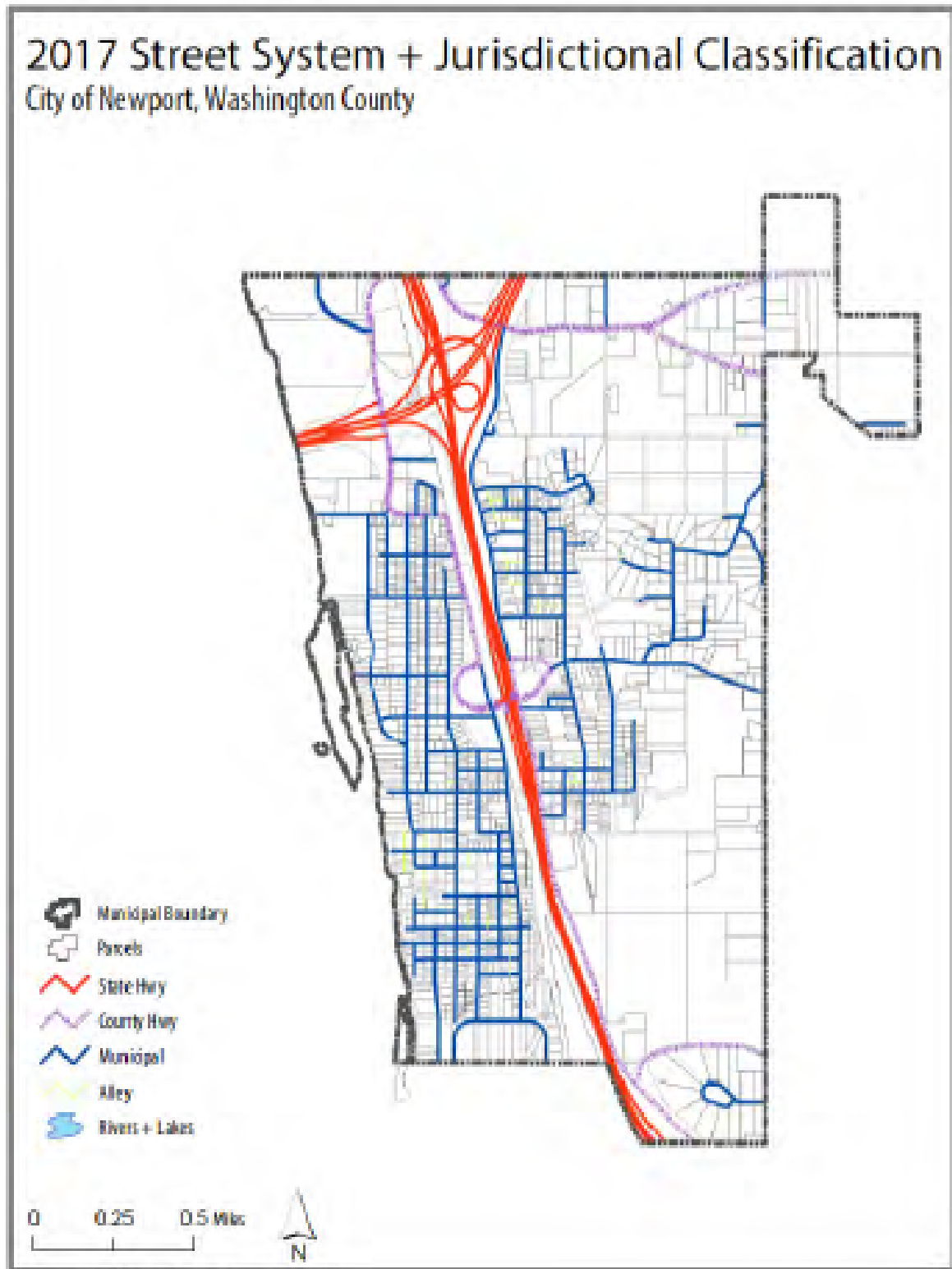
**Table 8-2: Street Reconstruction Projects**

<b>Project</b>	<b>Year</b>	<b>Mileage</b>
North Ravine	2011	0.25
Street Improvements	2013	1.50
Street Improvements	2014	6.50
Street Improvements	2017	0.50

### ***Major Transportation Infrastructure Projects***

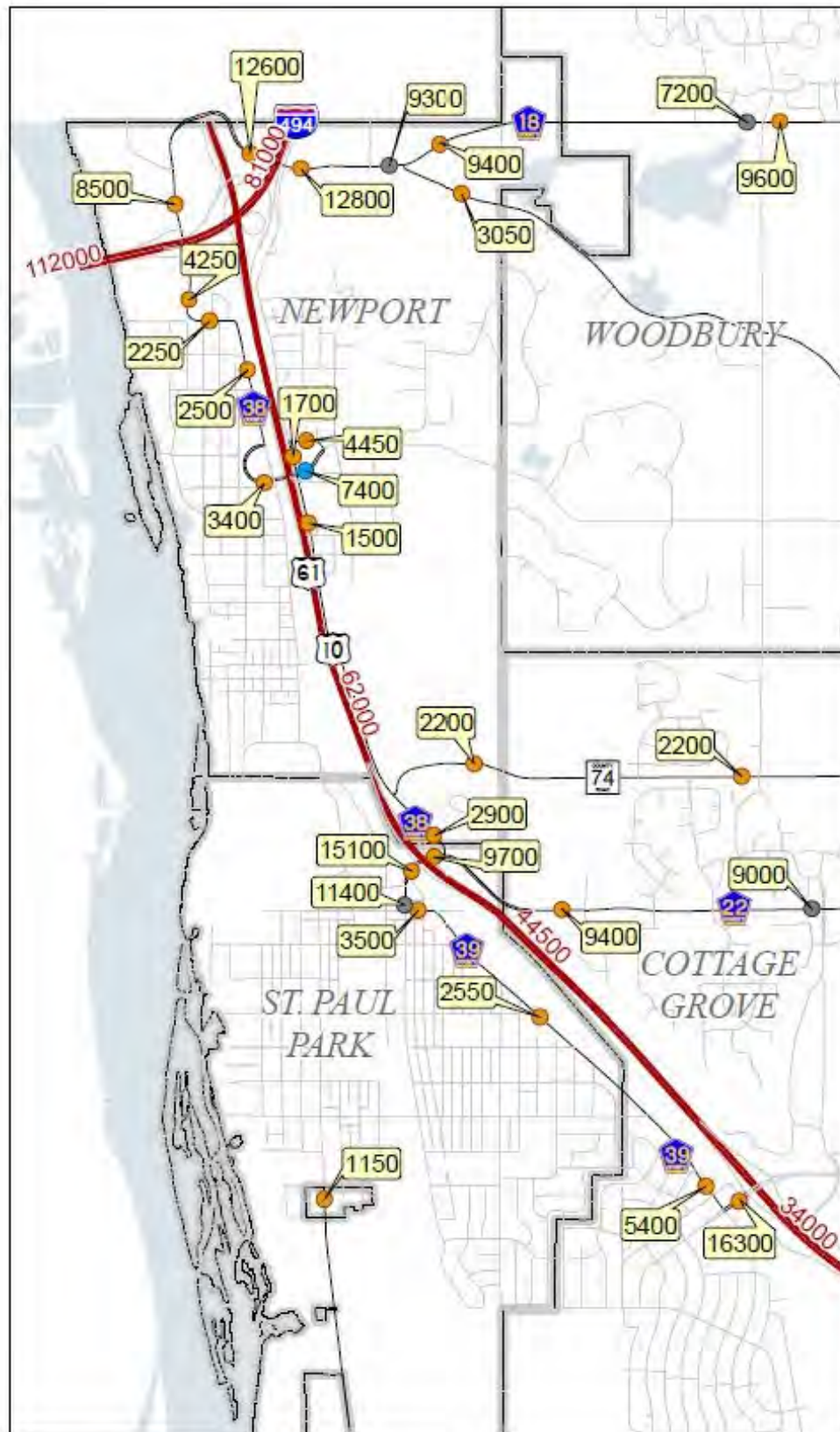
The State of Minnesota completed the construction of improvements to TH-61 and I-494 by 2010. The City lost around 9% of its local tax base, and approximately 500 jobs as a result of the economic impacts of the highway construction project. The City is working hard to foster and encourage redevelopment and infill development to take advantage of the improved regional transportation infrastructure. No new significant transportation projects are anticipated within the next 10-15 years.

Figure 8-2: Jurisdictional Streets 2030



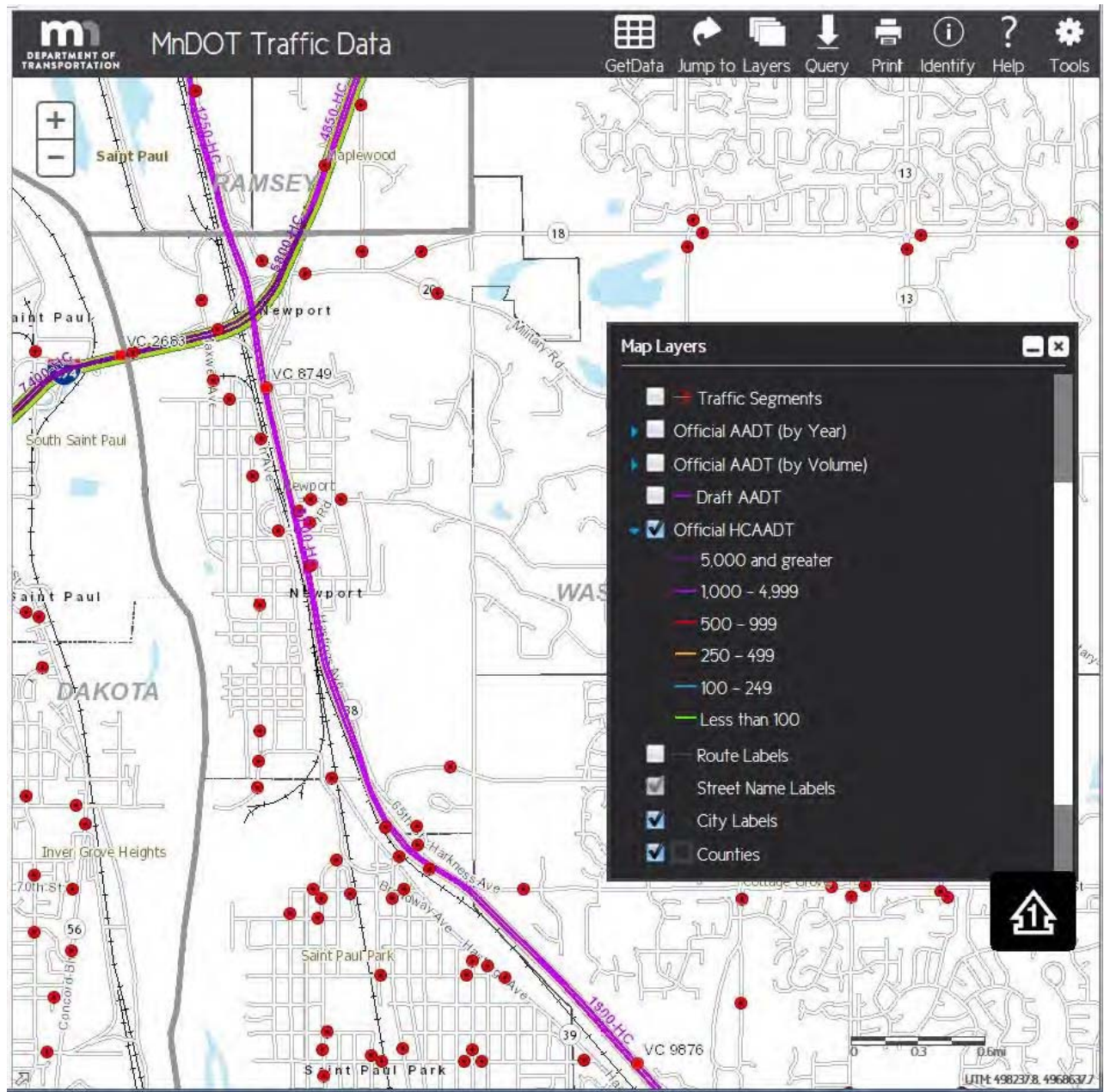
Map created by MSA Professional Services, Inc. 2017.

Figure 8-3: Current Traffic Volumes – 2015 ADT





**Figure 8-4: Current Heavy Commercial Traffic Volumes – HCADT**



There are no roadway issues or problem areas related to goods movement on the roadways in Newport.

## ***Reconstruction of City Streets***

During the past 15 years the City has embarked upon an aggressive street reconstruction program that has rebuilt approximately 70% of the streets in the community. The remaining 30% show the classic signs of pavement failure including alligating, raveled edges, and frequent patching, as are caused by poor drainage. The City will likely continue to address these upgrades by selecting projects as funds permit, addressing upgrade of 2 to 3 miles of roadway every three to five years.

### **C. RAILROADS**

The City of Newport provides a major throughway for both the Burlington Northern Santa Fe (BNSF) and the Canadian Pacific (CP) railways. These companies own two through tracks and various sidings in the City. The rail lines parallel TH-61 interconnecting Saint Paul with the City of Hastings and points south. Presently there are over 30 train trips through the City per day. BNSF railroad planners are considering adding another track. 20-year projections call for 120 train trips through the community. At the conclusion of the TH-61/I-494 project there will be four remaining low (rail traffic) volume railroad/street crossings in the City; at the Saint Paul Park/Newport boundary, Second Street east of 7th Avenue, on Maxwell Avenue at the Cold Storage Spur and at Red Rock Road at the Saint Paul/Newport boundary.

### **D. RIVER TRAFFIC AND BARGE FACILITIES**

Although the City of Newport is located on the Mississippi River there is very little river-based transportation activity that is associated with the community. Flood protection levees and steep banks preclude access to the river except for riparian property owners who maintain private docks for pleasure craft. There is a commercial/barge, bulk oil unloading facility that is located at the west end of 21st Street, which is operated by Couche-Tarde. The fuel terminal has not been used in recent years, and would need improvements to be used in the future.

The City does not anticipate that significant development of new river accesses through 2030.

### **E. BIKE, TRAIL AND PEDESTRIAN SYSTEMS**

The City of Newport has developed a system of bike and pedestrian sidewalks and trails that meet local needs and provides connections among neighborhoods, connections interconnections to trails in the City of Saint Paul (Point Douglas), Saint Paul Park (CSAH 22) and the City of South Saint Paul (Mississippi River Regional Trail), and connections to regional trails. Additional trail connections have been identified by the Parks Board. The existing and proposed system is shown in Figure 7-1.

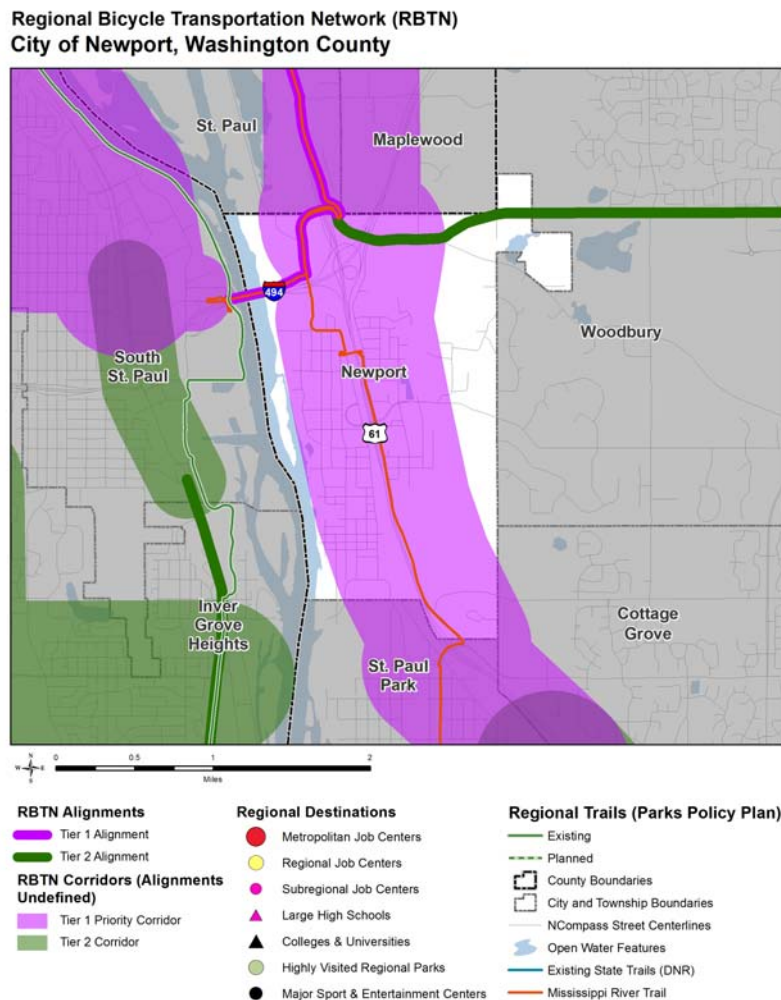


Pedestrian and bicyclist connections are an important component of the City's planning for future transit service. The transit station site is served by existing and proposed pedestrian trails and cyclist routes on Maxwell Avenue and 7th Avenue. The two recently constructed pedestrian/cyclist bridges over Highway 61 and Glen Road bridge link the east side of the city with the transit station.

The off-road bicycle trails in Newport connect with and include the Mississippi River Trail in northwest Newport, a paved off-road trail on Maxwell and 7th Avenues, a trail on Bailey Road, and the pedestrian crossings over Highway 61. The City's local streets also provide on-road bicycle routes.

The Regional Bike Trail Network Corridor in Newport includes the Mississippi River Regional Trail (shown on Figure 7-1) and connects to the Mississippi River Trail, and a proposed Tier 2 alignment on Bailey Road east of the Mississippi River.

**Figure 8-5: Regional Bike Trail Network**



The Regional Bicycle Transportation Network (RBTN) was established in the Metropolitan Council's Transportation Policy Plan in 2015. The network includes prioritized segments where Tier 1 elements are defined as the region's highest priority for planning and investment. It consists of designated alignments along existing or planned on-street bikeways or off-road trails, and less-defined corridors where specific alignments have not been designated.

## **F. EXISTING PUBLIC TRANSPORTATION FACILITIES**

The Newport Transit Station is located in the southwest corner of Interstate 494 and Highway 61. It features a climate-controlled waiting area and Library Express lockers for public library users, and 150 free parking spaces. The station opened in December 2014 and was designed to accommodate all types of enhanced transit service within the Red Rock Corridor, including Bus Rapid Transit. The Red Rock Corridor is a proposed 30-mile transit way connecting the Twin cities' southeastern suburbs to St. Paul and Minneapolis.

The Newport Transit Station Area Plan was completed by Washington County in 2008, and the station was built with federal, state, and county Transit Improvement Board funding. Matching funds were provided by the Washington County Regional Railroad Authority. The City and County continue to work to assemble, market, and develop sites around the Station to implement the Station Area Plan. Red Rock Square, a 42-unit apartment building, was constructed on a site adjacent to the Transit Station in 2017. The Station Area Plan is a long-range development and redevelopment plan that may take up to 20 years to implement based on market conditions.

Newport is within the Transit Capital Levy District, Market Area III. There are two levels of bus service for residents and employees in the City of Newport, including service to Minneapolis, express service to downtown St. Paul and Minneapolis and local service within the south Washington County area.

Metro Transit route #364 provides an articulated bus that stops in Cottage Grove, St. Paul Park, Newport, and Downtown St. Paul.

Metro Transit route #365 runs between Cottage Grove and downtown Minneapolis, with stops in Cottage Grove, Lower Afton Road, a stop in Newport, and two stops in Minneapolis.

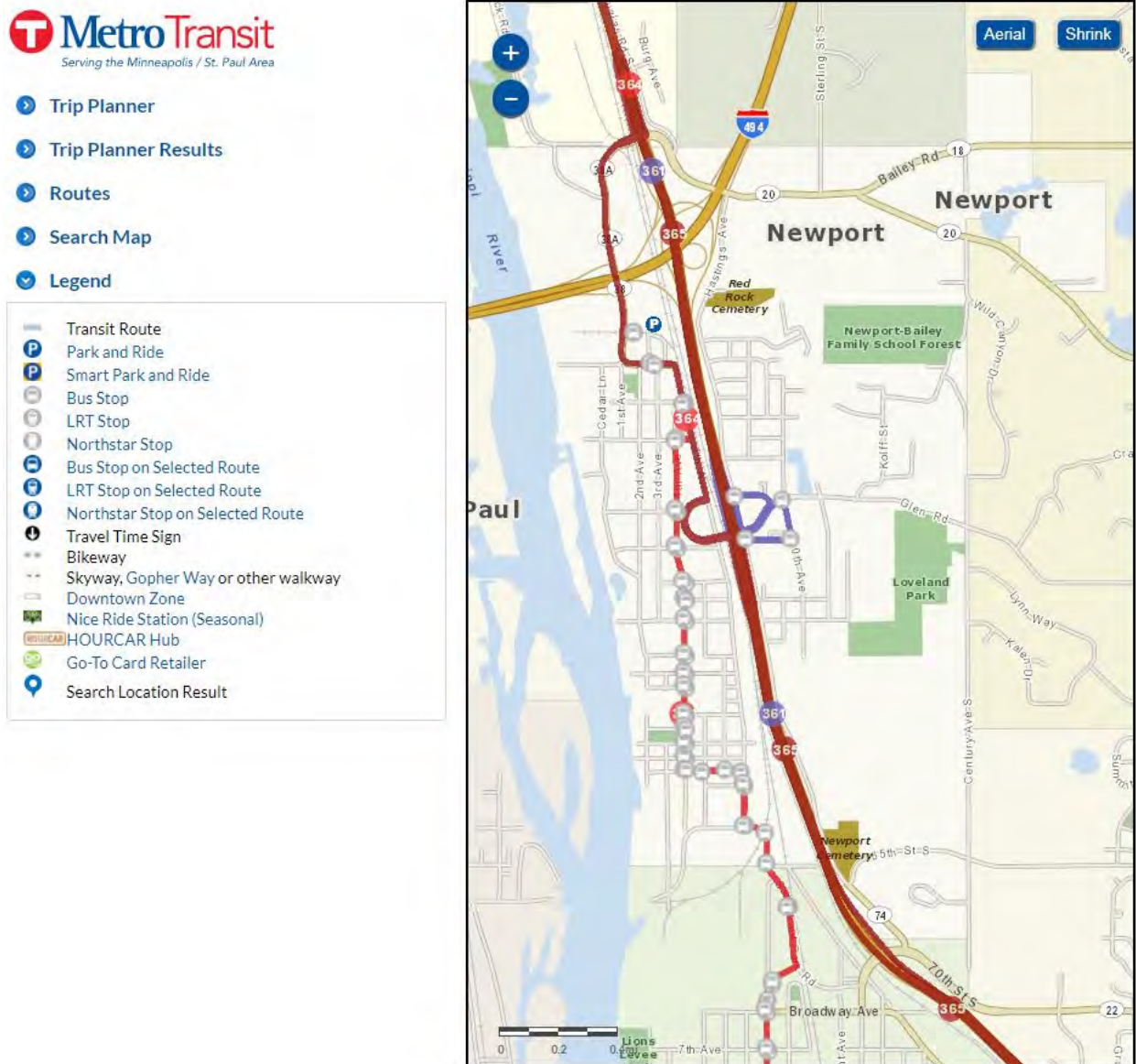
Transit Link is a curb-to-curb minibus or van service for the general public that operates on weekdays throughout the seven-county metropolitan area. It is a dial-a-ride service providing flexible, personalized transit service to anyone who is able to travel independently. It picks riders up at their location and takes them to stops in Newport, St. Paul Park, and parts of Cottage Grove.

The Metropolitan Council Office of Transportation and Transport Development anticipates that the improvement of the I-494/TH-61 corridor will increase the

need for public transportation facilities in the City of Newport. Their projections call for the development of the following facilities:

- Bus-only shoulder lanes in each direction along mainline TH-61
- Signage and local bus circulator routes on Seventh Avenue

**Figure 8-6: Metro Transit Bus Route 364**



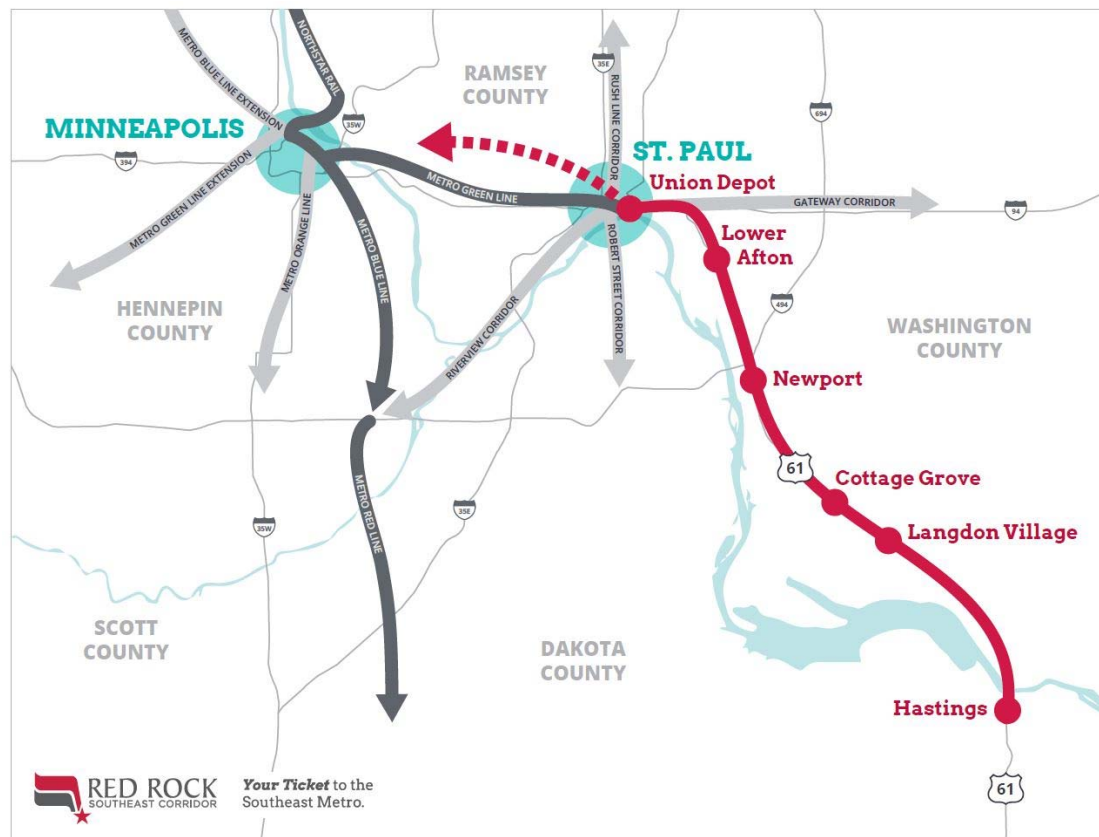
Source: <http://www.metrotransit.org/>

## **G. RED ROCK CORRIDOR**

The Newport Transit Station is located in the southwest corner of Interstate 494 and Highway 61 and features a climate-controlled waiting area with Library Express lockers where library users can order, pick up, and return library materials, and 150 free parking spaces. The station opened in December 2014 and was designed to accommodate all types of enhanced transit service within the Red Rock Corridor, including Bus Rapid Transit. The Red Rock Corridor is a proposed 30-mile transitway connecting the Twin Cities' southeastern suburbs to St. Paul and Minneapolis. The Newport Transit Station was built with federal, state, and Counties Transit Improvement Board funding. Matching funds were provided by the Washington County Regional Railroad Authority. The Red Rock Corridor Commission completed an alternatives analysis in 2016 that concluded Bus Rapid Transit (BRT) is the alternative that is best aligned with the corridor objectives. The Commission will work to obtain funding and implement the BRT alternative in the corridor.

The land use goals and policies support development of the stop, and redevelopment of housing, retail, office, and commercial land uses that will take advantage of the proposed commuter facility. The City supports development of the transit corridor, and will continue to work with Washington County, the Metro Council, and Red Rock Corridor Commission as study and work to develop the corridor proceeds.

**Figure 8-7: Red Rock Transit Corridor**



## H. AVIATION FACILITIES

The City of Newport does not have an aviation facility within its boundary. The northwest part of the City is approximately 4 miles south of Holman Field, the City of St. Paul Reliever Airport. Fleming Field in South St. Paul is approximately 1-1/2 miles southwest of the City of Newport. This airport is a general aviation facility with one runway, positioned in a northwest-southeast direction. The Airport's Master Plan notes that the airport is landlocked, expansion is unlikely, and that the airport will continue to look at options for operational and safety improvements. Newport is outside Safety Zones A and B of the existing airport, and outside the potential safety zones for runway expansions that are analyzed in the airport's current Master Plan.

The City is required by the Metropolitan Council's Metropolitan Development Guide to include a policy in its Comprehensive Plan, as well as a provision in its Zoning Ordinance, regarding the height of structures. The maximum structure height in Newport's residential zoning districts is 35 feet. The maximum structure height in mixed-use, business and industrial districts (all

outside the existing airport safety zone) is 50 feet. The City permits wireless communication towers up to 175 feet in height in limited locations within Newport.

To protect general airspace, the City will notify the Federal Aviation Administration using form 7460 and the Aeronautics Division of the Minnesota Department of Transportation if any proposed development includes a structure exceeding 200 feet above ground level.

## **I. TRANSPORTATION ISSUES AND LAND USE**

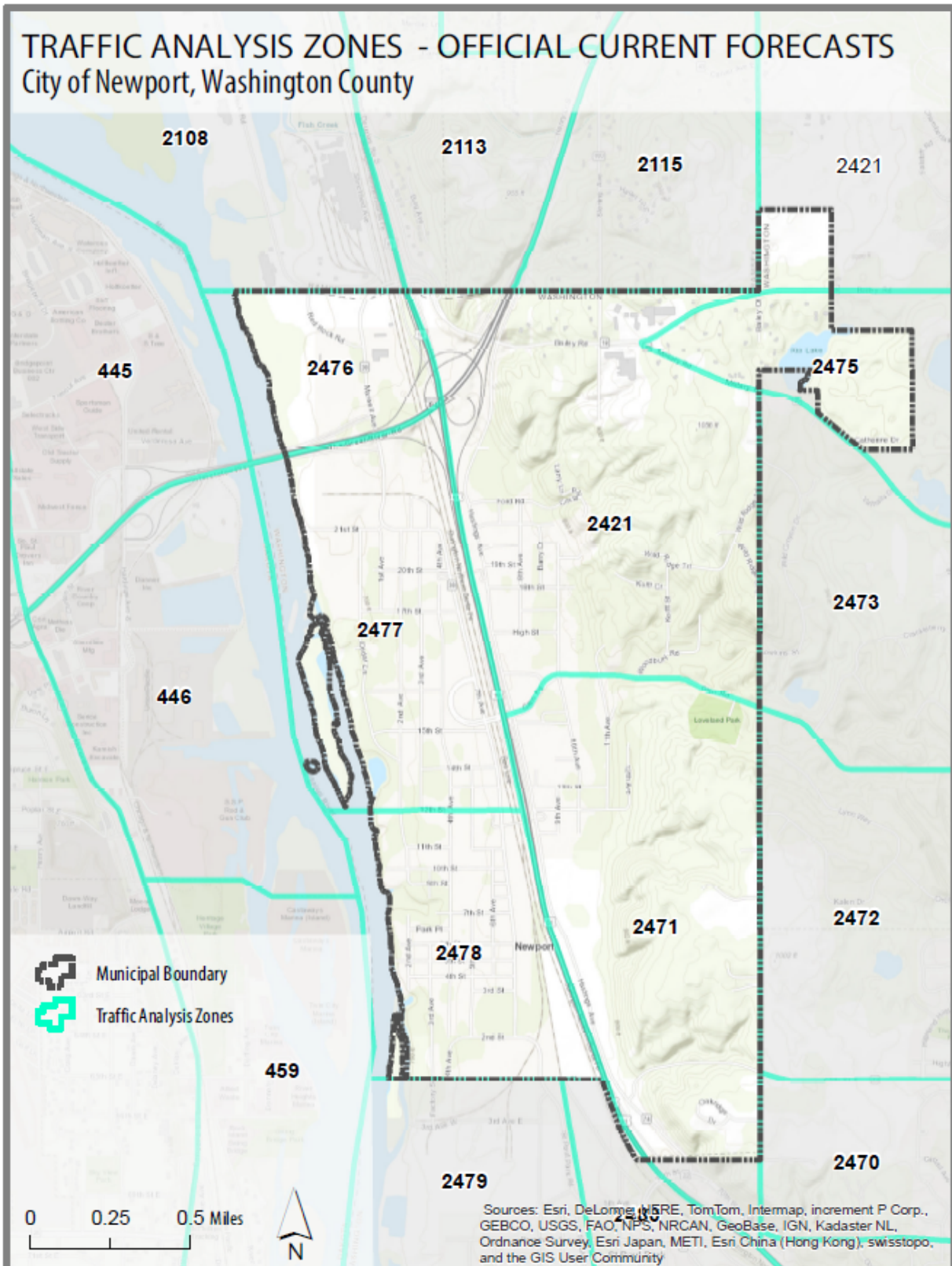
Traffic is directly related to land use. Traffic volumes determine whether the system of streets, roads, and highways can handle the traffic generated by existing and proposed development.

The Metropolitan Council prepares travel demand forecasts based on its growth forecasts and allocates its growth forecasts to Traffic Analysis Zones (TAZ). The metropolitan region is divided into TAZs so that traffic projections can be determined and their impact on the transportation system can be analyzed. There are four TAZs in Newport. They are depicted on Figure 8-7 Newport Traffic Analysis Zones.

The Metropolitan Council has allocated population, household and employment forecasts to each of Newport's TAZs as detailed in Table 8-8.



Figure 8-8: Newport Traffic Analysis Zones



Map created by MSA Professional Services, Inc. 2017.



**Table 8-3: Traffic Analysis Zone Allocation, 2010-2040**

		<b>2421</b>	<b>2471</b>	<b>2475</b>	<b>2476</b>	<b>2477</b>	<b>2478</b>	<b>Total</b>
<b>2010 (Actual)</b>	POP	<b>953</b>	910	<b>130</b>	0	913	529	<b>3,435</b>
	HH	<b>395</b>	358	<b>49</b>	0	340	212	<b>1,354</b>
	EMP	<b>457</b>	69	<b>294</b>	101	455	229	<b>1,605</b>
<b>2014 (Est.)</b>	POP	<b>1035</b>	896	<b>132</b>	0	893	526	<b>3,482</b>
	HH	<b>439</b>	359	<b>51</b>	0	342	215	<b>1,406</b>
	EMP	<b>721</b>	89	<b>284</b>	178	438	226	<b>1,936</b>
<b>2020</b>	POP	<b>773</b>	<b>817</b>	<b>527</b>	0	<b>903</b>	580	<b>3,600</b>
	HH	<b>220</b>	<b>389</b>	<b>251</b>	0	<b>430</b>	240	<b>1,530</b>
	EMP	<b>670</b>	100	<b>320</b>	200	460	240	<b>1,990</b>
<b>2030</b>	POP	<b>748</b>	<b>901</b>	<b>611</b>	0	<b>1130</b>	660	<b>4,050</b>
	HH	<b>282</b>	<b>429</b>	<b>291</b>	0	<b>538</b>	300	<b>1,840</b>
	EMP	<b>720</b>	110	<b>320</b>	200	470	250	<b>2,070</b>
<b>2040</b>	POP	<b>610</b>	<b>985</b>	<b>800</b>	0	<b>1315</b>	740	<b>4,450</b>
	HH	<b>284</b>	<b>469</b>	<b>381</b>	0	<b>626</b>	340	<b>2,100</b>
	EMP	<b>1,050</b>	120	-	210	470	250	<b>2,100</b>

While projected 2040 traffic volumes represent an increase over historic numbers, they are within the planned capacity of the upgrades proposed for these streets. The projected traffic increases resulting from development within the City are consistent with the traffic carrying capacity of the existing streets.

The traffic volume a street can carry without becoming congested is dependent upon: the geometry, width, lane configuration, speed limit and traffic management controls (management controls include the numbers of traffic signals or stop signs, the numbers of driveways, and whether parking is permitted). These are factors, which will limit the traffic capacity of a street. Given those caveats, the range of capacity of a two-lane street can vary from 2,000 to 11,000 vehicles each day.

Based on the recently-completed upgrades to the City's transportation system, the projected 2040 traffic volumes will be accommodated by the City's facilities.

## **J. TRANSPORTATION GOALS AND POLICIES**

### ***Goal 1 – Manage Access provide for safety and mobility***

#### ***Policies***

1. Require when possible new development and redevelopment projects to consolidate or minimize access points (curb cuts) onto major roadways.
2. Reduce the number of access points to major public roadways by consolidating multiple points of access into a single point of access where appropriate.
3. Emphasize safety and mobility on collector and arterial roads by limiting access on these roads and encouraging access on local streets.
4. Adhere to Mn/DOT and Washington County access management policies on state and county highways to the greatest extent possible. Limit full access on Hastings Avenue and 7th Avenue (North of the Glen Road Interchange) to roughly one quarter-mile or greater.

### ***Goal 2 – Coordinate transportation planning and facility development with existing and future land uses***

#### ***Policies***

1. Implement the City's transit oriented design guidelines and zoning ordinance (buildings close to street, high-density mixed-use, pedestrian links, visibility) in the MX-3 (Transit-Oriented Mixed Use) Zoning District.
2. Cluster commercial land use at key nodes along major transportation routes and avoid new strip commercial development with multiple driveway accesses to county roadways.

### ***Goal 3 – Complete roadway standards, improvements and projects that are consistent with the City's Comprehensive Plan and CIP***

#### **Policies**

1. Develop standards and systems to ensure that there are smooth transitions between regional, county, and local roadways.
2. Maintain the character of the "Old Town" area west of TH-61 by employing traffic calming and other disincentives to traffic load shedding from collector and arterial streets onto local streets.
3. Implement the zoning ordinance standards for parking and streetscape improvements on Hastings Avenue and 7th Avenue.

4. Develop and implement a Capital Improvement Plan and Infrastructure Funding Plan which provides for the ongoing reconstruction of local streets.
5. Complete the Jurisdictional Transfers identified in this Chapter.

***Goal 4 – Provide multi-modal transportation systems that meet the needs of Newport’s residents and are consistent with Regional Plans and facilities.***

***Policies***

1. Improve pedestrian and bicycle circulation, including developing new trails as part of new housing developments and parks, and maintain access to existing parks and Mississippi River overlooks, the Newport Transit Station, Regional Trails, and Regional Bike Corridors for all residents. Work with the Newport Park Board and Planning Commission to plan for the community-wide trail system and implement the plan.
2. Identify connections to trails in adjacent communities and work cooperatively on inter-community trails.
3. Implement the City’s Design Guidelines for improved multi-modal circulation in the redevelopment area around the Newport Transit Station.

## IX. Housing

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### A. HOUSING ASSESSMENT

The Metropolitan Council estimated that there were 1,474 existing housing units and 1424 households in Newport in 2016.

The tables below present Metropolitan Council data from 2016 that characterize the City's housing supply.

**Table 9-1: Housing Types**

Housing Type	# of Units in 2016	% of Total Units
Single-family units	999	67.8
Multi-Family	475	32.2
Other (including Manufactured)	0	0
<b>Total Housing Units</b>	<b>1,474</b>	<b>100</b>

*Source: Metropolitan Council 2015 housing stock estimates.*

**Table 9-2: Housing Tenure**

Housing Tenure	# of Units in 2016	% of Total Units
Owner-occupied units	959	65.1
Rental Units	515	34.9
<b>Total Units</b>	<b>1,474</b>	<b>100</b>

*Source: U.S. Census Bureau, 2011-2015 American Community Survey adjusted by Metropolitan Council.*

**Table 9-3: Publicly Subsidized Housing Units**

Unit Type	# of Units in 2016	% of Total Units
Publicly subsidized senior units	78	5.3%
Publicly subsidized units for others	42	2.8%
<b>Total Subsidized Units</b>	<b>120</b>	<b>8.1%</b>

*Source: Housing Link Streams data, December, 2014.*

**Table 9-4: Housing Affordability**

<b>Housing Unit Affordability</b>	<b># of Units in 2016</b>	<b>% of Total Units</b>
Household income ≤30% of AMI*	193	13.1%
Household income 31-50% of AMI*	488	33.1%
Household income 51-80% of AMI*	601	40.8%

\*The Area Median Income (AMI) by household in the Twin Cities area in 2015 was \$71,008. The table above shows the number of units affordable to households with AMIs in each category in 2015.

**Table 9-5: Housing Cost-Burdened Households**

<b>Household Income</b>	<b># of Hshds in 2016</b>	<b>% of Total Hshds</b>
At or below 30% of AMI	172	12.1%
Between 31-50% of AMI	114	8.0%
Between 51-80% of AMI	65	4.6%

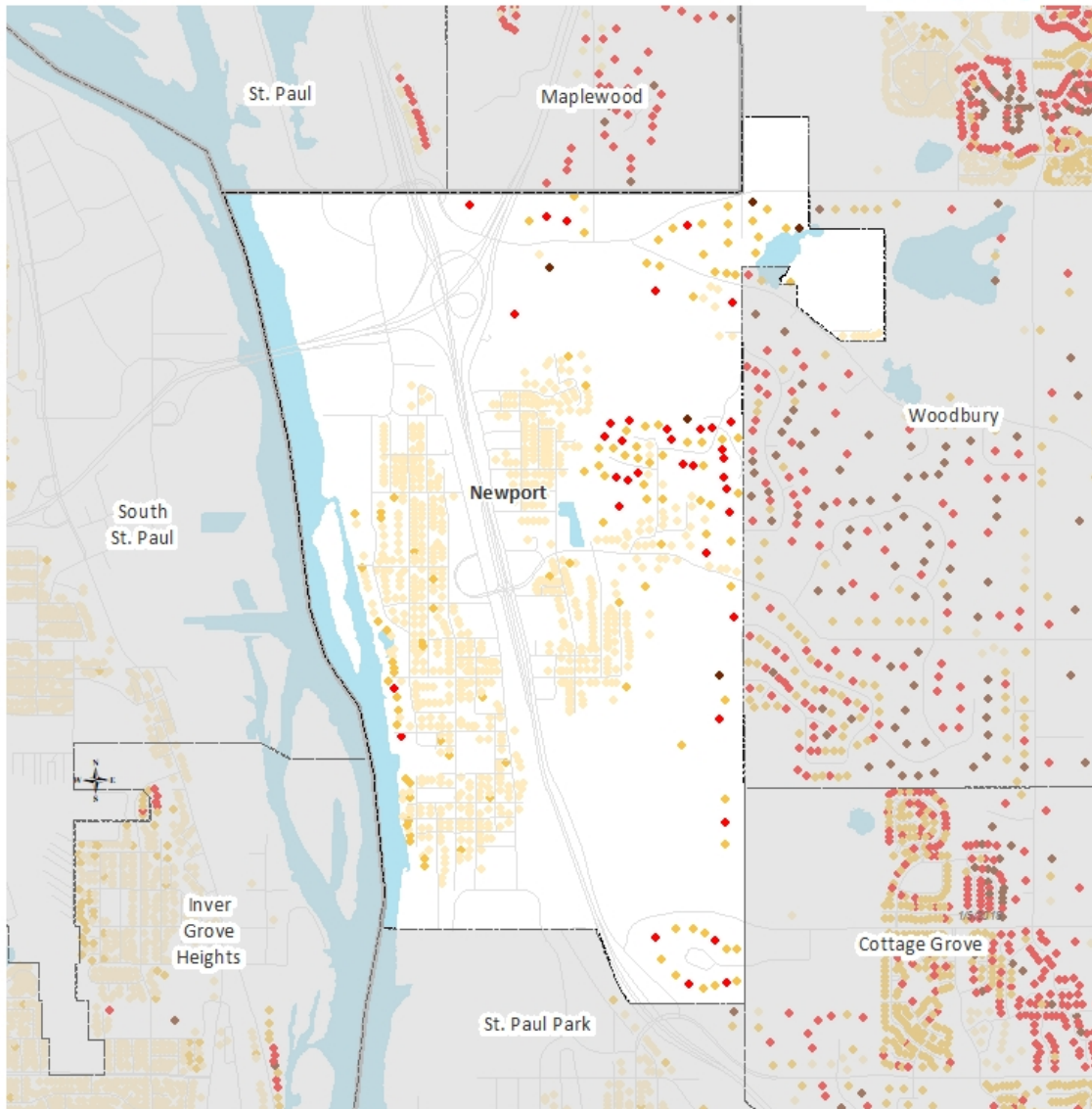
A summary of the information in the tables and Figure 9-1 includes the following key facts about housing in Newport:

- About 2/3 of the housing units in the City were single-family detached units, and about 1/3 were multiple-family units.
- About 2/3 of the housing units in Newport were occupied by their owners, and about 1/3 were rental units. Approximately 8% of the housing units in Newport were publicly-subsidized units.
- 87% of the housing units in Newport were affordable to households with 80% or less of the Area Median Income in 2016.
- Approximately 25% of the households in Newport have housing costs that are more than 30% of their income (housing-burdened households).

**Figure 9-1: Owner-Occupied Housing Market Values in 2016**

**Owner-Occupied Housing by Estimated Market Value**

**Newport**



- County Boundaries
- City and Township Boundaries
- Streets
- Lakes and Rivers

**Owner-Occupied Housing  
Estimated Market Value, 2016**

- \$243,500 or Less
- \$243,501 to \$350,000
- \$350,001 to \$450,000
- Over \$450,000

1 in = 0.47 miles



Source: MetroGIS Regional Parcel Dataset,  
2016 estimated market values for taxes payable  
in 2017.

Note: Estimated Market Value includes only  
homes taxed units with a building on the parcel.

## B. HOUSING NEEDS

Minnesota Statutes 473.859 requires that Metro Area communities include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

### *Existing Housing Needs*

The 2016 housing data indicate that 87% of the housing units in Newport are affordable to households with 80% or less of the Area Median Income in 2016—which was approximately \$71,000 per year in the Metro Area.

Despite the affordable housing units available in the City, 351 households living in Newport were spending more than 30% of their incomes on housing, and are therefore defined as “housing-cost burdened households” by the Metropolitan Council.

Newport recognizes that there are unmet housing needs among the households living in the City, though the majority of housing units are classified as “affordable” based on regional data. The City approved 42 new rental units of “work force” housing that were constructed in 2017 that will help to meet the need for affordable family housing in Newport. Then next sections discuss the City’s plans, goals, and priorities to address housing needs in Newport.

### *Future Housing Needs--Newport’s Share of the Regional Housing Need*

The Metropolitan Council has determined the regional need for low and moderate income housing for the decade from 2021 to 2030. Newport accepts its share of the region’s need for low and moderate income housing—**78 new units** that are affordable to households earning 80% of the area median income (AMI) or below. Of these units, the need is distributed as shown on table 8-6:

**Table 9-6: Affordable Housing Need Allocation**

<b>Household Income</b>	<b># of Units</b>
<b>At or below 30% of AMI</b>	38
<b>31-50% of AMI</b>	0
<b>51-80% of AMI</b>	40
<b>TOTAL UNITS</b>	<b>78</b>

In 2017, 42 units of new “work force” housing were constructed in the City’s Red Rock Redevelopment Area that are not included in the Metro Council’s Affordable Housing Need Allocation.)

### *Land Use Plan and Projected Densities to Accommodate Housing Need*

Table 4-4 in Chapter IV. Land Use (repeated below) identifies the proposed areas of redevelopment and new development in Newport, and the City’s

current estimate of when and how much residential development will occur in these areas between 2020 and 2040.

**Table 4-4 (from the Land Use Chapter): Future Residential Growth Areas and Densities for Areas Available for Development, In-fill and Redevelopment in Newport through 2040**

Area	Density Range	Total Acres	Net Res. Developable Acres	Res. Acres Dev By 2020	New Units By 2020	Res. Acres Dev 2021-2030	New Units 2021-2030	Res. Acres Dev 2031-2040	New Units 2031-2040	Net Res Acres Dev by 2040	Total New Housing Units by 2040
Area 1A - NE	5-20	183	150	40	200	8	40	18	90	66	330
Area 1B – SE and areas east of TH 61	5-20	88	50	6	30	8	40	8	40	22	110
Area 2 – Transit Station- 7 <sup>th</sup> Ave Redev.	8-50	45	27	7	56	8	64	7	56	22	176
Area 4 – Hastings Ave Redev.	8-30	35	23	5	40	5	40	5	40	15	120
<b>Newport Net Res Acres Dev 2020-2040</b>											
Area 1	5-20	271	200	46	230	16	80	26	130	88	440
Area 2 & Area 4	8-50	80	50	12	96	13	104	12	96	37	296
<b>Newport Total New Housing Units in Growth Areas, 2010-2040</b>		<b>351</b>		<b>58</b>	<b>326</b>	<b>29</b>	<b>184</b>	<b>38</b>	<b>226</b>	<b>125</b>	<b>736</b>

**Average Net Density of New Development and Redevelopment in Newport by 2040:**

Area 1 (Mixed Residential land use):  $440 \text{ units} \div 88 \text{ acres} = 5 \text{ units/acre (min. density)}$

Areas 2 & 4 (Mixed Commercial/Residential land use):  $296 \text{ units} \div 37 \text{ acres} = 8 \text{ units/acre min.}$



**TOTAL:      736 units ÷ 125 acres = 5.9 units/acre average density for new residential development and redevelopment in Newport by 2040**

Metropolitan Council policies require that communities guide residential land use at densities sufficient to create opportunities for affordable housing using one of two options. One of the options requires that cities guide sufficient land at minimum residential densities of 8 units/acre to support the total allocation of affordable housing need.

The table above shows Newport's projected new residential development and redevelopment areas and the number of acres and housing units expected to develop in these areas between 2021 and 2030. Based on the City's Zoning Ordinance, the expected development will include:

1. 8 acres of new residential development within the Commercial/Residential development and redevelopment area near the Newport Transit Station and south of the station along 7th Avenue—Zoning Ordinance requires 8 minimum and 50 maximum units per acre in this Redevelopment Area:  
8 acres x 8 units/acre minimum = **64 potential housing units**
2. 5 acres of new residential development within redevelopment areas along Hastings Avenue—minimum of 8 and maximum of 30 units per acre:  
5 acres x 8 units/acre average = **40 potential housing units**

Summary. Newport has guided areas for development and redevelopment in neighborhoods east and west of Highway 61 to develop at residential densities of 8 to 30 or 30 to 50 units per acre, respectively. A minimum of 13 acres of the redevelopment areas are expected to redevelop with residential uses between 2021-2030, and these areas are expected to generate a minimum of 104 new housing units between 2021-2030. Recent apartment developments within these areas that provide affordable housing have developed at 20-30 units per acre. The expected residential development will support development at densities of 8 units or more per acre, and will permit the City to achieve its affordable housing goal of 78 new units between 2021-2030.

## **C. IMPLEMENTATION PLAN**

### ***Existing Housing Needs***

Based on the data and analysis above, Newport has identified the following housing needs as priorities for the community through 2040. In the table that follows, the City has identified the tools and strategies it will employ to address those needs:

1. *Preservation of existing affordable housing within all bands of affordability.*

2. *Housing maintenance assistance for low-income homeowners within all bands of affordability.*
3. *Provide additional rental family housing and senior housing affordable to households with incomes below 30% of AMI and between 51- 80% or less of AMI.*

*Sequence indicator on Table 9-7:*

- 1 – Current and ongoing*
- 2 – New efforts, 1st priority*
- 3 – New efforts, as needed or as funding available*

The City recognizes that a wide range of resources and tools exist to address housing needs beyond those listed on the table below. Newport has selected the tools that it believes will be the most effective in addressing the community's housing needs and meeting its regional goal for providing affordable housing.

**Table 9-7: Housing Implementation Plan to Address Affordable Housing Needs**

<b>Identified Need</b>	<b>Available Tools</b>	<b>Circumstance and Sequence of Use</b>
<b>≤ 30% AMI and 51-80% AMI</b>		
Preservation of existing affordable housing within all bands of affordability	Foreclosure Prevention Counselling & Homeowner Refinancing Counselling	<b>1:</b> Newport will continue to participate in the Washington County CDA's Homeowner Counselling Programs that include Foreclosure Prevention Counselling and Homeowner Refinancing Counselling.
“	Affordable Mortgages	<b>2:</b> Newport will refer residents to the CDA's Homebuyer Services program, which includes the Start Up Loan program for affordable mortgages.
“	Zoning Ordinance and Code Enforcement	<b>1:</b> Newport will continue to enforce its zoning ordinance and codes to preserve and improve the quality of existing homes in the City and ensure that they meet State Building Code requirements.
Housing Maintenance Assistance for low-income homeowners within all bands of affordability.	Home Improvement Loans	<b>1:</b> Newport will continue to participate in the CDA's Home Improvement Assistance Loan program, available to households with incomes at or below 80% AMI and will consider participation in or use of other programs that preserve affordable housing as Housing Improvement Areas, acquisition opportunities and incentive programs.
“	Septic System Loan and Grant Programs	<b>1:</b> Newport will refer residents to the CDA's Septic System Loan and Grant Programs.

Provide additional rental housing and senior housing affordable to households with incomes below 30% AMI and between 51-80% of AMI.	Rental Assistance and Vouchers	<b>1:</b> Newport will continue to participate in the CDA's rental assistance programs that serve seniors and families.
“	Options include tax abatement, housing bonds, MHFA programs, Washington County GROW fund, CDBG and HOME funds, Livable Communities funds, and tax incentive programs.	<p><b>1:</b> Newport will continue to work with the CDA, housing developers, and other organizations to utilize programs that create “workforce” housing, affordable senior housing, and other housing that provides new affordable rental units.</p> <p>Newport may work through the CDA to issue housing bonds or seek CDBG and HOME funds. The City has the authority and may abate taxes for housing developments to meet its goals.</p>
“	TIF Local fee waiver	<b>2;</b> Newport will consider using TIF funds and fee waivers for redevelopment in locations that are appropriate for TIF funding and city assistance to provide affordable housing for seniors and families if they are part of a mixed-income development.
	Site Clean-up of brownfields or other contamination	<b>3:</b> Newport would consider supporting or sponsoring an environmental clean-up grant application for senior housing affordable at 30-50% AMI at locations eligible for such grants.

	Site Assembly	<b>1:</b> Newport will continue to work with the CDA to purchase properties in its Red Rock Gateway Area for redevelopment for housing (including affordable units) and related service and employment opportunities
	Guiding land at densities that support affordable housing	<b>2:</b> The City's future land use plan guides land use to permit densities at 8-50 units per acre and includes sufficient areas for development and redevelopment to meet City and regional goals to provide affordable housing. The City will adopt a new zoning map and update its ordinances to be consistent with the plan.

## **D. HOUSING GOALS AND POLICIES**

### ***Housing Goals***

1. Preserve and enhance the quality of the residential neighborhoods and the housing stock, including housing affordable to residents of all ages and income levels.
2. Provide new market-rate housing to diversify the housing stock in Newport, attract new residents, and provide “move-up” opportunities for current residents.
3. Provide access to financial resources for housing maintenance and improvement needs and to preserve the City’s historic housing.
4. To provide an adequate supply of affordable housing that meets the needs of multigenerational households.
5. To provide locations for new market-rate and affordable owner-occupied and rental housing in areas targeted for redevelopment and for new development in the Comprehensive Plan, including neighborhoods near the Newport Transit Station.

### ***Housing Policies***

1. Implement the City’s future land use plan, including expansion of municipal services to support areas of new development and redevelopment.
2. Use Washington County Community Development Agency (CDA) assistance and programs, state and regional programs, and private tax incentive programs to support projects that meet one or more of the following housing goals:
  - a) To provide a diversity of housing not currently provided by the private market.
  - b) To provide a variety of housing ownership alternatives and housing choices.
  - c) To promote affordable housing for low or moderate-income residents.
  - d) To promote neighborhood stabilization and revitalization by the removal of blight and the upgrading of existing housing stock in residential areas.

3. Consider adopting a Fair Housing Policy, support additional accessible dwelling units, support housing that serves residents with a range of incomes, and consider potential waiver of park dedication fee requirements for some types of housing (such as memory care) that make less-than-average demands on the local park system per housing unit.
4. Encourage and support resident efforts and Washington County CDA programs that maintain and rehabilitate existing housing units, including housing affordable to residents of all income levels.
5. Seek Heritage Preservation Commission comments on rehabilitation and preservation of historic housing structures and support resident efforts to preserve historic structures.
6. Encourage new housing development on underutilized and undeveloped lots within existing neighborhoods that is consistent with the design and character of housing in the surrounding neighborhood.
7. Encourage a mixture of residential and commercial development and redevelopment throughout Newport that integrates housing with parks and trails, transit, and services.
8. Encourage and promote redevelopment projects that will add to the diversity (both in terms of housing styles and price ranges) of Newport's housing supply and create life-cycle housing opportunities.
9. Periodically review the Zoning Ordinance and other regulatory tools to ensure they support preservation, development, and redevelopment of housing that meets the needs of all residents of Newport.
10. Protect the integrity and long-term viability of existing residential neighborhoods.
11. Support infrastructure improvements that contribute to a strong and healthy neighborhood identity.

## **X. Economic Development and Resilience**

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### **A. A BRIEF HISTORY**

In the middle and late 1800's Newport's economy was focused on the Mississippi River. The City had a busy steamboat landing near the current 6th Street, and lumber and flour mills at the Mill Pond site. Homes were clustered in the Old Town area west of Highway 61, and areas to the east were farmed.

The first railroad lines developed through Newport in 1869 and 1887, with a station established in Newport. In the 1920's, Highway 61 became a significant transportation route that shaped land use and commerce in Newport for the long term. The major commercial focus of the City shifted from the Mississippi River to the Highway 61 corridor, while new industries developed at sites along the River.

In the 1920's, Bailey Nurseries developed as one of the major commercial enterprises in Newport. Other notable businesses located in Newport in the 1920s were the Farmers Terminal Meat Packing Plant and the Farmers Terminal State Bank. St. Paul Gas Company provided electricity to the community until the late 1930s when Northern States Power (NSP) built its electric substation near the old Red Rock camp. NSP would later build an office and service center in the 1970s and a Resource Recovery Plant that generated refuse derived fuel (RFD) in the 1980s, now operated by Ramsey and Washington Counties. Northwestern developed the oil refinery just across the border in St. Paul Park in 1939 and the refinery since has provided jobs to a large number of Newport residents.

After World War II, the Highway 61 corridor attracted a concentration of commercial uses with an automobile orientation. The City attracted significant industrial uses near the Mississippi River at the north and south ends of the City. Suburban neighborhoods developed west of Highway 61 with residents commuting to employment centers in Minneapolis, St. Paul, and other suburbs.

Currently, Newport's economy is diverse mix of industrial, commercial and service businesses. Major employers include Bailey Nurseries, Xcel Energy, Newport Cold Storage, Aggregate Industries, and a variety of retail, restaurant, and service businesses located on Hastings and 7th Avenues. The Highway 61/Wakota Bridge project and subsequent national recession affected many of the highway-oriented businesses in the community. The City has identified priority redevelopment areas to attract new housing and businesses to Newport.



## **B. A REGIONAL PERSPECTIVE**

From a regional perspective, Newport enjoys a convenient location. Improvements to Highway 61 and Interstate 494 in recent years have improved access to and from Newport. The City has identified opportunities for redevelopment and new development along the Highway 61 corridor, and believes that its close proximity to the St. Paul and Minneapolis downtowns, airports, and other business and employment concentrations will draw new economic activity and employment to the community.

The city approved two new Business Park (Warehouse and Office) uses on vacant sites on Hastings Avenue in 2016 and 2017.

## **C. ECONOMIC ASSETS/DRAWS**

There are several assets or strengths that the City of Newport can draw upon in strengthening its role in economic development. These assets include:

Newport is at the intersection of two regional roadways that provides good access to much of the metropolitan area, including the MSP Airport and Mall of America.

Newport is 15 minutes from downtown St. Paul and 30 minutes from downtown Minneapolis. The Red Rock Transit Corridor provides commuter bus service to downtown St. Paul, with connections to Minneapolis via express bus or the Green Line light rail corridor.

Many large and small businesses, such as Baileys Nursery, the St. Paul Park Refinery, Tinucci's, and Newport Cold Storage are thriving and serve a regional market.

The Mississippi River and its bluffs are a significant natural resource that can provide an identity and opportunities for amenities and redevelopment.

Newport has attractive residential neighborhoods, schools, parks, and housing in a variety of styles and prices to attract families seeking a "small town" community with excellent access to the entire Metropolitan Area.

Newport has an educated workforce.

## **D. A STRATEGY FOR ECONOMIC COMPETITIVENESS**

Newport's Economic Development Authority (City Council) directs the City's economic development and redevelopment efforts. The City has identified and publicizes the significant sites for development and redevelopment in Newport on the City's website. It has also identified several Business Assistance Tools and policies for providing business assistance, including:

- Newport participates in the Open for Business Program that provides assistance to small businesses seeking to locate in Newport.
- Newport funds a Downtown Façade Rehabilitation Grant Program for businesses located on Hastings Avenue
- The City has publicized its policies for providing business assistance using Tax Increment Financing (TIF), tax abatement, and other financial assistance for private development
- The City has funded Phase I and Phase II Environmental Investigations to assist businesses with site assessment for redevelopment.
- The City emphasizes its openness to new development, responsiveness to development proposals, and maintains relatively low fees for development and redevelopment to be competitive with neighboring communities in the Southeast Metro area.

The City completed a Strategic Plan in 2014 and updated the plan in 2015. The Council and staff review the plan annually and identify near-term projects that help the City to meet its strategic goals, such as infrastructure projects, improvements to City-owned lands and properties, and improvements to City operations and finance.

The City will pursue the following strategies to improve its economic competitiveness and pursue redevelopment efforts:

*Continue to fund economic redevelopment activities*

Enhancing and preserving a community's economic development is an ongoing process that takes time and money. The City will commit and seek funds to assist redevelopment projects when unique issues occur that increase project costs (need for brownfield clean-up, high bedrock) or private funds are not adequate.

*Maintain the community's business outreach program*

The City's Administrator leads outreach efforts to the business community. These efforts are critical to preserving relationships with the existing business community and ensuring needs are being met. The Administrator and EDA work to improve communications between the City and the business community, and connect businesses with the resources needed to continue to develop and prosper.

*Identify and promote development/redevelopment opportunities*

The comprehensive plan broadly defines areas with redevelopment potential. The City will complete focused efforts and studies as needed in

these areas to foster development and redevelopment, and identify roles that the City can play to support these efforts.

*Work with partners to market the City and promote economic development*

The Washington County CDA has developed materials to assist the City to market its assets and redevelopment opportunities. The City is working with the CDA to redevelop the Red Rock Gateway Redevelopment Area as a mixed-use, transit-oriented neighborhood. The City will continue these efforts and build on recent successes that have developed new housing and businesses on vacant sites.

## **E. RESILIENCE—ECONOMIC IMPACTS OF A CHANGING CLIMATE**

In 2017, Newport and St. Paul Park worked with the South Washington Watershed District in a series of workshops to identify risks related to climate change and generated strategies to develop resilience. The discussions noted that larger and more intense rainfall events, rising nighttime temperatures, and warming winters will lead to economic consequences and other impacts that cities need to consider in their short and long-range planning activities. A copy of the District's summary of the workshops and mitigation strategies is included in the Appendices.

Workshop participants identified strengths and vulnerabilities as well as strategies to address the risks related to climate change, and implementation measures. The Cities recognize that the hazards identified and mitigation measures to address them will impact residents, businesses, city budgets, and their capital improvement plans.

The Cities identified the following as the most significant climate hazards affecting their communities:

- Increased rainfall
- Warmer weather
- Drought
- Extreme Wind

The Communities' recommended strategies for address these hazards included the following:

*Infrastructure*

- Provide back-up power at critical locations
- Protect homes and infrastructure along the Mississippi River by purchasing flood-prone properties in the floodplain

- Coordinate emergency response plans among local partners including the Refinery, schools, railroads and Washington County
- Consider relocating City Hall and the Newport police station further from the railroad and with better access to the east and west sides of Highway 61

#### *Protecting Local Residents*

- Communicate emergency plans to at-risk populations
- Promote groundwater protection and reduce potable water usage
- Develop and promote transit options

#### *Natural Resources*

- Develop better connections among communities along the Mississippi River and better awareness and civic pride among the “river towns”
- Reduce chloride loading in surface waters
- Proactively manage invasive species

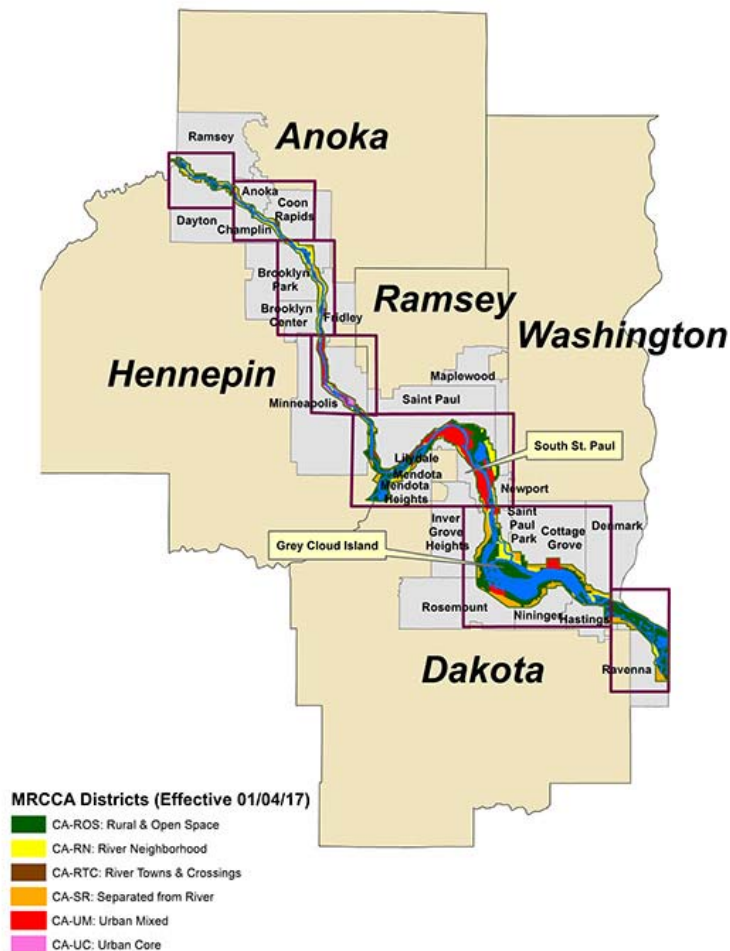
## XI. Mississippi River Corridor Critical Area Plan

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### A. OVERVIEW – HISTORY AND GOALS

The Mississippi River Corridor Critical Area (MRCCA) covers a 72-mile stretch of the Mississippi River through the Twin Cities Metropolitan Area, extending from Dayton and Ramsey in Hennepin and Anoka Counties downstream to Ravenna Township in Dakota County. Minnesota Governor Wendell Anderson designated the MRCCA in 1976 by Executive Order 130. The designation was renewed by Governor Albert Quie in 1979, and made permanent that year by a Metropolitan Council resolution.

The legal boundary of the MRCCA was established in Executive Order 79-19. The MRCCA varies in width and includes 54,000 acres of water and public and private lands. A total of 30 communities have land within the MRCCA, including the City of Newport.



Land use in the MRCCA has been regulated by local governments through local MRCCA plans and ordinances as directed by Executive Order 79-19. By the early 1980's, all local governments within the MRCCA had adopted MRCCA plans.

In 1988, the U.S. Congress established the Mississippi National River and Recreation Area (MNRRA), a unit of the National Park System. MNRRA shares the same boundaries as the MRCCA, and the park's Comprehensive Management Plan incorporates by reference the MRCCA program for land use management. The MNRRA largely relies on the MRCCA to manage land use within the MNRRA.

In 1997, the Minnesota Legislature recognized the MNRRA as a state-designated Critical Area. In 1995, Governor Arne Carlson transferred administrative responsibility for the MRCCA from the Environmental Quality Board (EQB) to the Minnesota Department of Natural Resources (DNR). This order transferred rulemaking authority for management of the MRCCA to the DNR.

In 2007, the Minnesota Legislature directed the DNR to prepare a report on the status of the MRCCA, which was delivered to the Legislature in 2008. In 2009, the Legislature directed the DNR to establish rules for the MRCCA. DNR launched the rulemaking process in 2009. The process was put on hold in 2011 after the DNR was unable to publish a notice of intent to adopt rules or notice of hearing within 18 months of the date of the legislative directive, and its authority to complete the rulemaking lapsed.

In 2013, the Legislature directed the DNR to resume rulemaking, requiring the DNR to consult with local governments before adopting the rules, and making other changes to the rulemaking process. The second rulemaking process began in 2013. The DNR made extensive revisions to the proposed rules, and produced a final draft of the MRCCA rules. The DNR adopted the rules in 2017.

The goals for the MRCCA and its rules are to preserve and enhance the natural, aesthetic, economic, recreational, cultural, and historic value of the Mississippi River corridor within the Twin Cities metropolitan area and protect its environmentally sensitive areas.

The MRCCA rules require cities and townships to complete an MRCCA plan as a required chapter in the comprehensive plan that complies with the state rules. Local governments must also adopt ordinances that are consistent with the rules to implement the plan.

### ***Newport's MRCCA Plan and Planning Process***

This chapter is Newport's MRCCA plan. It includes the elements that the rules require for local plans, and is consistent with the State rules.

The City's Planning Commission worked with City staff to development this plan and reviewed the plan. The City Council reviewed and provided direction and comments on the draft plan. City residents, including residents within the MRCCA area, participated in the development of the plan and public meetings to provide comments. The draft plan was posted on the City website and notices about the plan and meetings were provided directly to residents within the MRCCA boundary in Newport.

The Planning Commission reviewed maps and completed field work to identify the Primary Conservation Areas and Public River Corridor Views. The City's Planner and Engineering consultants and staff completed the plan maps and provided other technical input for the plan.

### ***Progress since the 2008 Critical Area Plan (2030 Comp Plan)***

The City of Newport included the required Mississippi River Corridor Critical Area (MRCCA) Plan chapter in its 2030 Comprehensive Plan. The chapter was developed in 2008, and the City used the chapter in the following ways:

- The City used the 2008 Critical Area Plan to update its Zoning Ordinance, including 1) a new Division 3 – Critical Overlay District that regulated uses and standards in the Critical Area to implement the Plan; 2) a new Bluff Overlay District that includes specific regulations for all bluff areas in the city; and 3) a new River Development Overlay District that managed redevelopment in areas near the river to be compatible with the Critical Area requirements and Red Rock Redevelopment Area.
- The City updated its Zoning Map to identify the MRCCA boundary.
- The City used the Critical Area Plan and related Zoning Regulations in the review of all proposed projects, variance requests, Conditional Use Permit requests, site plan reviews, and other planning and zoning applications located within the MRCCA, and required that they comply with the plan and regulations.
- The City used the Critical Area Plan and related Zoning Regulations to provide technical assistance and information to residents and businesses located in the MRCCA, particularly those considering changes to their properties and planning and zoning requests. The 2030 Comprehensive Plan, including the MRCCA chapter, and zoning regulations are available on the City's website.



## B. MRCCA DISTRICTS

The 2016 MRCCA rules include six districts that will replace the four previous districts. The Districts include:

CA-ROS: Rural & Open Space District  
CA-RN: River Neighborhood District  
CA-RTC: River Towns and Crossings District  
CA-SR: Separated from River District  
CA-UM: Urban Mixed District  
CA-UC: Urban Core District

The districts are based on the natural and built character of the areas within the MRCCA area. The MRCCA rules include requirements for structures setbacks from the Ordinary High Water Level (OHWL) and bluffs, building height limits, and amount of open space required for subdivisions and redevelopment areas that vary by district.

The three districts that are located within Newport, and the descriptions of those districts in the rules, include the following:

**CA-RN: River Neighborhood District:** The district is characterized by primarily residential neighborhoods that are riparian or readily visible from the river, or that abut riparian parkland. The district may include parks and open space, limited commercial development, marinas, and related land uses.

The MRCCA rules say that the CA-RN District “must be managed to maintain the character of the river corridor within the context of existing residential and related neighborhood development, and to protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas. Minimizing erosion and the flow of untreated stormwater into the river and enhancing habitat and shoreline vegetation are priorities in the district.”

In Newport, the CA-RN district includes the residential areas in the “old town” west of Highway 61 that are visible from the river, several public river accesses, and some existing and proposed park lands.

**CA-SR: Separated from River District:** this district includes land within the MRCCA boundary that is separated from and not visible from the river. The MRCCA rules say that the CA-SR district “provides flexibility in managing development without negatively affecting the key resources and features of the river corridor. Minimizing negative impacts to primary conservation areas and minimizing erosion and the flow of untreated stormwater into the Mississippi River are priorities in the district.” In Newport, the CA-SR district includes older single-family residential neighborhoods west of Highway 61 and some city park land.

**CA-UM: Urban Mixed District:** this district includes large areas of highly-urbanized mixed uses that are part of the urban fabric of the river corridor, including commercial, institutional, and industrial and residential areas, as well as parks and open space.

The MRCCA rules say that the CA-UM district “must be managed in a manner that allows for future growth and potential transition of intensely developed areas that does not negatively affect public river corridor views and that protects bluffs and floodplains. Restoring and enhancing bluff and shoreline habitat, minimizing erosion and flow of untreated stormwater into the river, and providing public access to and public views of the river are priorities in this district.”

In Newport, this area includes industrial uses such as Newport Cold Storage, a petroleum storage facility, and Western Refining.

The boundaries of the districts within Newport are shown on Figure 7-1.

### ***MRCCA Districts and Fit with Newport’s Future Land Use Plan***

The MRCCA Districts, descriptions, and permitted uses are a good fit with Newport’s Future Land Use Plan, discussed later in this Chapter, and few conflicts are expected in adopting the MRCCA Districts as an overlay to the City’s Zoning Map.

The City does not need to see a need to adjust the boundaries of any of the districts. Potential issues for the future include:

- If some of the industrial uses in the CA-UM District leave, and there are opportunities to redevelop this area, the City will need to consider the potential for redevelopment to support the MRCCA goals and rules, and whether changes in the classification are needed to support redevelopment.
- The City may need to request flexibility from setback standards in some older neighborhoods due to the location of existing infrastructure including sanitary sewer lines. It has not evaluated this issue in detail, but will do so as begins to consider the updates its Zoning Ordinance.

### ***Goals and Policies – Land Use***

Newport’s goals and policies for managing land use within the MRCCA land use districts include the following:

**Goal 1: Guide land use and development to be consistent with the management purpose of each MRCCA District.**

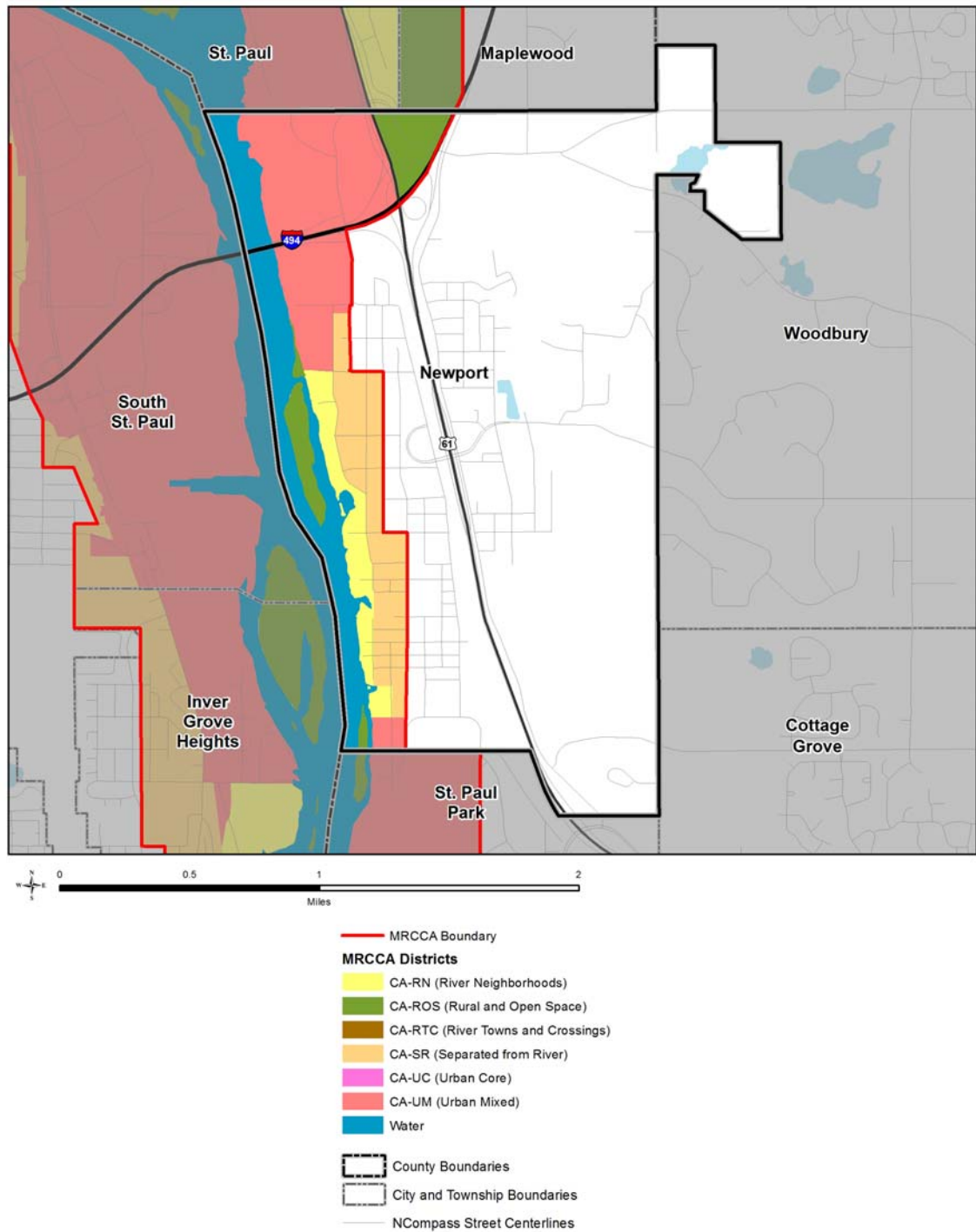
Policy 1.1: The City will update its Zoning Ordinance and Zoning Map to be consistent with the MRCCA rules and land use districts.

Policy 1.2: The City's land use regulations will guide land use and development to be consistent with the management purposes of the MRCCA land use districts.

Policy 1.3: The City may consider a request for flexibility from the rules in some areas to accommodate the location of existing infrastructure.

**Figure 11-1: MRCCA Districts in Newport**

**Mississippi River Corridor Critical Area Districts  
City of Newport, Washington County**



## C. PRIMARY CONSERVATION AREAS

The term “*primary conservation areas*” identifies the key natural and cultural resources and features that are addressed in the MRCCA rules. The list of features includes:

- *Shore Impact Zone*—the land located between the OHWL and a line parallel to it at a setback of 50% of the required structure setback.
- *Floodplains, wetlands, and areas of confluence with key tributaries*—floodplains and wetlands as defined in Minnesota Rules 6120.500 and Minnesota Statutes 103G.005, respectively; and the areas of confluence are located at the confluence of the Mississippi River with the Crow, Rum, Minnesota and Vermillion Rivers
- *Natural drainage ways*—includes stream and river locations emptying into the Mississippi as mapped by the DNR or defined by the community.
- *Bluffs and bluff impact zones*—a *bluff* is a slope that rises at least 25 feet above the OHWL, or the toe of the slope to the top of the slope, and the grade averages 18% or greater, measured over a horizontal distance of 25 feet; or a natural escarpment or cliff which a slope that rises at least 10 feet above the OHWL, or toe of the slope to the top of the slope, with an average slope of 100% or greater.

The *bluff impact zone* is the bluff itself and land within 20 feet of the bluff.

- *Native plant communities and significant existing vegetative stands*—*native plant communities* are plant communities that have been identified and mapped by the Minnesota Biological Survey, and *significant existing vegetative standards* have been identified and mapped by the DNR based on data from MNRRA.
- *Cultural and historic properties*—includes properties that are listed in the National Register of Historic Places, eligible sites, and other properties and sites that have local cultural and historical significance.
- *Gorges*—the area located between St. Anthony Falls in Minneapolis and the High Bridge in St. Paul
- *Unstable soils and bedrock*—known areas of unstable soils and bedrock.

The term *primary conservation areas* is used in several parts of the rules to ensure that key resources and features are given priority consideration for protection, including in the content of local plans, in local regulations for land use and development, and in the project information submitted for proposed developments within the MRCCA.

Bluff protection was a closely analyzed issue in the MRCCA rules development process. The rules include a uniform set of definitions and terms related to bluffs for use in mapping and local regulations.

Newport used the data provided by the DNR and others, as well as city information that identifies natural drainage routes, significant vegetation stands, cultural and historic properties, and unstable soils and bedrock areas to create the map of Primary Conservation Areas within Newport, Figure 7-2.

### ***MRCCA Primary Conservation Areas—Resources and Features in Newport***

#### **Shore Impact Zones in the DNR’s MRCCA Rules**

The Shore Impact Zone is defined in the MRCCA rules as the “land located between the ordinary high water level of public waters and a line parallel to it at a setback of 50 percent of the required structure setback.” The Shore Impact Zone in the two applicable districts in Newport is as follows:

Zoning District	Structure Setback From OHWL	Shore Impact Zone From OHWL
CA-RN	100 feet	50 feet
CA-SR	NA	NA
CA-UM	50 feet	25 feet

Based on the size of the Shore Impact Zones, the areas would not be visible on maps at the scale used in this plan. The Zone is located within some of the other PCAs mapped for this plan.

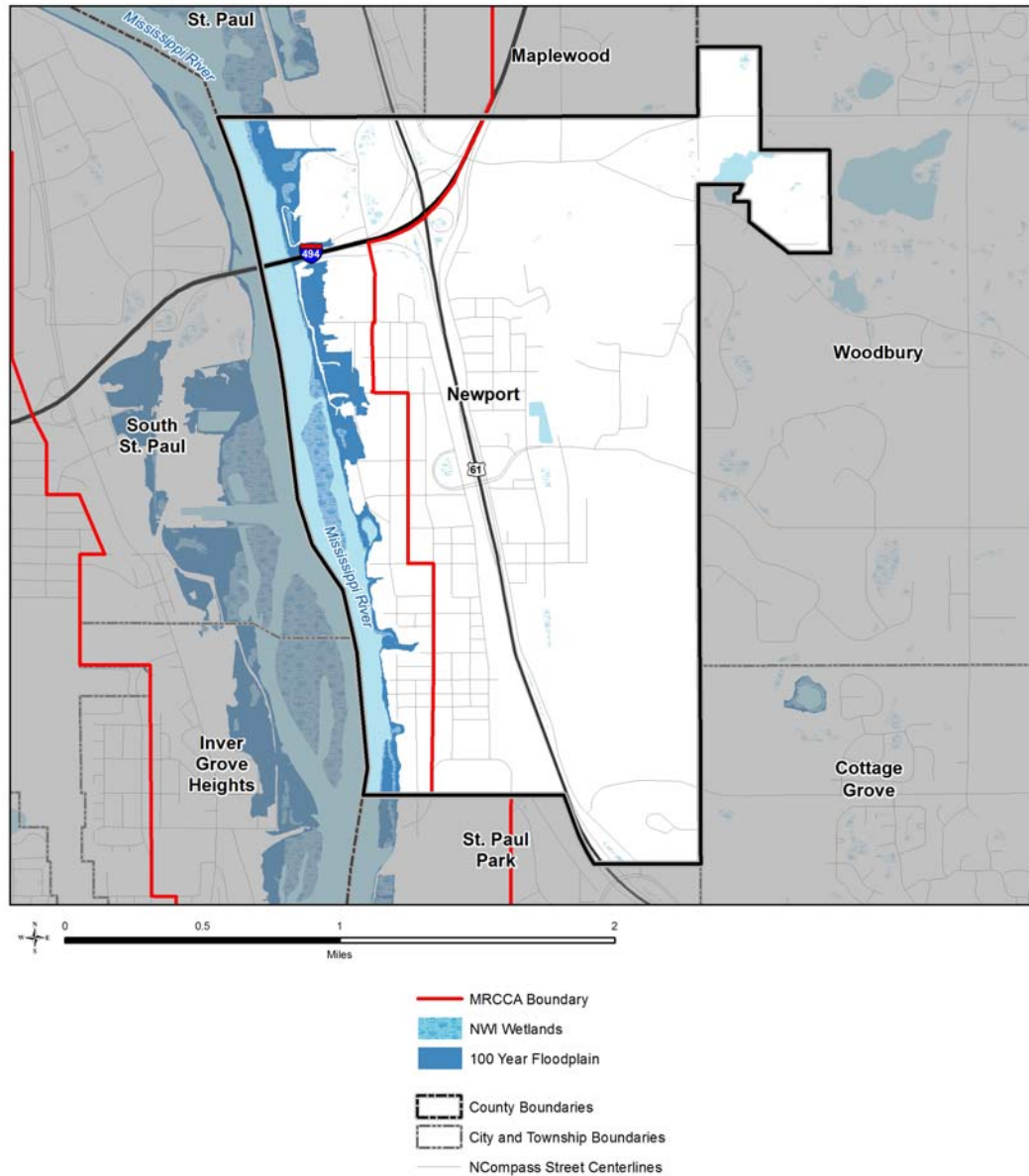
#### **Wetlands and Floodplains**

The limited wetland areas located within the MRCCA in the City of Newport are identified on Figure 7-2. The areas are concentrated along the river and include the Mill Pond Site and several wetlands located in the industrial area north of Interstate 494. The areas adjacent to these wetlands are currently developed with industrial or residential uses.

Figure 7-3 also identifies the Floodplain areas within the MRCCA. Article VII, Section 4 of the City’s Zoning Ordinance regulates the Floodplain Overlay District areas and is consistent with State rules.

**Figure 11-2: Wetlands and Floodplains within the MRCCA**

**Mississippi River Corridor Critical Area - Wetlands & Floodplains  
City of Newport, Washington County**



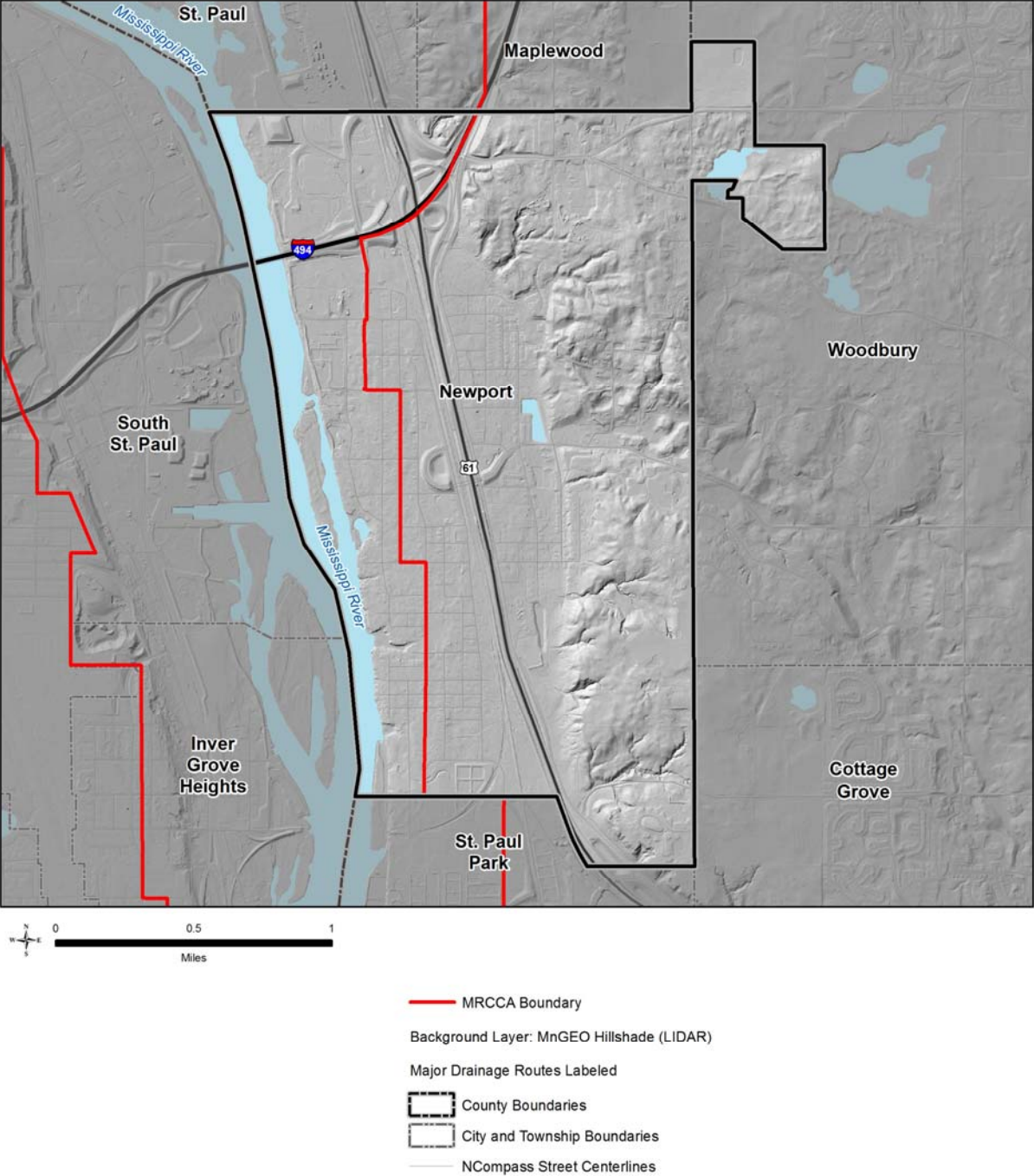
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**Natural Drainage Routes**

The River is the only major drainage course in the MRCCA area within Newport. A number of smaller seasonal drainage courses provide surface water drainage to the river. The City recognizes that preservation of natural drainage courses is beneficial from a public investment standpoint as it reduces costs for storm sewers and other capital improvements.

Figure 11-3: Natural Drainage Routes within the MRCCA

Mississippi River Corridor Critical Area - Major Natural Drainage Routes  
City of Newport, Washington County



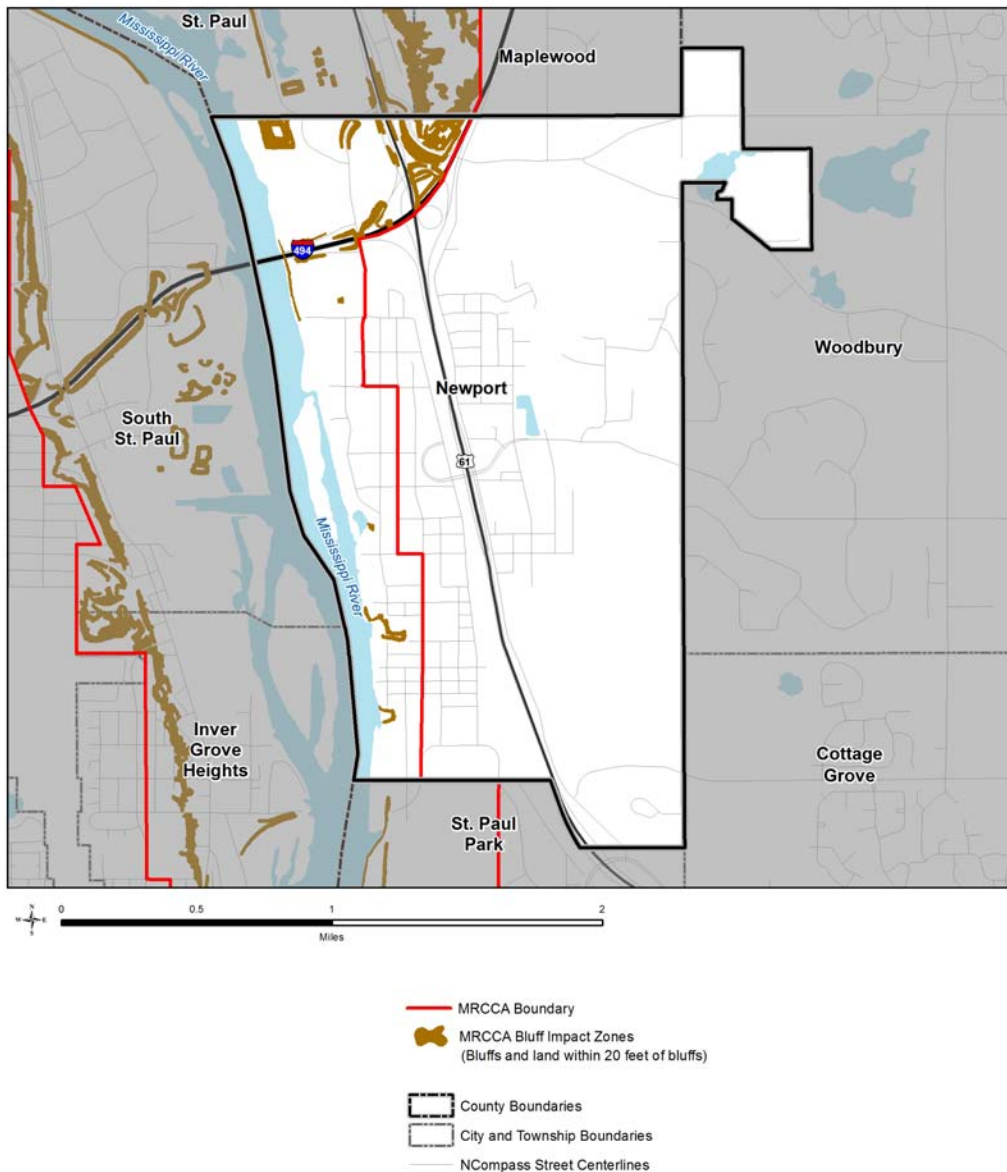


## **Bluff Impact Zones**

The Bluff Impact Zones within the MRCCA are primarily located within the large-lot residential areas north of Interstate 494 and east of Highway 61, and in a few isolated locations along the river.

**Figure 11-4: Bluff Impact Zones within the MRCCA**

### **Mississippi River Corridor Critical Area - Bluff Impact Zones City of Newport, Washington County**



The City reviewed the MRCCA map and noted that the areas identified as “bluffs” immediately south of I-494 are not natural bluffs but features that

were created with fill soils. Other created topographic features in the northwest area include mounds and ramps.

The bluff areas shown on the map above are located within the area that is regulated by the City's Bluffland Overlay District Ordinance, Article VII-- Division 5 of the Zoning Ordinance. The Bluffland Overland and Critical Corridor Division of the Zoning Ordinance will be updated after adoption of the 2040 Comprehensive Plan to be consistent with the MRCCA Corridor rules.

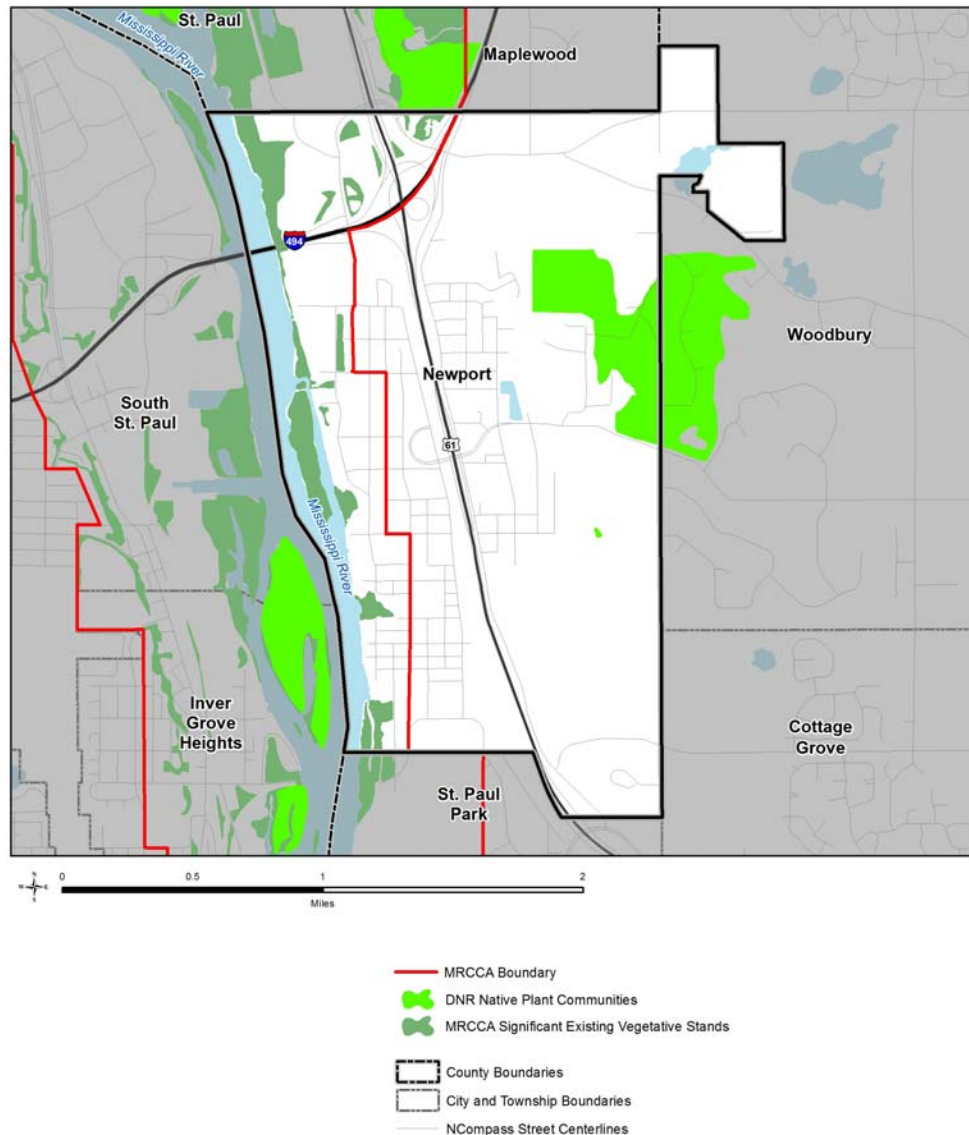
### **Native Plant Communities and Significant Vegetation Stands**

The neighborhoods in Newport that are the MRCCA are largely fully developed with a variety of uses. Areas of significant natural vegetation remain in the area proposed for the new riverfront park and its adjacent island, the Mill Pond area, and the existing parks and overlooks along the river. The City will maintain these existing areas of natural vegetation on publicly-owned properties. The areas on the island and within the Mill Pond that are in private ownership are largely located within Floodplain areas that cannot be developed.

The areas identified as existing significant vegetation stands near Interstate 494 are concentrated in existing industrial properties.

**Figure 11-5: Native Plant Communities and Significant Existing Vegetation Stands in the MRCCA**

**Mississippi River Corridor Critical Area - Native Plant Communities and Significant Existing Vegetative Stands  
City of Newport, Washington County**



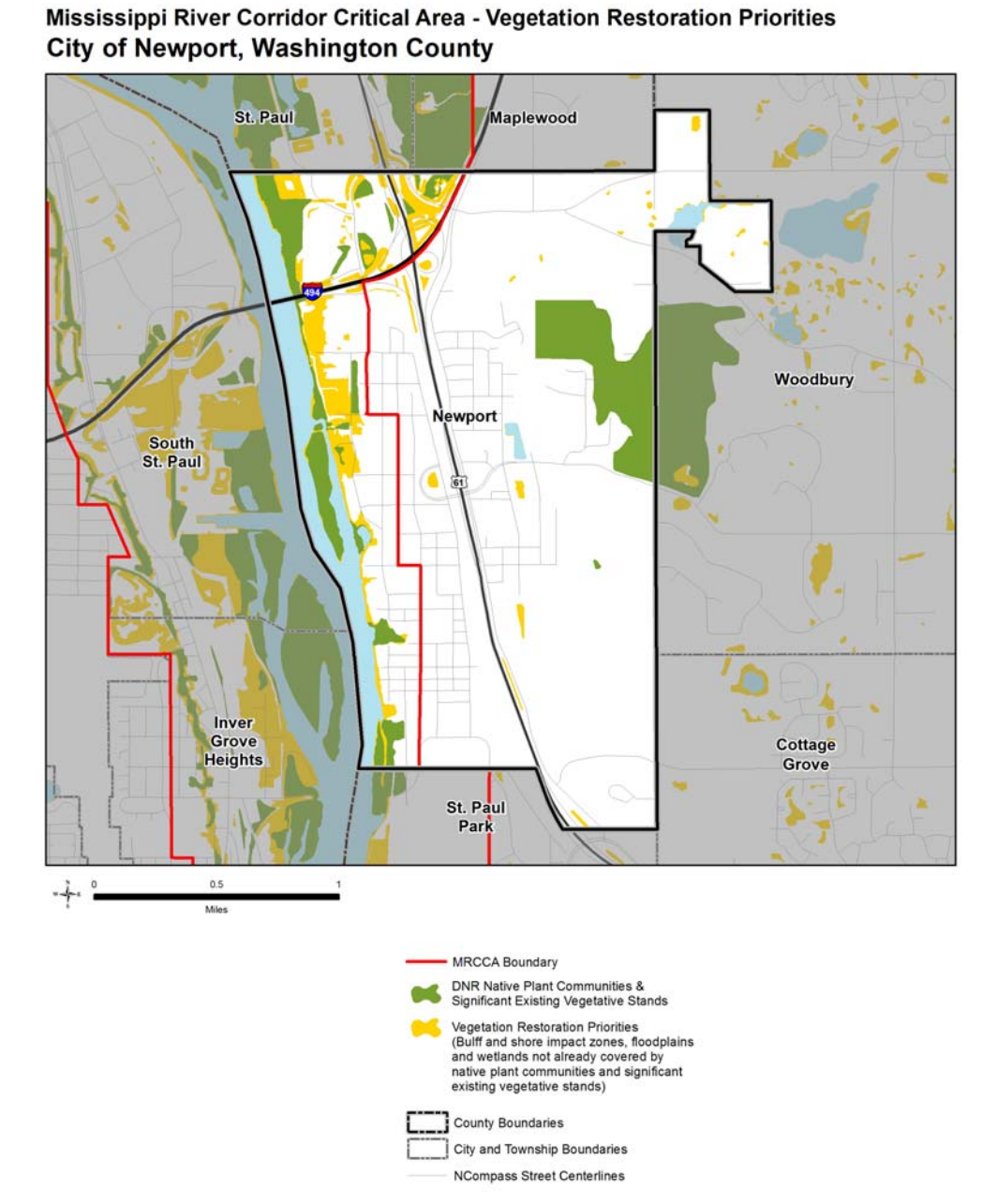
**Vegetation Restoration Priorities**

Figure 7-6 shows the areas that the DNR has identified for potential restoration of native plant communities within the MRCCA in Newport.

The areas are largely located on existing industrial properties associated owned by Gerdau Steel, Washington County's Recycling and Resource Recovery facility, Newport Cold Storage, a petroleum Tank Farm, and the

Marathon Oil refinery. The sites include some areas of existing native vegetation. Opportunities to restore native vegetation communities on these sites could occur if the current uses leave and the sites are redeveloped. The City has restored and preserved native vegetation within its existing parks and overlooks, and is working on a master plan that proposes restoration of native plant communities within its new riverfront park.

Figure 11-6: Vegetation Restoration Priorities



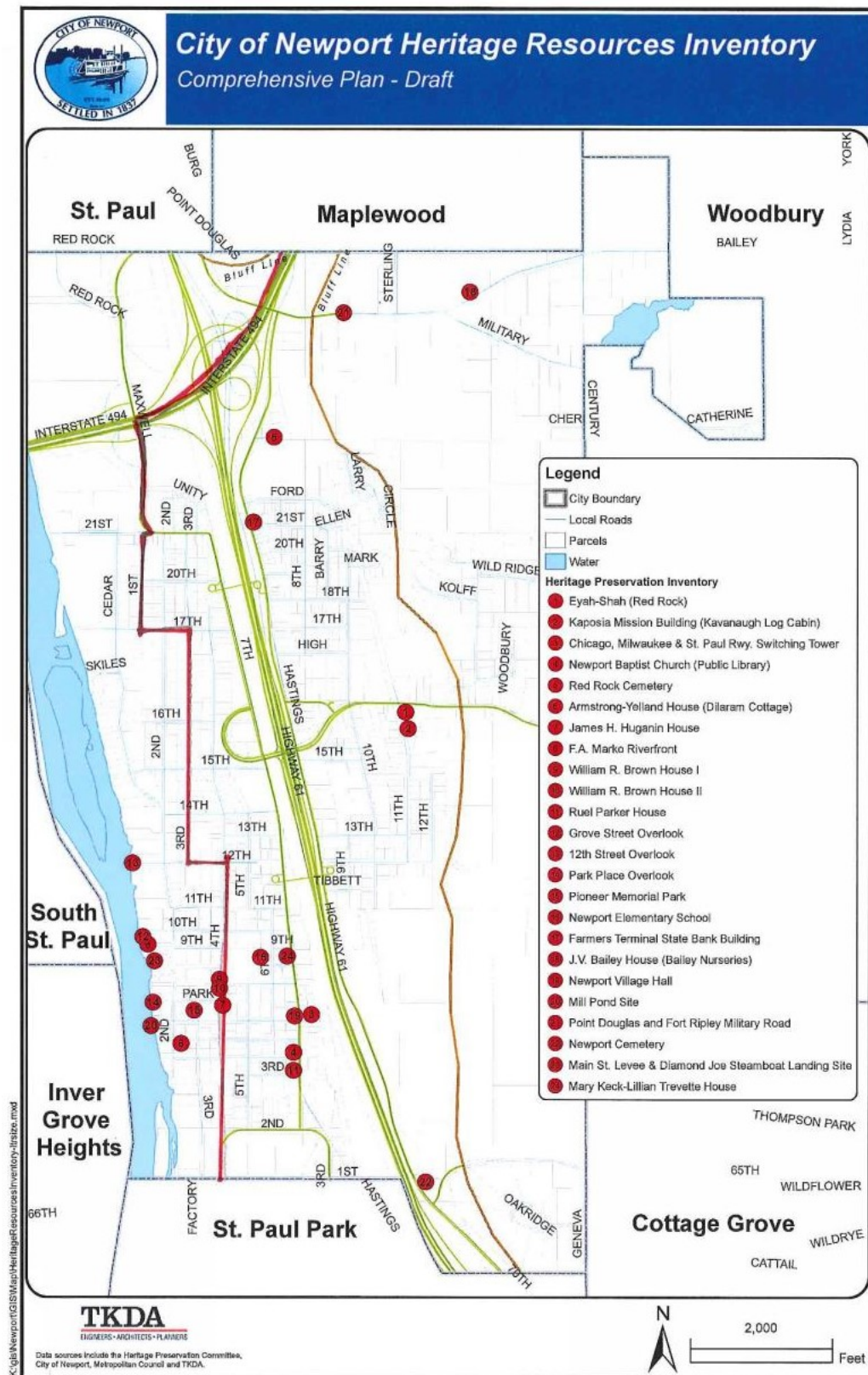
## **Cultural and Historic Properties**

The following properties located in the MRCCA (area to the west of the MRCCA boundary of Figure 11-7) are on the National Historic Register, eligible for designation, or have been designated culturally and historically significant by the City:

- Armstrong-Yelland House (Dilaram Cottage), 480 2nd Avenue. Rare surviving example of a Red Rock campground cottage, built in 1911 as a camp cottage for the Armstrong family from St. Paul; significant for its association with the Red Rock camp revival meetings (1868-1937).
- James H. Huginin House, 597 4th Avenue. Vernacular cottage with Queen Anne style detailing built circa 1890 for James H. Huginin (1818-1901), a prominent local merchant and one of the original proprietors of the Newport town site (platted 1857).
- F. A. Marko Riverfront, 121 10th Street. Historically important example of vernacular landscape architecture built on the home grounds of Frank A. Marko (1889-1976).
- William R. Brown House I, 331 7th Street. Probably the oldest standing structure in Newport, the core of the home built by William R. Brown (1816-1874) may date from as early as 1842.
- William R. Brown House II, 330 7th Street. Built by William R. Brown circa 1865, this house is historically significant as a well preserved, early example of vernacular architecture.
- Grove Street Overlook, 10th Street at the Mississippi River. Ruins of a riverfront park designed and constructed by the Works Progress Administration 1938-39.
- 12th Street Overlook, 12th Street at the Mississippi River. Designed and constructed by the Works Progress Administration 1938-39.
- Park Place Overlook, Park Place at the Mississippi River. Designed and constructed by the Works Progress Administration 1938-39.
- Pioneer Memorial Park, bounded by 4th Avenue, 6th Street, 2nd Avenue, and Park Place. Newport's first public park, acquired by the village in 1937; also associated with local improvements undertaken by the Works Progress Administration circa 1938-41.
- Mill Pond Site, on Mississippi River south of 10th Street. Contains the ruins of the Shelton-Irish-Durand Mill, an early lumber and flour manufacturing facility (water- and steam-powered) that operated from 1857 until circa 1900. Privately-owned site
- Main Street Levee and Diamond Joe Steamboat Landing Site, 6th Street at the Mississippi River. Historically important riverboat landing, believed to have been in continuous use from the 1840s until the 1940s; may contain an important archaeological component associated with the steamboat era on the Upper Mississippi River.



Figure 11-7: Cultural and Historic Resources in the MRCCA



### **Unsuitable soils and bedrock**

High bedrock conditions exist throughout the MRCCA area within Newport and in much of the community. Bedrock is within several feet of the ground surface throughout the area west of Highway 61.

The bedrock conditions create challenges for developing or redeveloping infrastructure and buildings throughout the City. The conditions also limit the use of infiltration as a stormwater strategy throughout the area west of Highway 61.

### ***MRCCA Primary Conservation Areas—Goals and Policies***

The local MRCCA plans must include goals and policies to protect and minimize impacts to the Primary Conservation Areas mapped in the plan. Grey Cloud Township's goals and policies for these areas include the following:

#### **Goal 1: Protect the Shore Impact Zones from alteration and development.**

Policy 1.1: The City will update its Zoning Ordinance to be consistent with the MRCCA rules that prohibit development of structures and impervious surfaces in the shore impact zones.

Policy 1.2: The City will require preparation and approval of site plans for all new development and building permits that adequately assess and minimizes adverse impacts in Shore Impact Zones, and will require that all new development or expansion shall be designed and constructed in a manner that minimizes site alterations through conservation design or other design approaches.

Policy 1.3: The City will require protection of existing vegetation, slopes, and habitat in the shore impact zones when development is permitted in adjacent areas.

Policy 1.4: The City will require permanent protection and/or restoration of native plant communities, bluffs, slopes, and other resources within the shore impact zone when opportunities are available with development or approval of zoning permits such as variances and conditional use permits.

Policy 1.5: The City will require landowners subdividing and developing parcels to consult with the Planning Commission to identify options to provide opportunities for protection of Primary Conservation Areas open space embellishment and public viewing and access to the river corridor.

**Goal 2: Protect wetlands and floodplains from impacts and require mitigation when appropriate.**

Policy 2.1: The City of Newport serves as the LGU for the Minnesota Wetland Conservation Act, including mitigation when required. The City will continue to use its authority and resources to protect and restore wetlands and their functions within Newport.

Policy 2.2: The City will continue to work with the South Washington Watershed District as District enforces its regulations that protect wetlands, require wetland buffers, and encourage mitigation for impacts or restoration of wetlands and adjacent habitat areas.

Policy 2.3: The City will require permanent protection and/or restoration of floodplains, wetlands, buffers, and related habitat areas when opportunities are available with development or approval of zoning permits. The City will encourage conservation design to protect wetlands and floodplain areas.

Policy 2.4: The City will work with the SWWD on the siltation that is occurring along the river near existing wing dams that is impacting river habitat and recreation, to determine options to address this issue.

**Goal 3: Protect natural drainage routes and mitigate impacts when feasible.**

Policy 3.1: The City will manage land use and development within the MRCCA to be consistent with its Land Use plan for 2040 and the requirements of MRCCA rules, including minimizing impervious cover and maintain natural drainage routes.

Policy 3.2: The City will allow housing densities and subdivision design that encourage conservation development to provide efficient use of land by preserving open space, scenic views, natural drainage systems, and other desirable features of the natural environment.

Policy 3.3 The City implement its Stormwater Ordinance and work with SWWD to enforce the District's rules that regulate development runoff quality and quantity, and erosion and sediment control to protect natural drainage routes.

Policy 3.4: The City will work with SWWD when opportunities arise with development, park, and infrastructure projects to protect and improve the quality of surface waters in Newport through cost-share and partnership projects.



**Goal 4: Protect bluff impact zones and mitigate impacts when feasible.**

Policy 4.1: The City will update its Zoning Ordinance to be consistent with the MRCCA rules that prohibit development of structures and impervious surfaces in the bluff impact zones and require bluff setbacks.

Policy 4.2: The City will require preparation and approval of site plans for all new development and building permits that adequately assess and minimizes adverse impacts in bluff impact Zones, and will require that all new development or expansion shall be designed and constructed in a manner that minimizes site alterations, including the use of conservation design when appropriate.

Policy 4.3: The City will implement its Stormwater Ordinance and will work with SWWD to enforce the District rules that regulate development runoff quantities and require erosion and sediment controls to protect bluffs and bluff impact zones.

Policy 4.4: The City will work with SWWD and landowners to protect and restore natural drainage routes and vegetation when opportunities arise to protect bluff areas and impact zones.

**Goal 5: Protect native plant communities, rare and endangered species, wildlife habitat, and significant existing vegetation stands.**

Policy 5.1: The City will manage land use and development to minimize impervious cover, and maintain existing vegetation communities of good and high quality, particularly within shoreland, floodplain, and bluff areas.

Policy 5.2: The City will prohibit clear-cutting except as necessary for placing public roads, utilities, structures, and parking areas where these uses are permitted consistent with the policies of this plan. The City will permit removal of non-native invasive plant species and encourage restoration of native plant species and communities.

Policy 5.3: The City will enforce its Stormwater Ordinance and will work with SWWD to enforce the District rules that regulate development, erosion and sediment control, and wetland and buffer protection to protect existing stands of vegetation on bluffs, slopes and near wetland areas.

Policy 5.3 The City will work with SWWD and supports the District's cost share projects to improve the quality of existing

vegetation stands and to restore native plant communities when opportunities arise, particularly in shoreland and bluff areas.

**Policy 5.4** The City will encourage the protection and restoration of native plant communities and native vegetation, landscape buffers, and re-vegetation, including native plant communities and vegetated areas that are removed during development, to minimize erosion and sedimentation, provide wildlife habitat, and to screen intrusive views. It will restrict clear cutting within the MRCCA and allow for selective cutting and pruning to the minimum amount necessary for new development and maintenance of existing development and utilities.

**Policy 5.5** Throughout the Critical Area, but especially within 100 feet of the river, the City will encourage the preservation of native vegetation and the use of native vegetation as an alternative to mowed and maintained lawns. The City will encourage a reduction in the use of chemical fertilizers on public and private properties.

**Policy 5.6** The City will use its plans and ordinances to protect endangered, threatened, and rare species, and restore native plant communities and wildlife habitat.

**Policy 5.7** Development should not adversely affect and should encourage permanent protection of sensitive environmental resources including but not limited to, natural habitats, backwaters, natural drainages, significant vegetative stands, and shorelines.

**Policy 5.8** The City will allow clustering and housing densities that provide for efficient use of land by preserving open space, scenic views, natural drainage systems, and other desirable features of the natural environment.

## **Goal 6: Identify, protect cultural and historical properties**

**Policy 6.1:** The City will support the protection and preservation of properties of historical, architectural, archaeological, and cultural significance by designating buildings, sites, structures, and districts as Newport Heritage Landmarks.

The City will maintain its inventory of significant heritage resources that give the community its special character and that can contribute to the quality of life enjoyed by present and future residents of the City.

**Policy 6.2:** The City will ensure that no significant heritage resources are destroyed or damaged as a result of any undertaking permitted, assisted, or funded by the City of Newport.

Policy 6.3.: The City supports private and public efforts to protect the cultural and historical properties in Newport through the activities of its Heritage Preservation Commission. It will work with the Minnesota Historical Society, Washington County Historical Society, and local landowners on these efforts, including protecting historic and cultural sites as part of conservation development design.

Policy 6.4: The City will adopt a flexible performance-based, "best management practices" approach to the preservation, protection, and use of heritage resources.

Policy 6.5: The City will maintain the City-owned heritage resources in good condition and interpret them for public understanding and enjoyment. It will use heritage preservation as an economic development and community revitalization tool.

Policy 6.6: The City will work with its Heritage Preservation Commission to preserve the existing WPA walls and structures at public overlooks. This will include consideration of limited vegetation cutting to protect the integrity of the walls while preserving public views from the overlook and the river.

Policy 6.7: The City will integrate heritage preservation goals and policies with other planning for land use, code enforcement, capital improvements, economic development, housing, parks and recreation, public works, emergency preparedness, and natural resources protection.

Policy 6.8: The City will provide the public with ready access to information about heritage resources and appropriate treatment measures.

Policy 6.9: The City will implement the residential design standards in its ordinance that require infill and new development in the older neighborhoods of the community to be compatible with existing neighborhoods.

**Goal 7: Protect areas with unstable soils and soils that are limited for development of structures.**

Policy 7.1: The City will enforce its Stormwater Ordinance, Bluff Ordinance and Engineering Standards to regulate development runoff quantities, and erosion and sediment control to protect unstable soils zones.

Policy 7.3: The City will require all new development within the MRCCA to utilize the City's municipal sewer system.

**Goal 8:        Implement actions to protect the Primary Conservation Areas when development is proposed and implemented.**

Policy 8.1:    The City will require site plans and development applications to map and identify the Primary Conservation Areas, and the methods that will be used to protect these areas or mitigate impacts through the design and construction of the project.

Policy 8.2:    The City will evaluate variance and CUP applications for potential impacts to Primary Conservation Areas, and require conditions to avoid impacts when possible or mitigate for impacts to Primary Conservation Areas.

Policy 8.3     The City will utilize its website to provide information about the Primary Conservation Areas to residents and property owners and identify actions that residents and landowners can take to protect, preserve, and restore natural resources in these areas.

Policy 8.4     The City will encourage the preservation and use of native vegetation, landscape buffers, re-vegetation, and the use of conservation design. It will restrict clear cutting in the MRCCA, while allowing for selective cutting and pruning to the minimum amount necessary for new development and maintenance of existing development and utilities. Throughout the Critical Area, but especially within 100 feet of the river, the City will encourage the preservation of native vegetation and the use of native vegetation as an alternative to mowed and maintained lawns and encourage a reduction in the use of chemical fertilizers.

Policy 8.5     The City will develop criteria for prioritizing the protection of PCA's when a site contains multiple PCA's.

Policy 8.6     The City will develop administrative procedures for integrating DNR and local permitting for riprap, retaining walls, and other hard armoring of shoreland and slopes in the MRCCA.

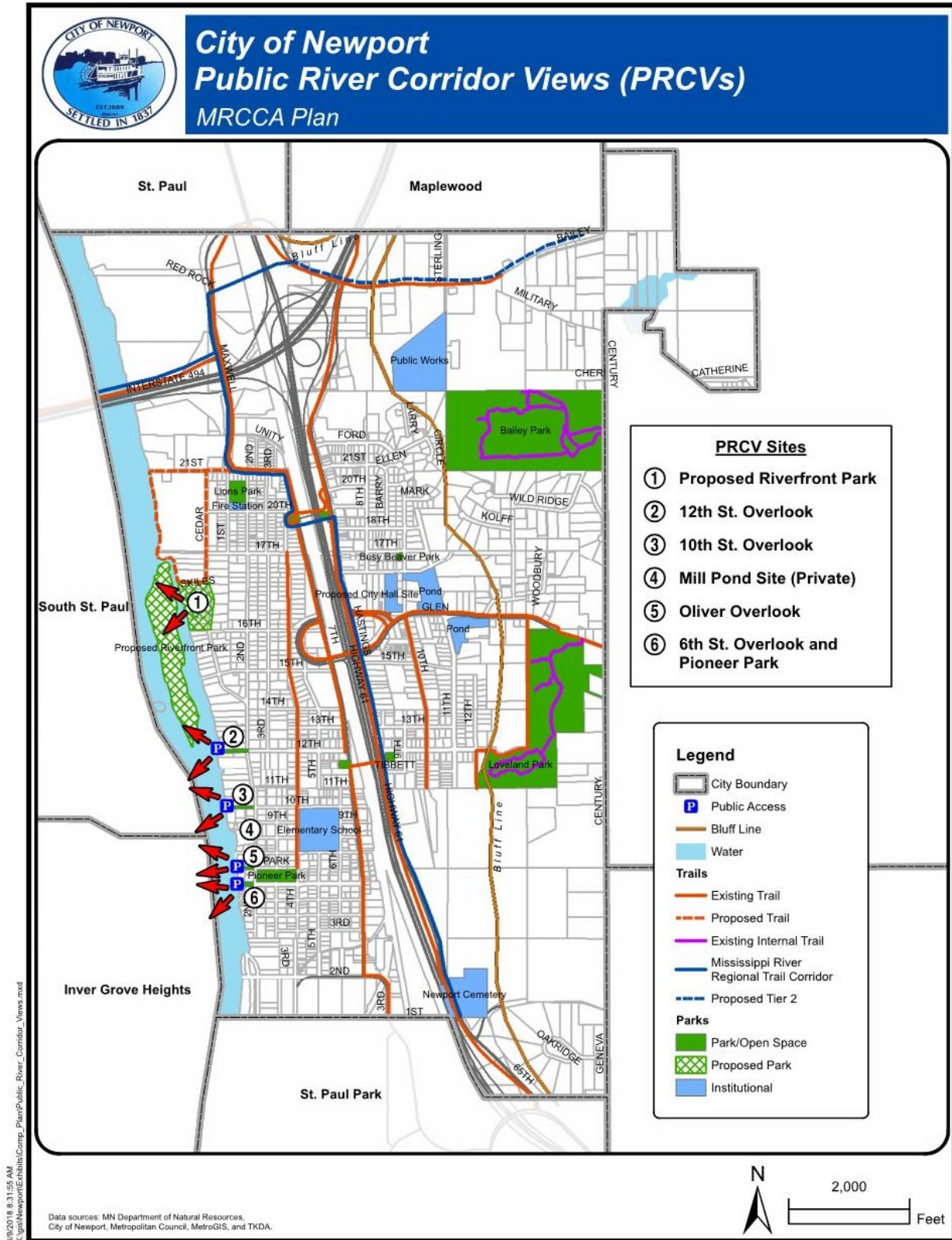
#### **D. PUBLIC RIVER CORRIDOR VIEWS**

The MRCCA rules define public river corridor views as “views toward the river from public parkland, historic properties, and public overlooks, as well as views toward bluffs from the ordinary high water level of the opposite shore, as seen during summer months.”

Newport used the following process to identify and map its public river corridor views:

- City staff took photos and mapped the river views from public spaces in Newport—the public river overlooks and park areas with views of the river. The photos and map are included in this plan.  
The photos, maps, and descriptions were reviewed by the City’s Planning Commission, City Council, and public and comments addressed before submission of the draft MRCCA Plan.
- The City’s Planning Commission added additional photos of river views from the river itself (pontoon boat) and opposite shore to identify the important views from the river toward the bluffs and other views valued by the community.
- The City compiled the maps, photos, and descriptions of *public river corridor views* to create the maps and text included in this plan that locate and describe the views.

Figure 11-8: Public River Corridor Views



***Views toward the River from Public Places in Newport (Site numbers on Figure 7-8 match the numbers of the descriptions below.)***

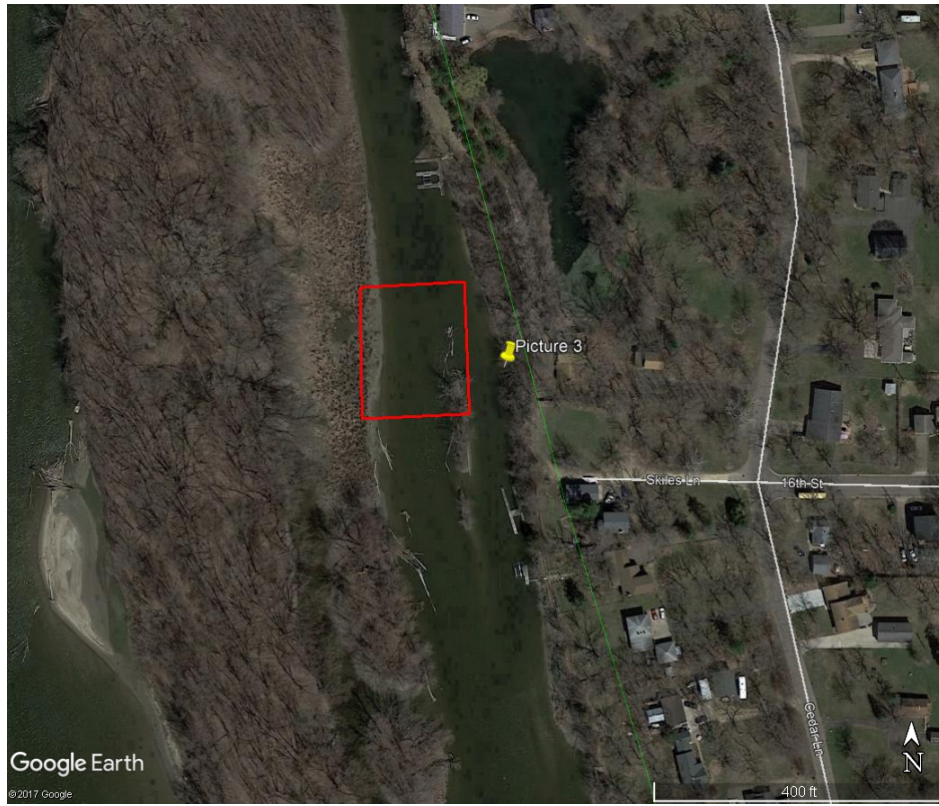
**1. Proposed Riverfront Park near former levee**

- **Description:** the city is in the process of purchasing several properties within the floodplain area behind an old levee that is irreparable and will be removed. The City is developing a master plan for a passive, river-oriented park on these parcels, and has started the master plan process. The parcels view an undeveloped island in the Mississippi River that is privately owned and within the floodplain. The island is privately owned--there are no PRCVs from the island.
- **Value:** The proposed park could provide a sheltered river access for canoes and kayaks and a fishing pier, along with passive recreational facilities such as trails and picnic areas. The park would be connected by a parkway and trail to other trails including the Mississippi Regional Trail. The park offers opportunities for historic and ecological interpretation.
- **Potential threats:** There is significant siltation of the channel between the island and the levee and downstream of this area that may impair recreational use of the river from the park. The City is discussing this issue with the SWWD.



*View from proposed Riverfront Park toward island*





*View location from Proposed Levee Park photo*

## 2. 12th Street Overlook



*View from the overlook to the river.*





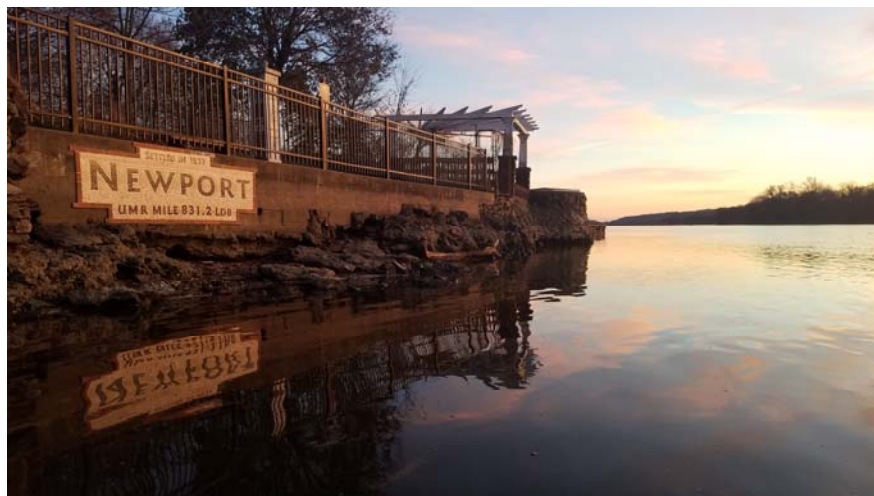
*View of 12th Street Overlook from 2nd Avenue to the overlook and river.*

- Description: the overlook area is located within a narrow, undeveloped road right-of-way. The view of the river was taken from the viewing area at the west end of the right-of-way.
- Value: While the view is narrow, it shows a vegetated, undeveloped area of islands along the South St. Paul shoreline and in the river. The overlook site includes a historic WPA stone wall.
- Potential Threats: Residential or commercial development on the opposite bank would change the view; however, the islands are in the floodplain so development is unlikely. Areas adjacent to the overlook are developed with existing single-family homes and unlikely to impact the overlook.

3. 10th Street (Grove) Overlook



*Views from overlook toward the river (above) and from the river (below).*



- Description: The overlook includes historic WPA walls, native plantings, seating area, and mosaic pillar identifying historic flood levels. The overlook is located within a narrow public right-of-way corridor with existing residential development on each side.
- Value: The 10th Street Overlook is the primary overlook for public access and views of the river in Newport, and provides a wider view than the other overlooks in the City. View to south is of natural islands and vegetation in Inver Grove Heights. View to the north is largely natural but includes some industrial structures in South St. Paul.
- Potential Threats: Additional development on opposite shore could change the view. The area surrounding the overlook is fully developed it is located within a public right-of-way, so the situation of the overlook itself is unlikely to change.

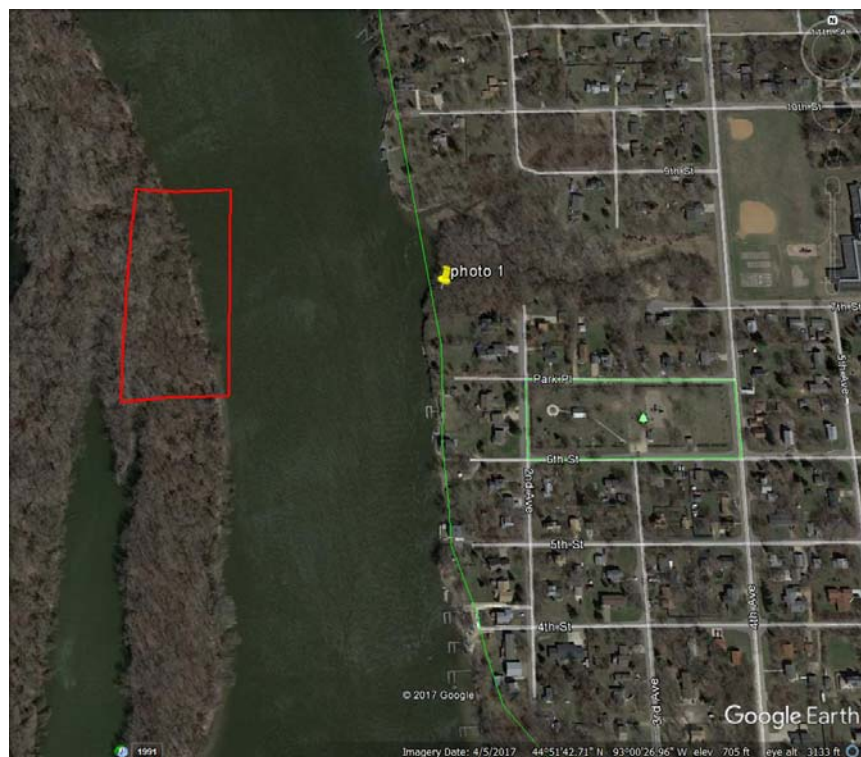
#### 4. Mill Pond Site (Private Property)

- Description: The Mill Pond site is a large floodplain area with frontage on the Mississippi River. The remains of an historic mill are located within the site. The site is currently privately owned. The owner has discussed a potential sale of the property to the city.
- Value: The site is a unique resource with attractive views, recreational potential, natural and has historic interest, and could provide a good river access for fishing and passive recreational activities. There is currently no formal trail to the site.
- Potential threats: None known—floodplain location and steep slopes at the site prohibit development of the parcel.





*Mill Pond view of Mississippi River photo*



*Mill Pond view opposite bank of river*

## 5. Oliver Overlook



*View from the overlook toward the Mississippi River*

- Description: Overlook is at the west end of a narrow right-of-way corridor with residential development on each side, at the northwest corner of Pioneer Park
- Value: Currently this Overlook provides very limited views of the Mississippi River due to thick vegetation on the bluffs. Removing vegetation to increase the view could impact bluff areas by causing erosion. The Overlook site includes a historic WPA wall.
- Potential threats: Unknown. The area surrounding the overlook is fully developed with existing homes.

6. 6th Street Overlook and Pioneer Park



- Description: The Overlook is at the west end of a narrow right-of-way corridor with residential development on each side, at the southwest corner of Pioneer Park
- Value: Currently provides views of vegetated islands and shoreline in Inver Grove Heights. Includes watercraft access opportunity.
- Potential threats: Urban development on the opposite shore would change the view from this Overlook.





*View from Pioneer Park to Oliver Overlook*



*View from Pioneer Park to 6th Street Overlook*

- Description: the river is barely visible from the northwest and southwest corners of the park, looking toward the 6th Street and Oliver overlooks. Other views from the park are blocked by existing homes.
- Value: Park has a strong historic connection to the river and historic landing located in this area.
- Potential threats: None known. Cities cannot convert park uses to non-park uses without replacement of similar size and resource.

### ***Other Public River Corridor Views***

There are no views of bluffs on the opposite shore from the OHWL in Newport. The opposite shore and islands within view are have generally flat topography.

The bluffs in Newport can be seen from across the river. A particularly good view is from the Rock Island Swing Bridge and park in Inver Grove Heights. The photo below shows the view of Newport and its older residential areas from the Rock Island Bridge.



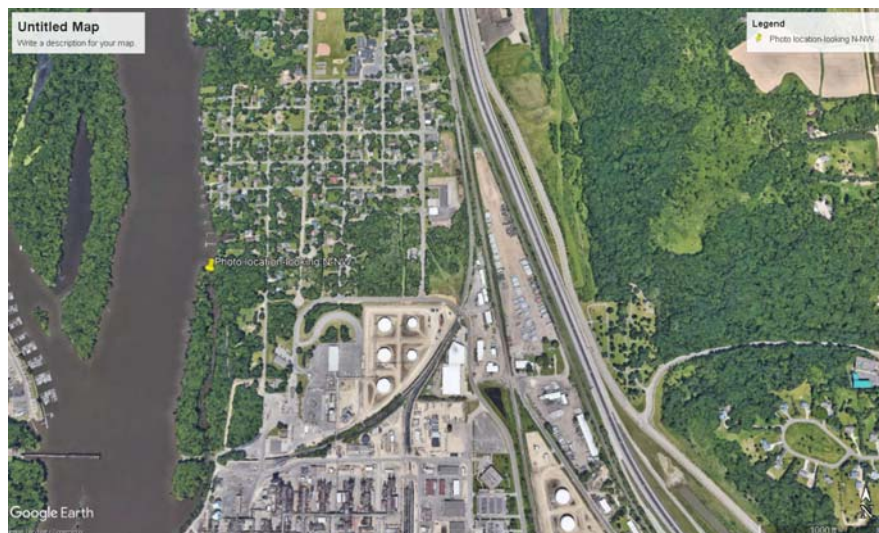
*Newport's bluffs and "old town" area from Inver Grove Heights*



The City's Planning Commission noted that there are attractive river views from the end of 3rd Street. However, this site is owned by Marathon Oil. The site includes springs and foot-access to the river. While some "illicit" recreational activity occurs at this site, it is not a public access and is likely to remain in refinery ownership.



*Views from St. Paul Park Refinery at 3rd Street*



*Location of 3rd Street overlook (private property).*

### ***MRCCA Public and River Corridor Views—Goals and Policies***

The local MRCCA plans must include goals and policies to protect and minimize impacts to the Public River Corridor View areas identified in the Plan. Newport's goals and policies for these areas include the following:

#### **Goal 1: Protect the views of the Mississippi River Corridor from Public River Corridor View areas and minimize impacts from public and private development and management activities.**

Policy 1.1: The City will maintain the four existing public river overlooks, and will develop a master plan for the proposed riverfront park that protects views of the corridor and minimizes impacts to the river.

Policy 1.2: The City will prohibit the installation of billboards or other advertisement signs that are visible from the river or its opposite shores.

Policy 1.3: The City will use its subdivision and zoning ordinance to regulate structure and site location to ensure that the views of riverbanks, bluffs, historic neighborhoods, and scenic overlooks are protected. The City will identify the information that must be submitted for zoning and land use applications that have the potential to impact PRCV's and how this information will be evaluated. The City will determine appropriate mitigation procedures and methods for variance and CUP's applications with potential to impact PRCV's.

Policy 1.4: The City will require preservation of existing screening vegetation and may require restoration of vegetation and additional screening as part of subdivision, conditional use permits, the vegetation permit, and review and approval of variances in areas that affect Public River Corridor Views.

Policy 1.5: The City recognizes that views of the bluffs and other features of the shoreline are valued by other communities, and will work to protect the views from public locations using its ordinances, permits, and communication with other jurisdictions.

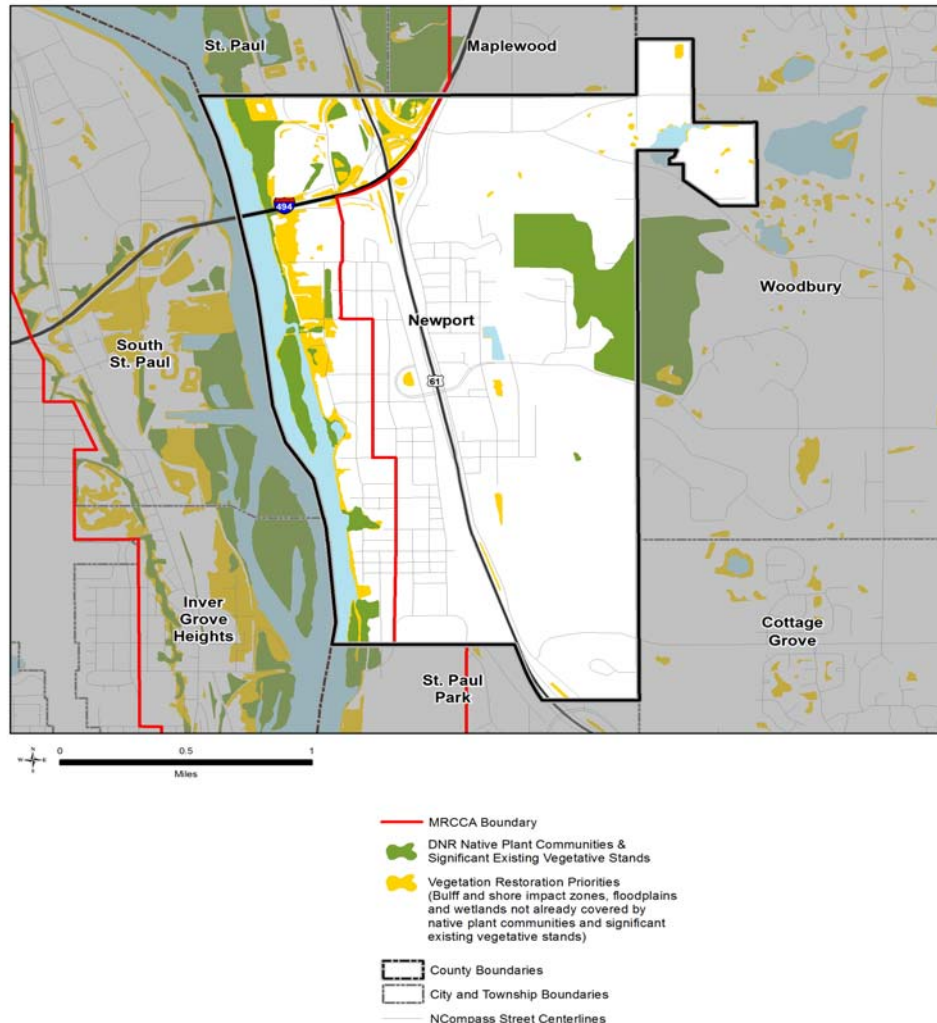
Policy 1.6: The City will consider purchase of the Mill Pond site from a willing seller for public use.

## E. MRCCA RESTORATION PRIORITIES

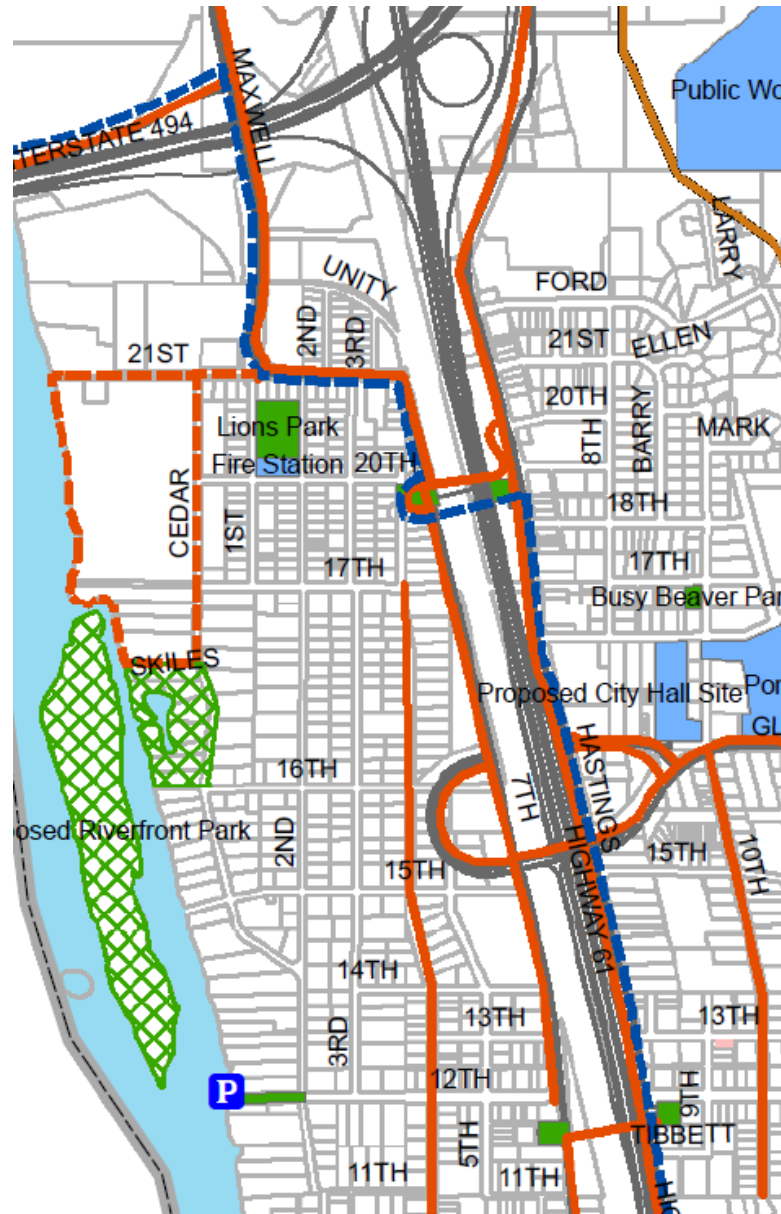
The MRCCA Corridor within Newport is fully developed with existing residential, industrial, and park uses. The map below was developed by the Minnesota DNR to show potential restoration priority areas. However, virtually all of the areas identified are owned by private interests such as Gerdau Steel, Newport Cold Storage, Aggregate Industries, and Western Refining. None of the existing landowners has indicated that redevelopment is likely through 2040. If redevelopment occurs, the City will require compliance with the updated zoning and subdivision ordinances that are consistent with the MRCCA rules.

**Figure 11-9: Vegetation Restoration Priorities in the MRCCA**

**Mississippi River Corridor Critical Area - Vegetation Restoration Priorities  
City of Newport, Washington County**



The City's priority restoration area within the MRCCA through 2040 is the area proposed for a new riverside park (green hatched area, below). It should be noted that the island area is currently in private ownership. The City has been negotiating a potential purchase with the landowners.



The City's 2040 Land Use and Parks and Trails map identify the area as a proposed park. The City has initiated the development of a Master Plan for the park properties that are owned by the City, which would include green space, trails, picnic and play areas, a fishing pier, and kayak and canoe launch area. The City will work with Washington County, the National Park Service, and other agencies to discuss the potential for a park in this area, and resources available to purchase private properties and convert the

area to a park. The City has considered including the adjacent islands in the Mississippi River as part of the park.

### ***MRCCA Restoration Priority Areas—Goals and Policies***

The local MRCCA plans must include goals and policies to restore vegetation similar to the native communities that once occupied the lands within the MRCCA. The priority restoration vegetation areas within the Newport focused near the Mill Pond area and future Levee Park area.

#### **Goal 1: Restore native vegetation communities in the priority locations on Figure 29 as opportunities occur.**

- Policy 1.1: The City will include restoration of native plant communities and plant communities similar to native communities as it completes planning for the new riverfront park.
- Policy 1.2: The City will adopt the standards and requirements in the MRCCA rules in its subdivision and zoning ordinance including setbacks, bluff and steep slope protection, the protection of native vegetation communities and native plantings, and standards that sustain and enhance ecological functions and habitat values in areas of new development.
- Policy 1.3: The City will preserve the existing native vegetation areas in its parks and overlook areas, and require preservation of existing native vegetative communities and additional screening and mitigation for impacts as part of subdivision, conditional use permits, and review and approval of variances in areas that affect Public River Corridor Views.
- Policy 1.4: The City will require vegetation restoration if native or natural vegetation is removed by development. Priorities for restoration will include stabilization of erodible soils, riparian buffers, bluffs, and steep slopes that are visible from the Mississippi River.
- Policy 1.5: The City will create the vegetation permit required by the MRCCA rules and use the permit to require vegetation restoration as required by the rules and Township ordinances.
- Policy 1.6: The City will evaluate proposed development sites for erosion prevention and bank and slope stabilization issues and require restoration as part of the development process.

## F. OPEN SPACE AND RECREATIONAL FACILITIES

Figure 7-10 shows the existing and proposed park and open space areas within the MRCCA in Newport. The existing facilities include the following:

- *Pioneer Park* is a historic open space area that includes community gathering space, picnic shelters, play equipment, and volleyball and basketball facilities. The park is located near the place where Minnesota soldiers were mustered for the Civil War.
- Newport has developed *four public Overlook* sites at the river. The Overlooks are limited to passive recreation, including seating, viewing areas, plantings, and protection of some historic elements such as walls.
- The City Parks and Trails Plan identifies an existing and proposed trail system to connect the parks and neighborhoods within the corridor and the City.



**City of Newport Parks and Trails Plan**  
Comprehensive Plan

**Legend**

- City Boundary
- Public Access
- Bluff Line
- Water
- Trails**
  - Existing Trail
  - Proposed Trail
  - Existing Internal Trail
  - Mississippi River Trail
  - Proposed Tier 2
  - Mississippi River Regional Trail Search Corridor
- Parks**
  - Park/Open Space
  - Proposed Park
  - Institutional

**Map Labels:** St. Paul, Maplewood, Woodbury, Inver Grove Heights, St. Paul Park, South St. Paul, Cedar, 1ST, 2ND, 3RD, 4TH, 5TH, 6TH, 7TH, 8TH, 9TH, 10TH, 11TH, 12TH, 13TH, 14TH, 15TH, 16TH, 17TH, 18TH, 20TH, 21ST, 22ND, 23RD, 24TH, 25TH, 26TH, 27TH, 28TH, 29TH, 30TH, 31ST, 32ND, 33RD, 34TH, 35TH, 36TH, 37TH, 38TH, 39TH, 40TH, 41ST, 42ND, 43RD, 44TH, 45TH, 46TH, 47TH, 48TH, 49TH, 50TH, 51ST, 52ND, 53RD, 54TH, 55TH, 56TH, 57TH, 58TH, 59TH, 60TH, 61ST, 62ND, 63RD, 64TH, 65TH, 66TH, 67TH, 68TH, 69TH, 70TH, 71ST, 72ND, 73RD, 74TH, 75TH, 76TH, 77TH, 78TH, 79TH, 80TH, 81ST, 82ND, 83RD, 84TH, 85TH, 86TH, 87TH, 88TH, 89TH, 90TH, 91ST, 92ND, 93RD, 94TH, 95TH, 96TH, 97TH, 98TH, 99TH, 100TH, 101ST, 102ND, 103RD, 104TH, 105TH, 106TH, 107TH, 108TH, 109TH, 110TH, 111ST, 112ND, 113RD, 114TH, 115TH, 116TH, 117TH, 118TH, 119TH, 120TH, 121ST, 122ND, 123RD, 124TH, 125TH, 126TH, 127TH, 128TH, 129TH, 130TH, 131ST, 132ND, 133RD, 134TH, 135TH, 136TH, 137TH, 138TH, 139TH, 140TH, 141ST, 142ND, 143RD, 144TH, 145TH, 146TH, 147TH, 148TH, 149TH, 150TH, 151ST, 152ND, 153RD, 154TH, 155TH, 156TH, 157TH, 158TH, 159TH, 160TH, 161ST, 162ND, 163RD, 164TH, 165TH, 166TH, 167TH, 168TH, 169TH, 170TH, 171ST, 172ND, 173RD, 174TH, 175TH, 176TH, 177TH, 178TH, 179TH, 180TH, 181ST, 182ND, 183RD, 184TH, 185TH, 186TH, 187TH, 188TH, 189TH, 190TH, 191ST, 192ND, 193RD, 194TH, 195TH, 196TH, 197TH, 198TH, 199TH, 200TH, 201ST, 202ND, 203RD, 204TH, 205TH, 206TH, 207TH, 208TH, 209TH, 210TH, 211ST, 212ND, 213RD, 214TH, 215TH, 216TH, 217TH, 218TH, 219TH, 220TH, 221ST, 222ND, 223RD, 224TH, 225TH, 226TH, 227TH, 228TH, 229TH, 230TH, 231ST, 232ND, 233RD, 234TH, 235TH, 236TH, 237TH, 238TH, 239TH, 240TH, 241ST, 242ND, 243RD, 244TH, 245TH, 246TH, 247TH, 248TH, 249TH, 250TH, 251ST, 252ND, 253RD, 254TH, 255TH, 256TH, 257TH, 258TH, 259TH, 260TH, 261ST, 262ND, 263RD, 264TH, 265TH, 266TH, 267TH, 268TH, 269TH, 270TH, 271ST, 272ND, 273RD, 274TH, 275TH, 276TH, 277TH, 278TH, 279TH, 280TH, 281ST, 282ND, 283RD, 284TH, 285TH, 286TH, 287TH, 288TH, 289TH, 290TH, 291ST, 292ND, 293RD, 294TH, 295TH, 296TH, 297TH, 298TH, 299TH, 300TH, 301ST, 302ND, 303RD, 304TH, 305TH, 306TH, 307TH, 308TH, 309TH, 310TH, 311ST, 312ND, 313RD, 314TH, 315TH, 316TH, 317TH, 318TH, 319TH, 320TH, 321ST, 322ND, 323RD, 324TH, 325TH, 326TH, 327TH, 328TH, 329TH, 330TH, 331ST, 332ND, 333RD, 334TH, 335TH, 336TH, 337TH, 338TH, 339TH, 340TH, 341ST, 342ND, 343RD, 344TH, 345TH, 346TH, 347TH, 348TH, 349TH, 350TH, 351ST, 352ND, 353RD, 354TH, 355TH, 356TH, 357TH, 358TH, 359TH, 360TH, 361ST, 362ND, 363RD, 364TH, 365TH, 366TH, 367TH, 368TH, 369TH, 370TH, 371ST, 372ND, 373RD, 374TH, 375TH, 376TH, 377TH, 378TH, 379TH, 380TH, 381ST, 382ND, 383RD, 384TH, 385TH, 386TH, 387TH, 388TH, 389TH, 390TH, 391ST, 392ND, 393RD, 394TH, 395TH, 396TH, 397TH, 398TH, 399TH, 400TH, 401ST, 402ND, 403RD, 404TH, 405TH, 406TH, 407TH, 408TH, 409TH, 410TH, 411ST, 412ND, 413RD, 414TH, 415TH, 416TH, 417TH, 418TH, 419TH, 420TH, 421ST, 422ND, 423RD, 424TH, 425TH, 426TH, 427TH, 428TH, 429TH, 430TH, 431ST, 432ND, 433RD, 434TH, 435TH, 436TH, 437TH, 438TH, 439TH, 440TH, 441ST, 442ND, 443RD, 444TH, 445TH, 446TH, 447TH, 448TH, 449TH, 450TH, 451ST, 452ND, 453RD, 454TH, 455TH, 456TH, 457TH, 458TH, 459TH, 460TH, 461ST, 462ND, 463RD, 464TH, 465TH, 466TH, 467TH, 468TH, 469TH, 470TH, 471ST, 472ND, 473RD, 474TH, 475TH, 476TH, 477TH, 478TH, 479TH, 480TH, 481ST, 482ND, 483RD, 484TH, 485TH, 486TH, 487TH, 488TH, 489TH, 490TH, 491ST, 492ND, 493RD, 494TH, 495TH, 496TH, 497TH, 498TH, 499TH, 500TH, 501ST, 502ND, 503RD, 504TH, 505TH, 506TH, 507TH, 508TH, 509TH, 510TH, 511ST, 512ND, 513RD, 514TH, 515TH, 516TH, 517TH, 518TH, 519TH, 520TH, 521ST, 522ND, 523RD, 524TH, 525TH, 526TH, 527TH, 528TH, 529TH, 530TH, 531ST, 532ND, 533RD, 534TH, 535TH, 536TH, 537TH, 538TH, 539TH, 540TH, 541ST, 542ND, 543RD, 544TH, 545TH, 546TH, 547TH, 548TH, 549TH, 550TH, 551ST, 552ND, 553RD, 554TH, 555TH, 556TH, 557TH, 558TH, 559TH, 560TH, 561ST, 562ND, 563RD, 564TH, 565TH, 566TH, 567TH, 568TH, 569TH, 570TH, 571ST, 572ND, 573RD, 574TH, 575TH, 576TH, 577TH, 578TH, 579TH, 580TH, 581ST, 582ND, 583RD, 584TH, 585TH, 586TH, 587TH, 588TH, 589TH, 590TH, 591ST, 592ND, 593RD, 594TH, 595TH, 596TH, 597TH, 598TH, 599TH, 600TH, 601ST, 602ND, 603RD, 604TH, 605TH, 606TH, 607TH, 608TH, 609TH, 610TH, 611ST, 612ND, 613RD, 614TH, 615TH, 616TH, 617TH, 618TH, 619TH, 620TH, 621ST, 622ND, 623RD, 624TH, 625TH, 626TH, 627TH, 628TH, 629TH, 630TH, 631ST, 632ND, 633RD, 634TH



### ***Future Open Space Facility within the MRCCA***

*Proposed riverfront park:* The Mississippi Riverfront within Newport is predominantly privately owned offering little opportunity for the community as a whole to experience the river. The existing river overlooks within the City offer access to views of the river, but no physical or recreational access to the river. Community discussions during the development of this Comprehensive Plan placed a priority on providing additional access to the river and creating a “destination park” with river access for residents and visitors.

The City is planning to develop of a new park along the riverfront near Cedar Lane and 16th Street to take advantage of properties it has acquired behind an old levee. The area is adjacent to a privately-owned island in the Mississippi River, and is identified on Figure 7-10. Much of the area is currently behind a levee which was created in response to floods in the 1960's. The levee is in poor repair and the properties are located within the floodplain. The U.S. Army Corps of Engineers determined that the levee cannot be repaired at a reasonable cost. Since this determination, the City has purchased most of the parcels in this area with grant funds from the Minnesota DNR and has removed the existing structures.

The City is working to acquire the remaining parcels near the levee, and would breach or remove the old levee after acquisition. The City has discussed creation of a passive park with river access for canoes and kayaks, picnicking, open space and interpretive facilities on the acquired parcels. The City has discussed this opportunity with other agencies including as NPS, Minnesota DNR, and Washington County, to determine whether a partnership or assistance is possible to create a park in this location. The City has also discussed the purchase of the adjacent, undeveloped island in the Mississippi with the private owners. The islands are also located within the floodplain and are not developable, and could be connected to the park.

The proposed park offers a unique opportunity for the City to take advantage of its location on the Mississippi and provide a significant recreational amenity to its residents and others in the county and the region seeking access to the river in a beautiful, quiet setting.

*Parkway and Trail connections between the new riverfront park and adjacent neighborhoods:* The City is proposing to link the new park near the levee to the City's existing trail system, regional trails, and to the Red Rock Gateway Redevelopment area using a parkway along Cedar Lane and new trails that would link to existing local trails and the Mississippi River Regional Trail Corridor.

### ***MRCCA Open Space and Recreational Facilities—Goals and Policies***

**Goal 1: Continue to provide public open space, trails, and park facilities with a river orientation.**

Policy 1.1: The City will maintain its existing park and park overlook facilities near the River, and work to develop the new riverfront park with a strong orientation and public access to the river.

Policy 1.2: The City will develop multi-use trails and boulevards that connect the river-oriented open space facilities with the CA-SR District and to the City's entire park and trail system and regional trails.

Policy 1.3: The City will work with landowners and developers that are proposing new development or redevelopment to identify opportunities to provide locations for public open space that helps to protect and showcase resources with the MRCCA and provide public viewing opportunities and access to the river corridor. The City will require developers to comply with the MRCCA rules for protection of Conservation Areas and will track and monitor open space that is dedicated through the subdivision process.

Policy 1.4: The City will work with Federal and State agencies, Washington County, the SWWD, and other organizations to develop the Master Plan for its new park on the Mississippi River, and connect it with other regional recreation resources.

Policy 1.5: The City supports the acquisition of park, trail and open space facilities from willing sellers.

## **G. SURFACE WATER USES**

MRCCA plans must minimize potential conflict of surface water uses such as recreational boat traffic, barge fleeting, and commercial riverboat tours.

Newport does not have a barge terminal or landing or marina for commercial riverboat tours. The Oliver Street Overlook includes an access that accommodates small recreational boats, and the City's plans for the future park on the river near the old levee may include a canoe and kayak access.

The City does not regulate surface water use under Minnesota Statutes, Chapter 86B. There are no current surface water use conflicts or negative impacts due to the recreational boat traffic from the Oliver Street access.

### ***Surface Water Uses—Goals and Policies***

**Goal 1: The City supports the MRCCA goal to minimize potential conflict among surface water uses.**

Policy 1.1: The city recognizes that the Mississippi River is a “working river” that is important to the economy of the Twin Cities area.

Policy 1.2: The City supports the maintenance of the 9' navigation channel and Lock and Dam No. 2 for continued barge traffic.

Policy 1.3: Barge fleeting facilities and seaplane operations shall not be permitted within the Newport MRCCA area because of incompatibility with existing and planned land uses and safety considerations.

Policy 1.4: The City will work with Federal and State agencies, the NPS, Washington County, the SWWD, and other organizations to develop the Master Plan for its new park on the Mississippi River, and if recreational access for canoes and kayaks is included in the plan, the plans will minimize potential conflicts among surface water users.

## **H. WATER-ORIENTED USES**

MRCCA plans must provide for existing and future water-oriented uses, such as commercial and industrial land uses that require water access, such as barge terminals and recreational marinas.

The Holiday Tank Farm has a docking structure that is not utilized. Trees on the existing levee and island to the south provide some screening for this facility. No other barge terminals, recreational marinas or other water-

oriented uses exist in the Newport, and there have been no demands and are no plans to add these uses in the city.

### ***Water Oriented Uses—Goals and Policies***

**Goal 1:**        **The City will minimize the potential conflict between the existing water-oriented use in the city and other land uses.**

Policy 1.1:    The City will require that riverfront development is compatible with riverfront uses, and preserves a natural appearance while minimizing the interference with views to and from the river.

Policy 1.2:    The City will maintain the existing screening of the tank farm docking area as it develops and implements its Master Plan for the new park near the levee.

## **I. TRANSPORTATION AND PUBLIC UTILITIES**

MRCCA plans must provide for public transportation and public utilities in a manner consistent with Minnesota Rules Chapter 6106.

Public transportation facilities are defined as all transportation facilities provided by federal, state, or local governments and dedicated to public use, such as roadways, transit facilities, railroads, and bikeways. Public utilities are defined as electric power facilities, essential services, and transmission services.

### ***Existing Transportation Infrastructure***

The existing and proposed transportation and public utilities within the MRCCA in Newport include:

- Sections of Interstate 494, County Road 38 (Maxwell Avenue and 7th Avenue)
- A section of the Mississippi River Regional Trail Corridor
- Local trails and sidewalks

The City's transportation system is shown on Figures 8-2, 8-5, and 8-6 of the Transportation Chapter (Chapter 8) of the 2040 Comprehensive Plan. The Newport Transit Station is located near the corridor but not within its boundaries.

**No new highways, bridges, streets, trails, streets, sidewalks, or solar and wind generation facilities are planned within the MRCCA in Newport through 2040. Since 2010, the City has vacated several vacant street rights-of-way within the MRCCA at the request of**

**adjacent residents, removing the possibility of new streets at those locations.**

### ***Existing Utilities***

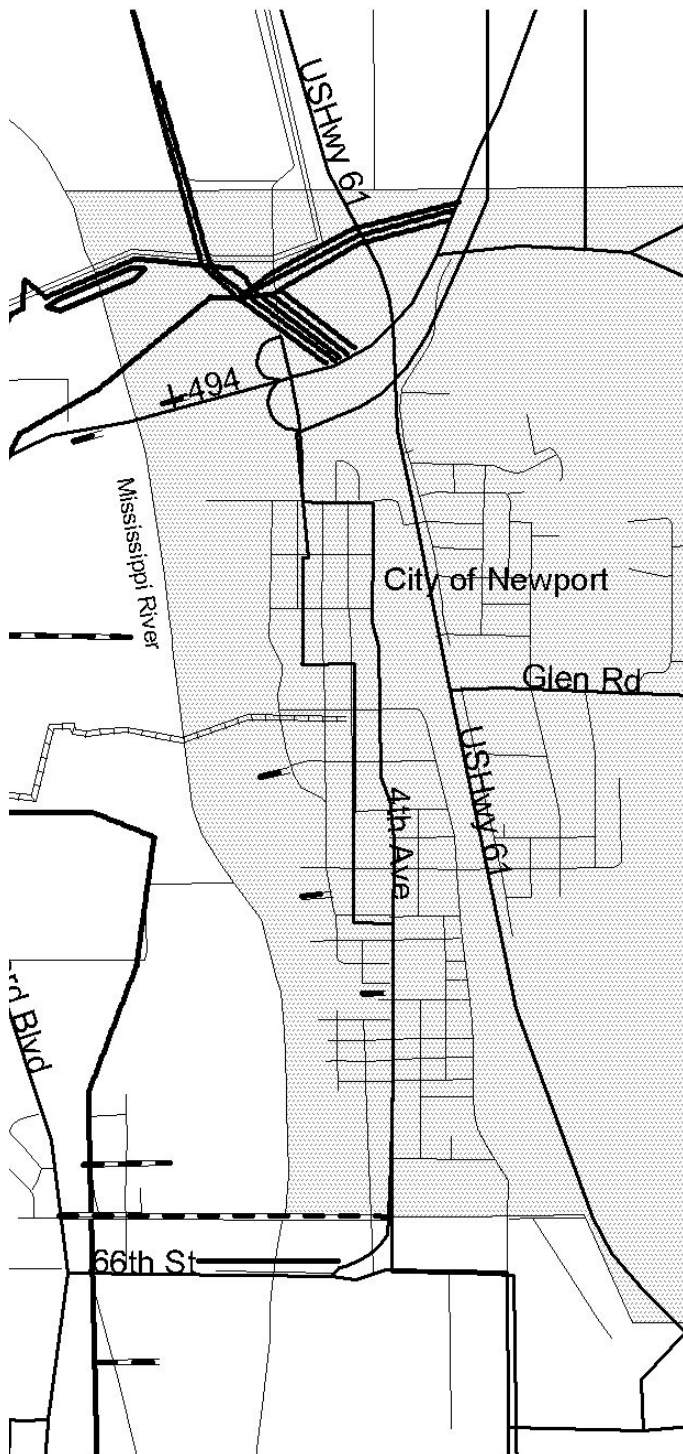
The entire Critical Area Corridor is within the MUSA and is served with public utilities. The residential and industrial uses that had previously used their own on-site septic systems have been hooked up to public sanitary sewer. Maps of the City's existing and future water and sewer systems are included in the Public Utilities Chapter (Chapter VI) of this Comprehensive Plan.

There are three storm water discharge points into the river located at 7th, 15th, and 17th Streets. The City's goals and policies related to storm water management are included in its Local Surface Water Management Plan and the Comprehensive Plan.

There are a number of river utility crossings in the Critical Area corridor. Both overhead and underground lines are identified on the Utility Crossings map. There are also underground pipelines near the river corridor.

The City's older sewage treatment facility is located along the riverfront south of 2nd Street. Since the City was connected to the Metropolitan Council Environmental Services system, this facility has not been used. There are no current plans for new uses or utilities on this site.

**Figure 11-11:  
Utility Crossings**

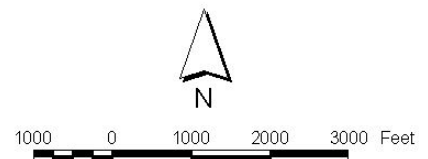


***City of Newport  
Critical Area Plan***

**Utility Crossings**

**Legend**

- Mississippi River
- Critical Area Boundary
- Utility Types**
- Above Grade Electric Distribution/Transmission
- At Grade Storm Sewer Outlet
- Belowground Electric Distribution
- Belowground High Pressure Product Transmission Pipeline
- Belowground Product Distribution Pipeline
- Belowground Sanitary Sewer Outlet
- Belowground Telephone Distribution



### ***Transportation and Public Utilities—Goals and Policies***

**Goal 1:** The City supports the MRCCA goal to minimize impacts to PCA's and PRCVs from solar and wind generation facilities, public transportation facilities, and public utilities.

Policy 1.1: Future development governed by the City will minimize utility and infrastructure needs and crossings, concentrate them at existing crossings where possible, and will protect scenic vistas, trails, and walkways.

Policy 1.2: Property within the Newport MRCCA shall not be utilized as rights-of-way for new or modified above-ground utilities unless it can be demonstrated by the proponent of the utility that the utility cannot be feasibly placed underground and will not substantially impact the planned land and water uses of the area.

## **J. KEY ISSUES AND OPPORTUNITIES IN THE MRCCA AREA**

The City of Newport is a historic river community. The area within the MRCCA is fully developed, and dominated by single-family residential neighborhoods with parks and river overlooks. Industrial uses that have existed for decades are located at the northern and southern areas of the MRCCA within Newport.

The City has experienced some recent redevelopment around the Newport Transit station. This redevelopment area is located outside the MRCCA. Long-term plans for the area suggest that if the industrial uses adjacent to the river leave, this area could be redeveloped. However, there is no indication that this will occur by 2040.

Newport's key issues and opportunities in the MRCCA districts through 2040 include the following:

- Maintain and support the quality and character of the existing residential neighborhoods, public parks and overlooks within the MRCCA
- Complete a master plan for and development of a new park on the City-owned parcels on the riverfront near the old levee. The vision for the park includes largely passive uses, such as trails, picnic areas, and green space. The plan may include a home for the historic Red Rock, a fishing pier, and canoe/kayak launch area.
- Manage potential impacts to the river and bluffs by updating and enforcing the City's ordinances.



- If redevelopment is proposed, require that it comply with the MRCCA rules.

## **K. IMPLEMENTATION ACTIONS**

The MRCCA plan is a policy document that functions as a guide to future development and growth of the community. Implementation strategies are action steps that the City of Newport can take realize the goals and ideas outlined throughout the plan.

Newport will take the following actions to implement the goals and policies included in this Chapter:

- Amend its zoning and Subdivision Ordinances to be consistent with the MRCCA rules.
- Amend its Zoning Map to include the new MRCCA Districts and boundary.
- Updates its Local Water Management Plan and stormwater ordinance requirements to be consistent with the MRCCA rules.
- Develop MRCCA design guidelines and policies.
- Establish MRCCA vegetation and land-alteration permit processes.
- Develop an approach to reviewing CUPs, PUDs, and variances that is consistent with MRCCA rules.
- Develop a mitigation scoring system for evaluating proposed development.
- Develop a system for reviewing, tracking, and monitoring open space dedication as part of the subdivision and PUD process.
- Provide information to Newport's residents using the city's website to notify them about the new zoning districts and zoning requirements.
- Coordination with regional, state, county, and national planning efforts within the MRCCA.

## **XII. Implementation**

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### **A. TOOLS THAT THE CITY WILL USE TO IMPLEMENT THIS PLAN**

Newport will use the following programs, fiscal devices, and other actions to implement its plan:

- Zoning Map—updated to be consistent with the Comprehensive Plan and MRCCA Plan
- Zoning and Subdivision Ordinances—updated to be consistent with the Comprehensive Plan and MRCCA Plan
- Stormwater Management Ordinance
- Engineering Standards
- Local Water Management Plan
- Capital Improvement Program
- Design Guidelines for the Red Rock Gateway Redevelopment Area
- Washington County HRA Programs and cooperative efforts
- Park and Trail Plan
- Annual City Budget, Bonding Authority, and fiscal devices including Tax Increment Financing (TIF) where appropriate

The table below includes a timeline for implementation of the required elements of this Comprehensive Plan.

**Table 11-1: Implementation Tools, Actions, and Schedule**

<b>Comprehensive Plan Element</b>	<b>Implementation Action</b>	<b>Date for Completion</b>
Land Use	Adopt new Zoning Map and Ordinance Updates to implement plan	Within 9 months of plan adoption by City Council
	Complete changes to Zoning map and Ordinances to be consistent with MRCCA rules	Within prescribed agency deadlines

Housing	<p>Maintain existing affordable housing units</p> <p>Support Washington County and Regional housing programs that provide lifecycle and affordable housing and provide information to residents</p>	<p>Ongoing Zoning Code and other Code enforcement efforts</p> <p>Ongoing</p>
Wastewater	<p>Continue ordinance enforcement and activities to reduce Infiltration &amp; Inflow.</p> <p>Implement expansion of municipal wastewater system to new development in NE and SE Newport</p> <p>Maintain County SSTs Permitting for individual septic systems</p>	<p>Ongoing</p> <p>2018-2030</p> <p>Ongoing</p>
Water Supply	<p>Maintain municipal water service to existing developed areas.</p> <p>Expand municipal water services to new development in NE and SE Newport, including cooperation with neighboring communities as needed.</p> <p>Continue water conservation efforts</p>	<p>Ongoing</p> <p>2018-2030</p> <p>Ongoing</p>

Local Water Management Plan	<p>Submit LWMP to SWWD</p> <p>Request SWWD review and comments on planning and zoning applications</p> <p>Act as LGU for Minnesota Wetland Conservation Act</p> <p>Work with SWWD on monitoring and implementation projects identified in LWMP</p>	<p>Simultaneous submittal with Comprehensive Plan submittal to Metro Council</p> <p>Ongoing</p> <p>Ongoing</p> <p>2018-2030</p>
Transportation	<p>Maintain local roadway system</p> <p>Participate in planning studies for County roadways</p>	<p>Ongoing</p> <p>As requested</p>
Parks, Trails and Open Space	<p>Develop and adopt Annual Budget for maintenance and improvements to City parks and trails</p> <p>Complete Master Plan for new riverfront park and begin implementation</p>	<p>Annual</p> <p>2018-2025</p>
Solar Access Protection	Maintain zoning and subdivision ordinance standards that protect solar access	Ongoing
Aggregate Resources	Maintain zoning and subdivision ordinance standards that permit and regulate aggregate mining	Ongoing
Historic Resources	Budget for HPC planning and activities	Annual

MRCCA Plan	Update City Zoning and Subdivision Ordinances to be consistent with adopted MRCCA plan	Meet agency requirements and schedule.
	Create new permits as needed.	Meet agency requirements and schedule.
Financing	Annual budget and approvals of bond sales and other fiscal devices	Annual and ongoing

## **B. CAPITAL IMPROVEMENT PROGRAM (CIP)**

The CIP is an itemized program for a five-year prospective period setting forth the schedule, timing and details of contemplated capital improvements and their associated (estimated) costs by year. The City of Newport uses an annual budget rather than a CIP for capital expenditures. The current annual budget is included in the Appendix and details the expenditures for transportation, sewers, water supply system, stormwater management system and parks.

## **C. OFFICIAL CONTROLS**

The official controls that the City will use to address zoning, subdivision, water supply, private sewer systems, parks, and other issues include:

- Zoning Map
- Zoning Ordinance (Chapter 36 of the City Code)
- Subdivision Ordinance (Chapter 28 of the City Code)
- Stormwater Management Ordinance (Chapter 34 of the City Code)
- Illicit Discharge Regulations (Chapter 34 of the City Code)
- Building and Construction (Chapter 8 of the City Code)
- Environmental Regulations (Chapter 12 of the City Code)
- MN Rules 7080-83 (adopted by reference)
- Washington County Ordinance 196 (SSTS)
- Engineering Standards
- Local Water Management Plan
- Design Guidelines for the Red Rock Gateway Redevelopment Area
- Park and Trail Plan

## **D. ZONING MAP**

Newport will need to make two changes to its current Zoning Map to make it consistent with the future land use map (Figure 4-2).

- A parcel currently designated as Commercial/Business Park that is southeast of the I-494 and Highway 61 Interchange will be rezoned to the MX-4 Zoning District to accommodate Commercial/Residential Land Use (20-50 units per acre).
- Several parcels in the northeast area of the City, south of Bailey Road and west of Century Avenue, will be rezoned from a residential district to a mixed use or business zoning district. These parcels include Bailey Nurseries.

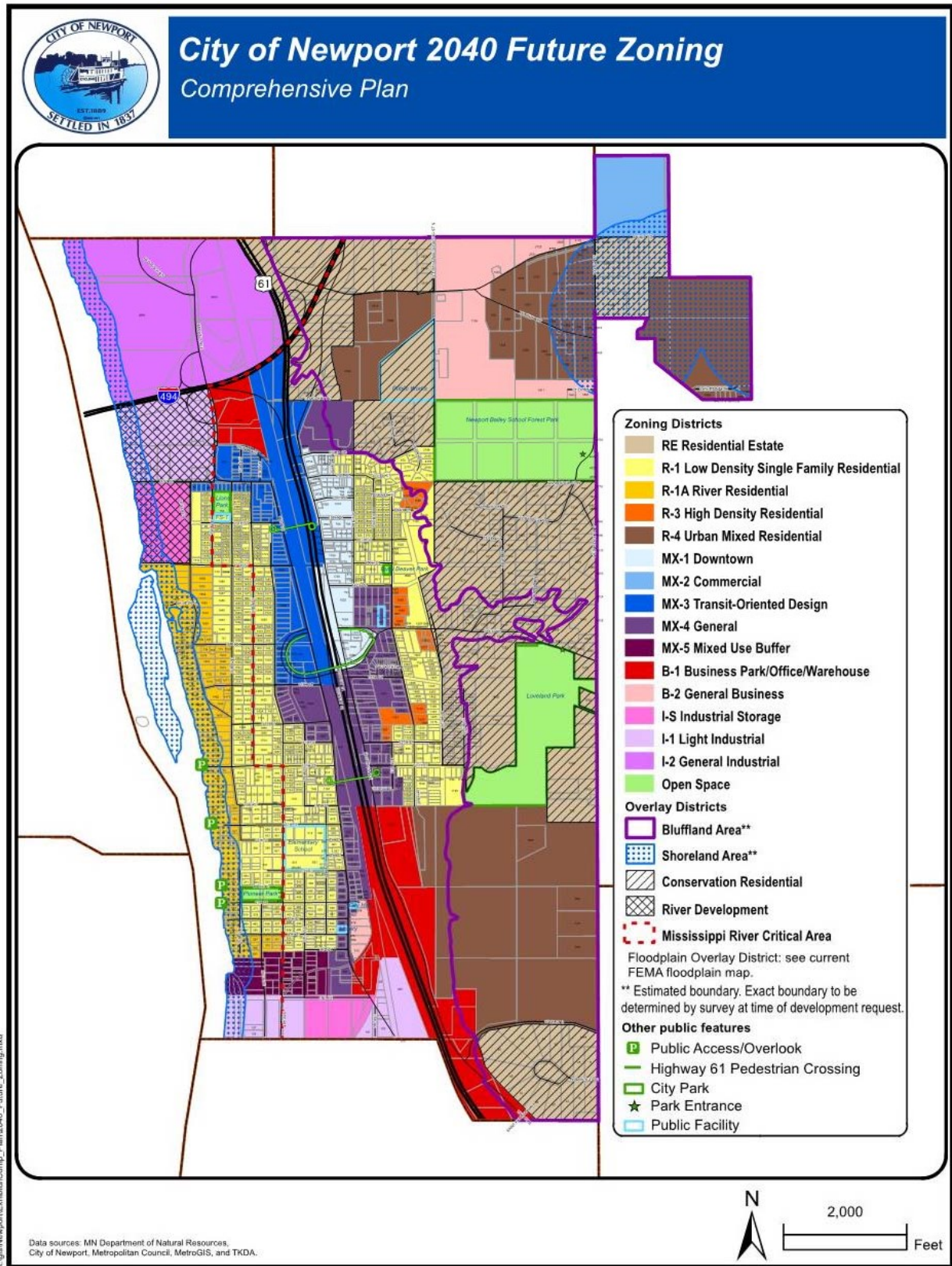
The Zoning Districts in Newport include:

- RE – Residential Estates – single family residential district with minimum 2-acre lot sizes.
- R-1 – Low Density Single Family Residential – single-family residential district with minimum lot size of 9,100 square feet.
- R-1A – River Residential – single-family residential district adjacent to the Mississippi River with minimum lot size of 15,000 square feet.
- R-3 High-Density Residential – residential district that permits duplexes, townhomes, and apartments at a maximum of 18 units per acre.
- R-4 – Urban Mixed Residential – residential zoning district that permits a mix of single-family residential, duplex, townhome, apartments, and PUD's. The permitted density ranges from 5 to 20 units per acre.
- MX-1 – Downtown Mixed Use – mixed use district that permits a variety of single and multifamily residential uses and commercial, retail and office uses at a scale appropriate to Newport's downtown area.
- MX-2 – Commercial Mixed Use – mixed use district that permits a variety of commercial, office and business uses.
- MX-3 – Transit-Oriented Design District – mixed use district that permits a variety of multi-family residential uses along with commercial, office, and retail uses that support the Newport Transit Station.
- MX-4 – General Mixed Use District – mixed use district that permits a variety of multifamily housing types along with commercial, office, and business uses at a larger scale and on larger parcels than the MX-1 district.
- MX-5 – Mixed Use Buffer – mixed use district adjacent to the Marathon Oil refinery property that permits single-family, multifamily, and limited office and commercial uses. The refinery owns a significant number of vacant parcels in this district.

- B-1 – Business Park/Office/Warehouse – a district that permits a variety of office, warehouse, and related uses and no residential uses.
- B-2 – General Business – a district that permits a wide variety of business and commercial uses, and no residential uses.
- I-S – Industrial Storage – a district that permits petroleum storage and similar uses.
- I-1 – Light Industrial – a district that permits a variety of industrial and manufacturing uses that do not have significant impacts.
- I-2 – General Industrial – a district that permits heavy industrial uses.



Figure 12-1: Future Zoning Map



### **XIII. Appendix**

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1. Metropolitan Council staff correspondence regarding community designation
2. Newport-Woodbury Sanitary Sewer Agreement
3. Discharge to Sewer System Ordinance
4. Water Conservation Ordinance
5. Newport LWMP – SWWD Approval Letter
6. Approved Newport LWMP
7. Local Water Supply Plan
8. DNR Comments – Local Water Supply Plan
9. City Budget
10. Comments from Affected Jurisdictions on Comp Plan
11. Summary of Comments and Newport Responses
12. City Council Resolution to Submit Comp Plan – October 18, 2018
13. Metropolitan Council Community Development Committee Memo
14. Metropolitan Council Comp Plan Approval – April 11, 2019
15. City Council Adoption of Plan – May 2, 2019

Metropolitan Council Staff Correspondence Regarding Community Designation

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## Sherri A. Buss

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**From:** Barajas, Lisa <Lisa.Barajas@metc.state.mn.us>  
**Sent:** Friday, July 14, 2017 12:26 PM  
**To:** Boylan, Patrick; Sherri A. Buss  
**Subject:** RE: Newport Analysis

Yes, that's the case, Patrick. Sherri, for your current plan, just include the existing map and how the City proposes to change the designation. The Council will amend your designation as part of the plan review process.

-Lisa

## LisaBeth Barajas

Manager | Local Planning Assistance  
P. 651.602.1895 | F. 651.602.1674

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**From:** Boylan, Patrick  
**Sent:** Friday, July 14, 2017 12:08 PM  
**To:** Sherri A. Buss <sherri.buss@tkda.com>  
**Cc:** Barajas, Lisa <Lisa.Barajas@metc.state.mn.us>; Boylan, Patrick <Patrick.Boylan@metc.state.mn.us>  
**Subject:** RE: Newport Analysis

Sherri,

Yes, we can provide a revised map for the designation change that can be included in the plan.

Here's the process as I see it (Lisa can weigh in on this if she likes):

- The City of Newport 2040 Plan is submitted for review with designation change proposal and analysis per our correspondence.
- Council completes review and authorizes City to put 2040 Comp Plan Update into place
- The "Community Designation" map on page 45 of *Thrive MSP 2040* is amended for Newport's designation to reflect the change from "Urban" to "Suburban."
- We will provide a PDF map for you to include once we've made our wholesale changes (probably will be a direction I'll put in the staff report (we will provide it once the official review process is complete)

Patrick

---

**From:** Sherri A. Buss [<mailto:sherri.buss@tkda.com>]  
**Sent:** Friday, July 14, 2017 9:02 AM  
**To:** Boylan, Patrick <Patrick.Boylan@metc.state.mn.us>  
**Cc:** Barajas, Lisa <Lisa.Barajas@metc.state.mn.us>  
**Subject:** RE: Newport Analysis

Will you provide a revised map for this designation for inclusion in the plan as required?



**Sherri A. Buss, RLA, AICP** | Senior Planner/Manager, Planning Group  
444 Cedar Street, Suite 1500, Saint Paul, MN 55101  
P 651.292.4582 | C 651.368.0665 | check out our new [tkda.com](http://tkda.com)

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**From:** Boylan, Patrick [<mailto:Patrick.Boylan@metc.state.mn.us>]  
**Sent:** Thursday, July 13, 2017 6:17 PM  
**To:** Sherri A. Buss  
**Cc:** Barajas, Lisa; Boylan, Patrick  
**Subject:** RE: Newport Analysis

Sherri,

Firstly, my apologies for the slow response to your inquiry. Lisa and I met today to discuss Newport and have the following thoughts to share:

- Regarding projected new households by 2040, please use mid-point of the range.
- For designation and overall density, your analysis is compelling. For the City of Newport's Comp Plan Update, we suggest changing the entire community to "Suburban." We don't want to draw along a bluff line or split up the community into more than one designation. Council staff supports this and will recommend this during the review process.

To support this in the comp plan text, use your analysis below in your narrative to document that:

- The proposal is to change to Suburban designation;
- With the new designation, the City will meet density requirements in that the standard is exceeded in older part of the community, but because of topographic challenges, it's lower in the bluff area . . . and it's unlikely that the market will produce residential densities that will meet the "Urban" standard, etc.

I will be in the office on Friday only until early afternoon should you wish to discuss. Otherwise, I will be out the office until Monday July 24<sup>th</sup>.

I'm sorry this took as long as it did. Please feel free to contact me with any questions,

Patrick

---

**From:**  
**Sent:** None  
**To:** Boylan, Patrick <[Patrick.Boylan@metc.state.mn.us](mailto:Patrick.Boylan@metc.state.mn.us)>  
**Cc:** Barajas, Lisa <[Lisa.Barajas@metc.state.mn.us](mailto:Lisa.Barajas@metc.state.mn.us)>  
**Subject:** RE: Newport Analysis

Patrick,

Attached is the info you requested:

- Our "working" 2040 Land Use map for 2040 showing proposed densities. It also shows the bluff-line. The area to the east of the line is the area we think is more appropriately characterized in one of the Suburban classifications, like the areas in Woodbury to the east that are very similar in character and development patterns.

- A sketch map showing the likely residential development areas through 2040:
  - Areas 1A and 1B are likely to develop at 4-20 units per acre due to physical constraints—largely single family, townhomes, and maybe a smaller multifamily/senior project
  - Area 2A is the area around the Transit Station, zoning densities 30-50 units per acre.
  - Area 2B is another redevelopment area. The PC is thinking that this area is more likely 20-50 units per acre with more townhomes than the Transit Station Area.
- 3<sup>rd</sup> page is my projection of how many acres might develop in each area by 2040, densities, and likely total units by decade. The Metro Council has projected 746 new households by 2040, so this calculation is close—hard to hit the number exactly, but I can tweak if needed.

Let me know if based on this, you guys think you can change the Community Designation in the eastern part of Newport to one of the suburban designations, and if this analysis seems to fit with your policies if that happens.

If the whole area of Newport needs to meet the 10 units/acre in new development/redevelopment, it will be a challenge given the physical character of the bluffs area.

Thanks, Sherri



**Sherri A. Buss, RLA, AICP** | Senior Planner/Manager, Planning Group

444 Cedar Street, Suite 1500, Saint Paul, MN 55101

**TKDA** P 651.292.4582 | C 651.368.0665 | check out our new [tkda.com](http://tkda.com)

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**From:** Boylan, Patrick [<mailto:Patrick.Boylan@metc.state.mn.us>]

**Sent:** Wednesday, March 29, 2017 10:13 AM

**To:** Sherri A. Buss

**Cc:** Boylan, Patrick

**Subject:** Newport Analysis

Sherri,

If you would, please send me your analysis, tables, and map showing the areas of Newport that would come out of "Residential Estate" and into the 4-20 unit per acre "Urban Mixed Residential."

I'll then talk to Lisa and share our conversation about a portion of the Community to become Suburban Edge.

Patrick



**Patrick Boylan, AICP**

Planning Analyst | Sector Representative | Local Planning Assistance

[Patrick.boyland@metc.state.mn.us](mailto:Patrick.boyland@metc.state.mn.us)

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CONNECT WITH US





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Newport-Woodbury Sanitary Sewer Service Agreement

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NEWPORT-WOODBURY SANITARY SEWER SERVICE AGREEMENT

THIS AGREEMENT, entered into this 22<sup>nd</sup> day of June, 1977, between the City of Newport, a municipal corporation situated in the MWCC area, State of Minnesota, hereinafter referred to as "Newport", and the City of Woodbury, a city situated in the MWCC area, State of Minnesota, hereinafter referred to as "Woodbury".

WITNESSETH

WHEREAS, Newport has constructed and owns and operates various trunk and lateral sanitary sewer lines which serve various land areas in Newport, and

WHEREAS, certain areas in Woodbury adjacent to Newport can be more efficiently served with sanitary sewer lines by connecting the same to the Newport trunk sewer system, and

WHEREAS, the parties hereto are desirous of agreeing that certain areas in Woodbury hereinafter described shall be connected to and served by the Newport sanitary sewer system upon the terms and conditions herein expressed.

NOW THEREFORE, it is hereby mutually agreed by and between the parties hereto as follows:

SECTION 1.

Subdivision 1. For the purpose of this agreement the definition of the words and phrases used shall be as set forth

in this section.

Subdivision 2. "Sewer" means sanitary sewer.

Subdivision 3. "Exhibit A" means the map, bearing that designation, attached hereto outlining the various areas of service comprising approximately 735 acres.

Subdivision 4. "Sewer District" means the area in Woodbury bearing that designation on Exhibit A.

Subdivision 5. "Newport Outlet Point of Interconnection" is the point where the Woodbury Outlet Connecting Sewer enters Newport.

Subdivision 6. "Immediate Service Area" means the area in Woodbury within the Newport Outlet District colored in red on Exhibit A consisting of 111 acres.

Subdivision 7. "Unit Connection" shall mean every single family residence and every family unit in a multiple unit building connected to Newport sewage system.

Subdivision 8. "Maintenance Use Service Charge" shall mean the total sum charged residential buildings in Newport connected to the Newport water system for use of sewer facilities in Newport.

## SECTION 2.

Subdivision 1. Newport grants to Woodbury the right and authority, subject to the provisions of this contract, to interconnect its sewers, servicing certain areas of Woodbury, with the sewers of Newport.

Subdivision 2. The areas of Woodbury which may be served permanently by such interconnecting sewers are limited to the

Sewer District consisting of approximately 735 gross developable acres.

Subdivision 3. Sewer service from the Sewer District shall be through the Newport Outlet Connecting Sewer, and shall be designated by the Newport City Engineer and may be at more than one location.

#### SECTION 3.

To provide sewer service for the area of Woodbury served through the Newport Outlet Point of Interconnection, Woodbury shall, at its own expense, construct the sewer lines within Woodbury. Woodbury shall submit plans and specifications of such sewer to Newport before commencing construction, for its review and approval. Such approval shall not be arbitrarily or unreasonably withheld.

#### SECTION 4.

Subdivision 1. Before any connections are permitted to be made with the Newport sewer system, plans and specifications for the Woodbury sewers to have outlets through the Newport sewer system must be submitted to Newport, reviewed and approved by Newport as to compliance with the provisions of this agreement. Woodbury shall notify Newport in writing immediately after any property in the Sewer District is platted, and shall notify Newport before any property in any of such area is connected to a sanitary sewer having its outlet through the sewers of Newport.

Subdivision 2. The Newport City Engineer, or any duly authorized representative of said Engineer, shall be permitted

to inspect the construction or the operation of said sewer system in Woodbury, or the records of Woodbury, at any time to determine that the mutual agreement herein contained is being complied with insofar as it is reasonable to protect the City of Newport.

#### SECTION 5.

Subdivision 1. When Woodbury permits any property owners of property in Woodbury to make use of sewer service into Newport sewers as provided in this agreement, Woodbury (not individual property owners) shall pay to Newport the hookup charges for such property or properties in the amount and at the time provided in this section.

Subdivision 2. The hookup charges for trunk and lift station facilities capital costs shall be \$400 for each residential unit connection and a residential equivalent connection for commercial or industrial use, as determined by the Newport City Engineer, which sum shall be paid at time of connection.

Subdivision 3. In addition to the foregoing hookup charge to be paid to Newport there shall also be paid the then current amount demanded by the Metropolitan Waste Control Commission for each hookup made.

Subdivision 4. In addition to the foregoing, Woodbury (not individual property owners) will pay on a quarterly basis the costs of maintenance of the trunk sewer, lift station and the gallonage charge by the Metropolitan Waste Control Commission based upon the metered sewage entering into the Newport system. Such maintenance use charge shall be 85% of the use

charge that is charged property owners of Newport. ✓

Subdivision 5. When the flow meter is installed pursuant to Section 7 hereof, the charge to Woodbury for maintenance use shall be computed by dividing the total sewage metered by the total number of Unit Connection and multiplying said unit flowage by 133% to equal water useage flow and the Newport sewage rate Maintenance Use Service Charge applied, less 15%, to determining Woodbury Maintenance Use Service Charge. In the event that said sum is less than the Newport minimum Maintenance Use Service Charge per Unit Connection, said minimum shall be used instead less 15%, the purpose being to have Woodbury Unit Connections for Maintenance Use Service Charges equal 85% of the Maintenance Use Service Charges charged Newport Unit Connections.

Subdivision 6. In the event that it should become necessary to increase capacity due to the Woodbury sewage discharged into the Newport system, Woodbury agrees to pay for any increased trunk sewer capacity, force main capacity, lift station capacity and said sum shall be prorated to the designed flow from Woodbury into the Newport sewage system, and if the increase capacity is designed solely for Woodbury the entire cost shall be paid by Woodbury.

Subdivision 7. It is understood and agreed that it is presently contemplated to connect 111 acres containing approximately 225 Unit Connections, and that the Newport City Engineer may determine an average flowage for each of the units and it shall not be required to install the meter provided for in



Section 7 of this agreement. Newport reserves the right to require at any time the installation of such meter as provided for in Section 7 hereof notwithstanding the number of units connected.

Subdivision 8. All of the foregoing sums shall be paid by Woodbury to Newport and it is understood that such sums shall be paid within ten days upon demand by Newport.

#### SECTION 6.

Subdivision 1. A sanitary sewer system only may be connected by Woodbury with the Newport sanitary sewer system. It is agreed that no surface water or rain water from roofs, yards, streets or alleys will be admitted into said sanitary sewers.

Subdivision 2. The sewage being discharged into the Newport sanitary sewer is expected to be normal domestic sewage with a five-day B.O.D. and suspended solids content of not to exceed 300 parts per million of each. If other than normal domestic sewage is discharged into the Newport system exceeding these concentrations or otherwise deleterious to the sewer system or treatment process, such sewage shall be pretreated to produce a mutually satisfactory waste.

Subdivision 3. If Newport is required to comply with higher standards (lesser strength) for its sewage input into any treatment plant serving Newport than are provided in Subdivision 2 of this section then Woodbury shall comply with such higher standards notwithstanding the provisions of such Subdivision 2.

#### SECTION 7.

Woodbury shall construct, maintain and repair at its sole cost and expense all trunk or lateral sewer lines in the limits of Woodbury unless Newport and Woodbury agree to have a common sewer. At or near the point or points where the Woodbury sanitary sewers connect to the Newport sanitary sewer a suitable metering station shall be installed as part of the trunk system to measure and record continuously the total flow of sewage discharged from Woodbury into the Newport sewer system. Plans and specifications for the metering stations shall be subject to review by the City of Newport. Maintenance of equipment in continuous working condition shall be provided by Woodbury. Copies of all sewage flow records will be furnished to Newport and duly authorized representatives of Newport shall have access to all records and metering facilities. If metering equipment should fail to operate satisfactorily and Woodbury neglects to provide immediate repairs upon notice from duly authorized representatives of Newport, Newport may order the necessary repairs to be completed and cost of repairs will be paid for by Woodbury. Any such costs shall be paid by Woodbury upon receipt of a claim therefor from Newport.

#### SECTION 8.

All payments for sewage treatment and disposal charges under the provisions of this section shall be made quarterly, beginning on the first day of the first month after Woodbury commences to use the sewage system of Newport pursuant to the provisions hereof. Newport shall have the right to inspect all

records of Woodbury relating to the number of connections to the sanitary sewers, the land use of property served, and the exact legal description of the property, in the area of Woodbury covered by this contract.

#### SECTION 9.

Any ordinance adopted by Woodbury covering or relating to the use of sanitary sewers and standards of strength and quality of sewage discharged into that part of its system in the area above described shall be equivalent to or in excess of the standards required by Newport.

#### SECTION 10.

Newport shall not be responsible for damage claimed by any person, firm or corporation as a result of the backing up of sewers in any basement within the area of Woodbury to be served, and, in the event of any such suit for damages, Woodbury shall immediately intervene and defend against and pay all damages which may be recovered by any such person, firm or corporation. It is further agreed that Woodbury will save and hold harmless Newport from any and all costs, expenses and damages and any and all claims, demands or liabilities on account of or by reason of the construction or installation of said sewer trunk lines within the area of Woodbury to be served, the discharge of sewage from the area of Woodbury to be served into Newport, including any act or omission negligent or otherwise of Woodbury, or any of its employees. In the event that any proceedings are instituted against Newport on account of or arising out of any such claim as herein mentioned, then Woodbury

shall defend the same at its own cost and expense, and shall pay any judgment rendered therein against Newport. If Woodbury refuses or neglects to defend any and all such actions, it shall pay all costs and expenses, including attorney's fees, which Newport may incur in the defense of same. It is further agreed that Newport will save and hold harmless Woodbury from any and all costs, expenses and damages and any and all claims, demands or liabilities on account of or by reason of the construction or installation of said sewer trunk lines within the area of Newport to be served, the discharge of sewage from the area of Newport to be served into Woodbury, including any act or omission negligent or other wise of Newport, or any of its employees. In the event that any proceedings are instituted against Woodbury on account of or arising out of any such claim as herein mentioned, then Newport shall defend the same at its own cost and expense, and shall pay any judgment rendered therein against Woodbury. If Newport refuses or neglects to defend any and all such actions, it shall pay all costs and expenses, including attorney's fees, which Newport may incur in the defense of same.

#### SECTION 11.

The permission hereby granted in this agreement shall take effect and be in force from and after the passage of a resolution by the City Councils of Newport and Woodbury accepting and agreeing to the terms and conditions herein. Certified copies of such resolution, as and when accepted, shall be filed with the City Clerk of Newport and the City Clerk of Woodbury immediately after such adoption. This permit shall continue until cancelled by mutual

agreement of the parties.

SECTION 12.

The parties mutually, in consideration of the provisions of this agreement, hereby accept the privileges, rights and responsibilities hereby granted, subject to the terms and conditions herein, and agree with each other to conform and comply with all acts, matters, things, requirements and conditions herein specified and required of said parties to be done.

IN WITNESS WHEREOF, the parties have caused this agreement to be executed the day and year first above written.

CITY OF NEWPORT

BY

David L. Leland  
Mayor

BY

H. W. Medler  
Clerk

CITY OF WOODBURY

BY

Orville B. Belgenberg  
Mayor

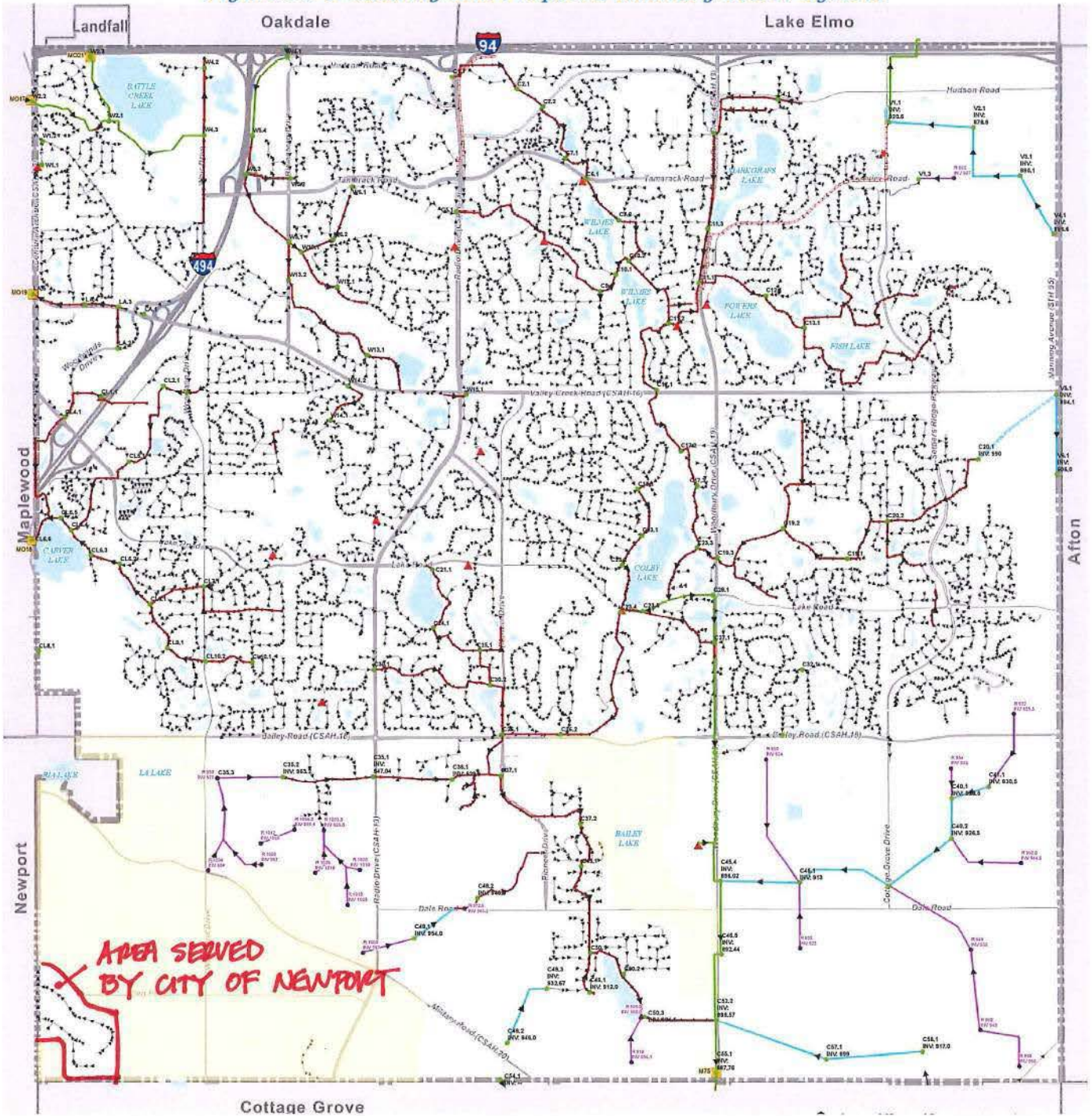
BY

[Signature]  
Clerk

METROPOLITAN WASTE CONTROL COMMISSION

BY \_\_\_\_\_

Figure 10-1. Existing and Proposed Sanitary Sewer System



## Legend

### Trunk Sanitary Sewer

- Existing City Gravity Trunk Pipe
- Existing City Trunk Forcemain
- Existing MCES Gravity Pipe
- Proposed City Forcemain
- Proposed City Gravity Pipe
- Proposed City Gravity Pipe - Lateral

### Existing Sanitary Sewer

- Existing Forcemain Pipe
- Existing Gravity Pipe
- Manhole
- Lift Station
- MCES Meter
- Unserved Area

### 5.0 MGD Intercommunity Peak Flow

### Existing Parks, Trails and Open Space

- Parks and Open Space

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## Appendix 3

### Discharge to Sewer System Ordinances



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Sec. 34-16. Discharge of stormwater or surface water into a public utility prohibited.

It is unlawful for any owner, occupant or user of any premises to direct into or allow any stormwater, surface water, groundwater, well water or water from industrial or commercial air conditioning systems to drain into the sanitary sewer system of the city. No rain spout or other form of surface drainage and no foundation drainage or sump pump shall be connected or discharged into any sanitary sewer.

(Code 1997, § 1000.16)

Sec. 34-17. - Types of wastes prohibited in the sanitary sewer system.

- (a) *Prohibited waste.* It is unlawful to discharge any waste, except human waste, into the municipal sanitary sewer system as regulated by the metropolitan council waste discharge rules for the metropolitan disposal system and as amended from time to time.
- (b) *Industrial wastes.* It is unlawful to discharge into the municipal sanitary sewer system any industrial wastes unless the prior approval of the public works superintendent or designee is obtained. The public works superintendent or designee shall approve the discharge of industrial wastes when, in his opinion, the proposed wastes shall not be of an unusual amount or character. When, in the opinion of the public works superintendent or council, the proposed wastes are of an unusual amount or character, the public works superintendent or council may approve the wastes, provided the approval of the council shall be obtained by resolution as to a particular use, and subject to the restriction as imposed by the council.
- (c) *Fat, oils and grease interceptor requirements.* The following provisions establish standards for the reduction of fats, oils and grease by requiring proper grease interceptor design, installation, maintenance, reporting and the enforcement of penalties for failure to comply. These actions will protect the health, welfare and safety of the public and the environmental by requiring provisions for the reduction of fats, oils and grease, minimizing the impact on the wastewater collection and transmission system.
  - (1) *Definitions.* The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

*Customer* means any entity which discharges wastewater to the city wastewater conveyance system.

*Fats, oils and grease (FOG)* means material, either liquid or solid, composed primarily of fat, oil and grease from animal, vegetable or mineral sources.

*Food service facility* includes the following types of establishments: full service restaurants, fast food establishments, delicatessens, cafeterias, school cafeterias, church kitchens, hospitals and medical facilities, boardinghouses, clubhouses, adult daycare facilities, assisted living facilities, convalescent homes, meat distributors and processing facilities, food processing facilities, grocery stores with food preparation/service areas, bakeries, caterers and or other similar types of operations with commercial kitchen equipment.

*Grease interceptor or interceptor* means a device designed to capture fats, oils and grease prior to discharge to a sanitary sewer (also termed grease traps or grease recovery devices).

- (2) *Requirements.* The installation or upgrade, and maintenance, of grease control equipment at both new and existing FOG generating facilities must meet the following requirements:
- a. Grease interceptors must be installed at all new FOG generating facilities.
  - b. Existing FOG generating facilities must install an approved, properly operated and maintained grease interceptor when any of the following conditions exist:
    1. If the city determines the discharge of grease from the facility to the sewer has or is creating restrictions in the public sewer or is causing additional sewer maintenance costs.
    2. Construction which requires issuance of a building permit from the city occurs at a food service facility.
  - c. Grease interceptors must be of adequate size and efficiency and at a minimum shall be sized and installed in accordance with the Minn. R. ch. 4715, plumbing code, and all applicable municipal plumbing codes.
  - d.

Grease interceptors shall be installed in the waste line leading from the sinks, drains or other fixtures where grease may be introduced, and must be readily accessible for cleaning and inspection.

- e. FOG generating facilities must maintain records for all grease interceptor cleaning and maintenance activities in a format approved by the city and have such records available for inspection.
- f. FOG generating facilities that maintain a grease interceptor as required by the city must clean the interceptor at a minimum on a monthly basis. If the owner of FOG generating facilities in which an interceptor is installed or required can demonstrate to the reasonable satisfaction of the city council or a designated representative that cleaning does not need to be monthly, the council or its designated person may grant an exception allowing such owner to clean less frequently, but not less than on a quarterly basis.
  - 1. Each facility must maintain records of the dates and means of disposal.
  - 2. Any removal and hauling of the captured materials must be performed in compliance with all applicable laws and regulations by a licensed waste disposal contractor.
- g. Variance. The city may grant a variance or conditional waiver from the minimum requirements in subsection (c)(3)c of this section if the FOG generating facility demonstrates to the satisfaction of the city that any FOG discharge is negligible and will have an insignificant impact on the sewer system. At a minimum, the following conditions apply:
  - 1. The FOG generating facility must demonstrate that the discharge from its activities contains less than 100 mg/l of FOG.
  - 2. The sampling and testing to demonstrate the concentration of grease in the discharge must be conducted, at the facility's expense, by an independent testing organization in accordance with acceptable industry standards
- h. The city will perform periodic and random FOG equipment inspections, including scheduled inspections of known problem areas. Records of the inspections shall be maintained by the city. An authorized agent of the city or employee of the city may at all reasonable hours, enter any

private premises for the purpose of inspecting sewer system connections, plumbing, grease interceptors and appurtenances to ensure compliance with this or other applicable laws, regulations and ordinances.

(3) *Penalties and charges for remedial maintenance or repair of sanitary sewer system.*

- a. Any person found in violation of any provision of this chapter shall be guilty of a misdemeanor and, upon conviction thereof, shall be punished by penalty established in state law for a misdemeanor as may be amended from time to time. Any person convicted of a violation of this chapter shall be required to pay the reasonable costs of prosecution.
- b. The city may, in its discretion, seek any civil remedies available to it, including remedies at law, in equity or other relief. In the event that civil remedy is pursued, the city may seek reimbursement of any and all costs, disbursements, witness or other fees, as well as reasonable attorney's fees expended by the city in order to enforce this chapter.
- c. Other remedies.
  1. Each right or remedy accruing to the city under this chapter or at law is separate and distinct and may, at the city's discretion, be exercised independently or simultaneously with any other right or remedy.
  2. The city may disconnect water and sewer service to the establishment or the structure in which the grease trap is located.
  3. The city may impose a civil penalty of not more than \$1,000.00 per month until such owner demonstrates that they are in compliance with the requirements of this chapter.
  4. For failure to maintain records as required by this chapter, or failing or refusing to timely comply with any request for records required to be provided to the council or its designated representative, a civil penalty of up to \$250.00 per day shall be imposed until such records are provided.
  - 5.

All unpaid civil penalties imposed on a food service facility during that calendar year shall be assessed to the facility's first quarter water bill for the following calendar year.

- d. In the event that the owner is found to have contributed to the partial or complete obstruction of the sewer system resulting from the discharge of waste containing grease and that the city is required to act immediately to control a public health hazard because of such blockage, such owner shall be required to reimburse the city for all costs of abating such condition. In situations where there are multiple owners identified as contributing to the obstruction, the city will apportion the cost of the clean-up, maintenance or repair costs on a prorated basis, based on each owner's percentage share of the average total sanitary sewer charges for all such owners. Further, should inspection, testing or other sampling activity by the city or its representative confirm that any user is contributing excessive grease (including other harmful ingredients) and is causing the repair or extraordinary maintenance activity to maintain the sanitary sewer system, the city council may require further remedial actions necessary to correct the problem.

(Code 1997, § 1000.17)

## ARTICLE V. - ILLICIT DISCHARGE AND CONNECTION

### Sec. 34-181. - Statutory authorization.

This article is adopted pursuant to M.S.A. § 462.351.

(Code 1997, § 1025.01)

### Sec. 34-182. - Purpose and intent.

The purpose of this article is to provide for the health, safety, and general welfare of the citizens of city through the regulation of non-stormwater discharges to the storm drainage system to the maximum extent practicable as required by federal and state law. This article establishes methods for controlling the introduction of pollutants into the municipal separate storm sewer system (MS4) in order to comply with requirements of the National Pollutant Discharge Elimination System (NPDES) permit process. The objectives of this article are to:

- (1) Regulate the contribution of pollutants to the MS4 by stormwater discharges by any user.
- (2) Prohibit illicit connections and discharges to the MS4.
- (3) Establish legal authority to carry out all inspection, surveillance, monitoring, and enforcement procedures necessary to ensure compliance with this article.

(Code 1997, § 1025.02)

### Sec. 34-183. - Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Authorized enforcement agency* means city clerk-administrator or other staff as designated to enforce this article by the city council.

*Best management practices (BMPs)* means schedules of activities, prohibitions of practices, general good housekeeping practices, pollution prevention and educational practices, maintenance procedures, and other management practices to prevent or reduce the discharge of pollutants directly or indirectly to stormwater, receiving waters, or stormwater conveyance

systems. The term "BMPs" also includes treatment practices, operating procedures, and practices to control site runoff, spillage or leaks, sludge or water disposal, or drainage from raw materials storage. BMP's shall be the more stringent as defined by the state pollution control agency or by the South Washington Watershed District.

*Clean Water Act* means the federal Water Pollution Control Act (33 USC 1251 et seq.), and any subsequent amendments thereto.

*Construction activity* means activities subject to NPDES construction permits. These include construction projects resulting in land disturbance of one acre or more. Such activities include, but are not limited to, clearing and grubbing, grading, excavating, and demolition.

*Hazardous materials* means any material, including any substance, waste, or combination thereof, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may cause, or significantly contribute to, a substantial present or potential hazard to human health, safety, property, or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

*Illegal discharge.* any direct or indirect non-stormwater discharge to the storm drain system, except as exempted in this article.

*Illicit connections* means either of the following:

- (1) Any drain or conveyance, whether on the surface or subsurface that allows an illegal discharge to enter the storm drain system, including, but not limited to, any conveyances that allow any non-stormwater discharge including sewage, process wastewater, and wash water to enter the storm drain system and any connections to the storm drain system from indoor drains and sinks, regardless of whether the drain or connection had been previously allowed, permitted, or approved by an authorized enforcement agency; or
- (2) Any drain or conveyance connected from a commercial or industrial land use to the storm drain system that has not been documented in plans, maps, or equivalent records and approved by an authorized enforcement agency.

*Industrial activity* means activities subject to NPDES industrial stormwater permits as defined in 40 CFR 122.26 (b)(14).



*Minnesota Pollution Control Agency (MPCA)* means the governing body in the state responsible for monitoring environmental quality and enforcing environmental regulations. Included with this oversight is the enforcement of the city's municipal separate storm sewer system (MS4).

*Municipal separate storm sewer system (MS4)* means the system of conveyances (including sidewalks, roads with drainage systems, municipal streets, catchbasins, curbs, gutters, ditches, manmade channels, or storm drains) owned and operated by the city and designed or used for collecting or conveying stormwater, and that is not used for collecting or conveying sewage.

*National Pollutant Discharge Elimination System (NPDES) stormwater discharge permit* means the permit issued by the Minnesota Pollution Control Agency (MPCA) that authorizes the discharge of pollutants to waters of the United States, whether the permit is applicable on an individual, group, or general area-wide basis.

*Non-stormwater discharge* means any discharge to the storm drain system that is not composed entirely of stormwater, or snowmelt.

*Pollutant* means anything which causes or contributes to pollution. Pollutants may include, but are not limited to, paints, varnishes, and solvents; oil and other automotive fluids; non-hazardous liquid and solid wastes and yard wastes; refuse, rubbish, garbage, litter, or other discarded or abandoned objects, ordnance, and accumulations, so that same may cause or contribute to pollution; floatables; pesticides, herbicides, and fertilizers; hazardous substances and wastes; sewage, fecal coliform and pathogens; dissolved and particulate metals; animal wastes; wastes and residues that result from constructing a building or structure; and noxious or offensive matter of any kind.

*Premises* means any building, lot, parcel of land, or portion of land, whether improved or unimproved, including adjacent sidewalks and parking strips.

*Storm drainage system* means publicly owned facilities by which stormwater is collected or conveyed, including, but not limited to, any roads with drainage systems, municipal streets, gutters, curbs, inlets, piped storm drains, pumping facilities, retention and detention basins, natural and humanmade or altered drainage channels, reservoirs, and other drainage structures.

*Stormwater* means any surface flow, runoff, and drainage consisting entirely of water from any form of natural precipitation, and resulting from such precipitation.

*Stormwater management plan* means a document which describes the best management practices and activities to be implemented by a person or business to identify sources of pollution or contamination at a site and the actions to eliminate or reduce pollutant discharges to stormwater, stormwater conveyance systems, or receiving waters to the maximum extent practicable.

*Wastewater* means any water or other liquid, other than uncontaminated stormwater, discharged from a residence, business, or other facility.

(Code 1997, § 1025.03)

Sec. 34-184. - Applicability.

This article shall apply to all water entering the storm drain system, serving the area encompassed by the municipal boundary and as generated on any developed and undeveloped lands unless explicitly exempted by the city.

(Code 1997, § 1025.04)

Sec. 34-185. - Responsibility for administration.

The city shall administer, implement, and enforce the provisions of this article. Any powers granted or duties imposed upon the city may be delegated in writing by the clerk-administrator of the city to persons or entities acting in the beneficial interest of or in the employ of the city.

(Code 1997, § 1025.05)

Sec. 34-186. - Compatibility with other regulations.

This article is not intended to modify or repeal any other ordinance, rule, regulation, or other provision of law. The requirements of this article are in addition to the requirements of any other ordinance, rule, regulation, or other provision of law, and where any provision of this article imposes restrictions different from those imposed by any other ordinance, rule, regulation, or other provision of law, whichever provision is more restrictive or imposes higher protective standards for human health or the environment shall control.

(Code 1997, § 1025.06)

## Sec. 34-187. - Ultimate responsibility.

The standards set forth and promulgated pursuant to this article are minimum standards; therefore, this article does not intend or imply that compliance by any person will ensure that there will be no contamination, pollution, or unauthorized discharge of pollutants.

(Code 1997, § 1025.08)

## Sec. 34-188. - Discharge prohibitions.

- (a) *Prohibitions of illegal discharges.* No person shall throw, drain, or otherwise discharge, cause, or allow others under its control to throw, drain, or otherwise discharge into the MS4 any pollutants or waters containing any pollutants, other than stormwater. The commencement, conduct, or continuance of any illegal discharge to the storm drain system is prohibited except as described as follows:
- (1) Discharges associated with water line flushing, landscape irrigation, diverted stream flows, rising ground waters, uncontaminated groundwater infiltration, uncontaminated pumped groundwater, discharges from potable water sources, foundation drains, air conditioning condensation, irrigation water, springs, water from crawl space pumps, footing drains, lawn watering, individual residential car washing, flows from riparian habitats and wetlands, dechlorinated swimming pool discharges, and street wash water.
  - (2) Discharges or flow from firefighting, and other discharges specified in writing by the city as being necessary to protect public health and safety.
  - (3) Discharges associated with dye testing; however, this activity requires a verbal notification to the city prior to the time of the test.
  - (4) The prohibition shall not apply to any non-stormwater discharge permitted under an NPDES permit, waiver, or waste discharge order issued to the discharger and administered under the authority of the Minnesota Pollution Control Agency (MPCA), provided that the discharger is in full compliance with all requirements of the permit, waiver, or order and other applicable laws and regulations, and provided that written approval has been granted for any discharge to the storm drain system.
- (b) *Prohibitions of illegal connections.*
- (1) The construction, use, maintenance or continued existence of illicit

connections to the storm drain system is prohibited.

- (2) This prohibition expressly includes, without limitation, illicit connections made in the past, regardless of whether the connection was permissible under law or practices applicable or prevailing at the time of connection.
- (3) A person is considered to be in violation of this article if the person connects a line conveying sewage to the MS4, or allows such a connection to continue.
- (4) Improper connections in violation of this article must be disconnected and redirected, if necessary, to an approved on-site wastewater management system or the sanitary sewer system upon approval of the city.
- (5) Any drain or conveyance that has not been documented in plans, maps or equivalent, and which may be connected to the storm sewer system, shall be located by the owner or occupant of that property upon receipt of written notice of violation from the city requiring that such locating be completed. Such notice will specify a reasonable time period within which the location of the drain or conveyance is to be determined, that the drain or conveyance be identified as storm sewer, sanitary sewer or other, and that the outfall location or point of connection to the storm sewer system, sanitary sewer system or other discharge point be identified. Results of these investigations are to be documented and provided to the city.

(Code 1997, § 1025.09)

Sec. 34-189. - Industrial or construction activity discharges.

Submission of a permit application or (notice of intent) to the city is as follows:

- (1) Any person subject to an industrial or construction activity NPDES stormwater discharge permit shall comply with all provisions of such permit. Proof of compliance with the permit may be required in a form acceptable to the city prior to the allowing of discharges to the MS4.
- (2) The operator of a facility required to have an NPDES permit to discharge stormwater associated with industrial activity or construction site activity shall submit a copy of the completed permit application (notice of intent) to the city at the same time the operator submits the original completed permit application to the Minnesota Pollution Control Agency (MPCA) as applicable.
- (3) The copy of the permit application may be delivered to the city either in

person or by mailing it to the city administrator.

- (4) A person commits an offense if the person operates a facility that is discharging stormwater associated with industrial activity without having submitted a copy of the permit application to the city.

(Code 1997, § 1025.10)

Sec. 34-190. - Compliance monitoring.

- (a) *Right of entry; inspection and sampling.* The city shall be permitted to enter and inspect facilities subject to regulation under this article as often as may be necessary to determine compliance with this article.
  - (1) If a discharger has security measures in force which require proper identification and clearance before entry into its premises, the discharger shall make the necessary arrangements to allow access to representatives of the city.
  - (2) Facility operators shall allow the city ready access to all parts of the premises for the purposes of inspection, sampling, examination, and copying of records that must be kept under the conditions of an NPDES permit to discharge stormwater, and the performance of any additional duties as defined by state and federal law.
  - (3) The city shall have the right to set up on any permitted facility such devices as are necessary in the opinion of the city to conduct monitoring or sampling of the facility's stormwater discharge.
  - (4) The city has the right to require the discharger to install monitoring equipment as necessary. The facility's sampling and monitoring equipment shall be maintained at all times in a safe and proper operating condition by the discharger at its own expense. All devices used to measure stormwater flow and quality shall be calibrated to ensure their accuracy.
  - (5) Any temporary or permanent obstruction to safe and easy access to the facility to be inspected or sampled shall be promptly removed by the operator at the written or oral request of the city and shall not be replaced. The costs of clearing such access shall be borne by the operator.
  - (6)

Unreasonable delays in allowing the city access to a permitted facility is a violation of a stormwater discharge permit and of this article. A person who is the operator of a facility with an NPDES permit to discharge stormwater associated with industrial activity commits an offense if the person denies the city reasonable access to the permitted facility for the purpose of conducting any activity authorized or required by this article.

- (b) *Search warrants.* If the city has been refused access to any part of the premises from which stormwater is discharged, and he is able to demonstrate probable cause to believe that there may be a violation of this article, or that there is a need to inspect or sample as part of a routine inspection and sampling program designed to verify compliance with this article or any order issued hereunder, or to protect the overall public health, safety, and welfare of the community, then the city may seek issuance of a search warrant from any court of competent jurisdiction.

(Code 1997, § 1025.11)

Sec. 34-191. - Requirement to prevent, control, and reduce stormwater pollutants.

The city has adopted best management practices in this article as well as the public works design manual for any activity, operation, or facility which may cause or contribute to pollution or contamination of stormwater, the storm drain system, or waters of the state as defined by the MPCA. The owner or operator of such activity, operation, or facility shall provide, at their own expense, reasonable protection from accidental discharge of prohibited materials or other wastes into the municipal storm drain system or watercourses through the use of these structural and non-structural BMPs. Further, any person responsible for a property or premise that is, or may be, the source of an illicit discharge, may be required to implement, at the person's expense, additional structural and non-structural BMPs to prevent the further discharge of pollutants to the MS4. Compliance with all terms and conditions of a valid NPDES permit authorizing the discharge of stormwater associated with industrial activity, to the extent practicable, shall be deemed compliant with the provisions of this section. These BMPs shall be part of a stormwater pollution prevention plan (SWPPP) as necessary for compliance with requirements of the NPDES permit.

(Code 1997, § 1025.12)

## Sec. 34-192. - Notification of spills.

Notwithstanding other requirements of law, as soon as any person responsible for a facility or operation, or responsible for emergency response for a facility or operation has information of any known or suspected release of materials which are resulting or may result in illegal discharges or pollutants discharging into stormwater, the storm drain system, or waters of the state, the person shall take all necessary steps to ensure the discovery, containment, and cleanup of such release. In the event of such a release of hazardous materials, the person shall immediately notify emergency response agencies of the occurrence via emergency dispatch services. In the event of a release of non-hazardous materials, the person shall notify the city in person or by phone or facsimile no later than the next business day. Notifications in person or by phone shall be confirmed by written notice addressed and mailed to the city within five business days of the phone notice. If the discharge of prohibited materials emanates from a commercial or industrial establishment, the owner or operator of such establishment shall also retain an on-site written record of the discharge and the actions taken to prevent its recurrence. Such records shall be retained for at least two years. Failure to provide notification of a release as provided above is a violation of this article.

(Code 1997, § 1025.13)

## Sec. 34-193. - Violations, enforcement, and penalties.

Refer to the city's "Illicit Discharge and Connection Violation Enforcement Policy."

(Code 1997, §§ 1025.14—1025.17)

## Sec. 34-194. - Violations deemed a public nuisance.

In addition to the enforcement processes and penalties provided in the city's "Illicit Discharge and Connection Violation Enforcement Policy," any condition caused or permitted to exist in violation of any of the provisions of this article or policy is a threat to public health, safety, and welfare, and is declared and deemed a nuisance, and may be summarily abated or restored at the violator's expense, or a civil action to abate, enjoin, or otherwise compel the cessation of such nuisance may be taken.

(Code 1997, § 1025.18)

## Sec. 34-195. - Remedies not exclusive.

- (a) The remedies listed in this article are not exclusive of any other remedies available under any applicable federal, state or local law and it is within the discretion of the city to seek cumulative remedies.
- (b) The city may recover all attorney's fees, including costs of expert witnesses called to testify on the city's behalf, court costs and other expenses associated with enforcement of this article, including sampling and monitoring expenses.

(Code 1997, § 1025.19)



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## Appendix 4

### Water Conservation Ordinance

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**CITY OF NEWPORT  
ORDINANCE 2017-6**

**AN ORDINANCE OF THE CITY OF NEWPORT, MINNESOTA, AMENDING CHAPTER 34, UTILITIES**

THE CITY COUNCIL OF THE CITY OF NEWPORT, MINNESOTA, HEREBY ORDAINS THAT:

**Article I - In General**

**Sec. 34-24 - Water Conservation.**

- (a) All water customers and consumers shall be governed by the applicable regulations promulgated by the public works superintendent to limitations in the time and manner of using water and such other applicable regulations promulgated by the public works superintendent affecting the preservation, regulation, and protection of the water supply and system.
- (b) Emergency regulations. The city may impose emergency water usage regulations by limiting the times and hours, or completely prohibiting water use of the city's water system for certain uses, for example. The following are some best management practices that may be implemented from time to time if found necessary to conserve water supply:
  - (1) The watering and sprinkling of lawns or gardens from a municipal water supply system shall be permitted on even-numbered days for property with even-numbered addresses and on odd-numbered days for property with odd-numbered addresses; except, that any property may be watered on the 31st day of any month.
  - (2) Outdoor watering is prohibited between the hours of 12:00 noon and 4:00 p.m.
  - (3) Other practices as determined by the city public works superintendent necessary to conserve the water supply.
- (c) Declaration of critical water deficiency. Upon the declaration of a critical water deficiency by the governor **or the mayor**, the city shall immediately post notice of the emergency declaration at the usual meeting place of the city council, or the official city bulletin board. The city shall provide notification to the public as quickly as possible or through established water supply plans emergency response plans or procedures.
- (d) Mandatory emergency water conservation measures. Upon declaration of a water emergency by the mayor and notification to the public, **all or any number of** the following mandatory **restrictions** upon nonessential water use **as deemed appropriate by the city** shall be enforced upon determination:
  - (1) Outdoor irrigation of yards, gardens, golf courses, parklands, and other non-agricultural land, except for those areas irrigated with reclaimed water, is prohibited.
  - (2) Washing or spraying of sidewalks, driveways, parking areas, tennis courts, patios, or other paved areas with water from any pressurized source, including garden hoses, except to alleviate immediate health or safety hazards, is prohibited.
  - (3) The outdoor use of any water-based play apparatus connected to a pressurized source is prohibited.
  - (4) Restaurants and other food service establishments are prohibited from serving water to their customers, unless water is specifically requested by the customer.
  - (5) Operation of outdoor misting systems used to cool public areas is prohibited.
  - (6) The filling of swimming pools, fountains, spas, or other exterior water features is prohibited.
  - (7) The washing of automobiles, trucks, trailers, and other types of mobile equipment is prohibited, except at facilities equipped with wash water recirculation systems, and for vehicles requiring frequent washing to protect public health, safety, and welfare.
  - (8) **Such further use restrictions as are deemed necessary by the city.**
- (e) Variances. The clerk-administrator is authorized to grant variances to this ordinance where strict application of its provisions would result in serious hardship to a customer. A variance may be granted only for reasons involving health or safety. An applicant may appeal the denial of a variance within five (5) days of the decision by submitting a written appeal to the clerk-administrator. The city council shall hear the appeal at the next city council meeting. The decision of the city council is final.
- (f) Violation.
  - (1) Violations shall be determined and cited by the clerk-administrator. A violator may appeal the citation within five (5) days of its issuance by submitting a written appeal to the City. The City Council shall hear the appeal at the next City Council meeting. The decision of the City Council is final. Violators may be granted an

administrative waiver if evidence is provided that equipment failure was the cause of the violation. A letter from a qualified vendor or equipment invoice will be required to show proof of equipment failure.

- (2) Upon discovery of a first violation, the violator shall be issued, either personally or by mail, a warning letter that sets forth the violation and which shall describe the remedy and fines for future violations.
- (3) Upon subsequent violations at the same location, the violator shall be issued, either personally or by mail, a citation that sets forth the violation and shall describe the remedy. Fines shall be added to the monthly water bill of the owner or current occupant of the premises where the violation occurred. The imposition of the fine shall in no way limit the right of the City to pursue other legal remedies.
- (g) Enforcement. The clerk-administrator is authorized to designate city employees or law enforcement personnel to enforce the provisions of this ordinance.
- (h) The foregoing limitations shall apply only to property served by city water.

The foregoing Ordinance was moved by Councilmember \_\_\_\_\_ and seconded by Councilmember \_\_\_\_\_.

The following Councilmembers voted in the affirmative:

The following Councilmembers voted in the negative:

**Effective Date**

This Ordinance becomes effective upon its passage and publication according to law.

Adopted by the City Council of the City of Newport, Minnesota on the 2nd day of May, 2017.

Signed: \_\_\_\_\_  
Dan Lund, Mayor

Attest: \_\_\_\_\_  
Deb Hill, City Administrator

Newport LWMP – SWWD Approval Letter

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## SOUTH WASHINGTON WATERSHED DISTRICT

September 12, 2018

Sherry Buss  
TKDA  
444 Cedar Street Suite 1500  
Saint Paul, MN 55101

**RE: City of Newport Local Water Management Plan.**

Dear Ms. Buss:

The South Washington Watershed District (SWWD) Board of Managers would like to thank the City of Newport for taking time to work with the SWWD in completing a local water management plan. The local plan is a key element of water resource management throughout the watershed, creating a consistent local framework. The City of Newport has developed a plan that accomplishes this framework.

The SWWD Board of Managers approved the City of Newport Local Water Management Plan, contained within the Draft 2040 Comp Plan, at their regular meeting on September 11, 2018. Enclosed is a copy of SWWD Resolution #2018-007. Please provide a final electronic copy of the plan and resolution upon adoption by the City. Thank you for your efforts on this plan.

If you have any questions or need additional information, please call me at 651-714-3714 or [john.loomis@woodburymn.gov](mailto:john.loomis@woodburymn.gov).

Sincerely,

A handwritten signature in black ink that reads "John Loomis". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

John Loomis  
Water Resources Program Manager  
South Washington Watershed District

c: SWWD Board of Managers  
Ms. Judy Sventek, Metropolitan Council  
Ms. Deb Hill, City of Newport



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Approved Newport Local Water Management Plan

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# **I. City of Newport Local Water Management Plan**

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## **1. EXECUTIVE SUMMARY, AGREEMENTS AND AMENDMENTS**

The Purpose of this plan is to provide guidance and standards to the City of Newport for conserving, protecting and managing the water and related land resources of the City. This plan is intended to meet or exceed the requirements of Minnesota Statute 103B.235, Minnesota Rules 8410, and Metropolitan Council's Water Resources Management Policy Plan, and be consistent with the Council's Thrive MSP 2040. The plan also conforms to the requirements of the South Washington Watershed District Watershed Management Plan, 2016, as approved under Minnesota Statute 103B.231.

The plan has been developed as a part of the City's 2040 Comprehensive Plan Update.

The City is included within the South Washington Watershed District (SWWD). The District's Watershed Management Plan's inventory, goals, policies and standards was referenced extensively to develop several sections of this plan and assure consistency with the Watershed Plan.

The SWWD completed an XPSWMM model and analysis of the drainage areas, volumes, rates, and paths of storm water runoff in all of Newport in 2017. The District used this modeling as the basis for its subsequent retrofit analysis of the City and to generate the list of potential improvement projects that are identified throughout the City and listed in the Implementation section of this plan.

The plan includes an inventory of surface waters and natural resources within the City. Most of the core of Newport is fully-developed or in the process of redevelopment. Significant natural resources include the Mississippi River, which borders the City on the west, and the bluffs that form the eastern border of Newport and extend to the north and south. The LSWMP, Comprehensive Plan and Mississippi River Critical Area Plan include goals, policies and strategies to protect Newport's significant land and water resources as development and redevelopment occur within the City during the next 20 years.

The plan includes a discussion of existing water quantity and quality concerns within the City, identified by the City and the Watershed District. It describes the actions the City will take to address these concerns.

The goals, policies and implementation plan note that SWWD is the Local Governmental Unit (LGU) for the Wetland Conservation Act (WCA) in Newport. The City will also work cooperatively with the Watershed District,

Washington County, and other agencies on water management issues of a regional, statewide, and national concern. The City has an approved MS4 Permit and current Storm Water Pollution Prevention Plan (SWPPP) that are consistent with this plan. The documents are available from the City by request.

#### Water Resource Management Related Agreements:

The SWWD is LGU for administering the Minnesota Wetland Conservation Act (WCA) in Newport.

#### LWMP Plan Amendments and Updates

City Comprehensive Plans are updated every ten years. Local Surface Water Management Plans must be updated within 2 years of completion of Watershed Organization Management Plans. The City will update its Local Surface Water Plan along with its Comprehensive Plan, or as needed to comply with state rules related to LSWMP updates to be consistent with the Watershed Plan. The SWWD Plan was last updated in 2016.

Substantive revisions to the goals and objectives, the adoption of new or revised standards or rules, and major revisions to the CIP or administrative procedures, will require an amendment to this plan and must be approved by the City Council.

Annual work plans completed during the beginning of the calendar year by the City Council will serve to guide the immediate activities of the City. The periodic work plan and annual budget updates will help focus the work plans by identifying projects requiring substantial planning and financial resources for successful completion. Capital storm water improvements may be proposed by other local, state and federal agencies as well. The City has partnered with the SWWD to complete stormwater projects and improvements, and will continue to partner and seek cost-share funding from the District in order to implement this plan.

## **2. PHYSICAL ENVIRONMENT AND LAND USE**

#### Land and Water Resources Inventory:

The sections that follow summarize the land and water resources inventory for the City of Newport. Much of this information was derived from the South Washington Watershed District Watershed Management Plan (2016). For more detailed resource inventory information, please refer to the SWWD Watershed Management Plan 2007, Chapter 8 as well as the SWWD Watershed Management Plan 2016, Part I.

The SWWD completed an XPSWMM model and analysis of the drainage areas, volumes, rates, and paths of storm water runoff in all of Newport in 2017. The District used this modeling as the basis for its subsequent retrofit analysis of the City and to generate the list of potential improvement projects that are listed in the Implementation section of this plan.

i. Topography and Drainage

The topography of Newport varies from the bluffs east of Highway 61 to relatively flat topography west of Highway 61 and along the Mississippi River. The bluffs contain steep slope areas and are heavily vegetated.

The City of Newport is largely fully-developed. Much of the drainage occurs within the City's storm sewer system. The existing system is shown on Figures A-2A and A-2B. Overland drainage flows generally from the bluff areas toward the Mississippi River.

ii. Soils and Geology

Soils within Newport are generally of moderate to high permeability (soils groups A and B) in bluff areas, and low permeability (soil group D) in the lower areas west of Highway 61. Detailed soil maps are shown on Figure A-3.

The bedrock geology of Newport is characterized by sedimentary rock formations established during the paleozoic era, over 250 million years ago. Glacial processes modified the sedimentary rock formations to create the current subsurface geology of the area. Bedrock is close to the surface many areas of Newport's Old Town area, west of Highway 61, and presents a challenge for infrastructure, surface water management and construction.

The Washington County Geologic Atlas Plate 2 includes detailed schematics of the bedrock layers in Newport and the surrounding area.

iii. Surface Waters, Public Waters, and Impaired Waters

The Public Waters in Newport include:

Mississippi River – Public Water 19-5

Ria Lake – Public Water 82-98

Each of these water bodies has an associated Shoreland area that is governed by the City's Shoreland Overlay Ordinance, updated in December, 2017 and approved by the Minnesota DNR. A portion of the shoreland area of La Lake (Public Water 82-97) is also located within Newport.

The Mississippi River is of national significance. It has been identified by the MPCA as an Impaired Water for TSS/Turbidity, and is subject to the South Metro Mississippi River Turbidity TMDL. (The river was delisted for PFOS impairment in 2014.) In the area near Newport, the river is impaired for Aquatic consumption and Aquatic life. Key pollutants associated with the impairment include mercury and turbidity.

Scattered wetlands are located in the bluff areas and along Highway 61. Larger wetland areas are associated with the Mississippi River floodplain areas and islands shown on Figure A-1.

iv. Groundwater

The Prairie du Chien-Jordan aquifer is the source of municipal water supply in Newport.

Portions of Newport generally west of Highway 61 are ranked High in sensitivity to groundwater contamination. Areas west of Highway 61 are ranked Very High in sensitivity. Detailed maps of groundwater sensitivity are included in the Watershed Management Plan.

v. Summary of Significant Natural Resources in Newport

Much of Newport's land area is fully-developed. The City has been shaped by its natural features, and continues to value and protect these resources. Figure 4-7 in the City's 2040 Comprehensive Plan identifies the remaining significant land and water resources in the community. The Comprehensive Plan, City Ordinances and this Local Surface Water Management Plan include a variety of goals, policies and strategies to protect these resources:

- *Mississippi River.* The City of Newport contains roughly 2.5 miles of Mississippi River front. The river forms the western border of the community and is valued for its scenic and recreational qualities, as well as limited industrial use. Low-lying areas of Newport are occasionally inundated by floodwaters from the Mississippi River and are designated

as flood plain areas. The City has recently developed three overlooks along the river, to improve public access to this significant natural resource. For detailed planning on the river see the Mississippi River Corridor Critical Area (MRCCA) Plan, Chapter XI of the 2040 Comprehensive Plan.

- *The Bluffs.* This area forms the eastern portion of the community. The bluff contains steep slope areas and is heavily vegetated. It generally spans the entire City and into St. Paul following the Mississippi River. The Minnesota County Biological Survey identified some woodland communities of high quality on the bluffs. The bluff area is currently protected by the City's Bluffs Area Overlay Ordinance. The City has adopted a "cluster" or open space ordinance to provide permanent protection to bluffs, steep slopes and woodland areas in the Conservation Zones identified in the Land Use Plan.
- *Wetlands.* A limited number of wetlands remain in Newport, within floodplain areas along the Mississippi River and in the bluffs area. Federal, state, and local wetland rules protect these resources. The SWWD is the LGU for WCA in Newport.
- *Tree canopy.* The Old Town and floodplain areas of the community contain a significant tree canopy that includes large bur oaks and other native tree species. The canopy provides temporary habitat for migrating birds and a variety of other benefits.

#### vii. Land Use

Land use in Newport is dominated by urban along and west of Highway 61 and by larger-lot residential uses in the bluffs areas. Chapter IV of the City's 2040 Comprehensive Plan provides a detailed discussion of existing and planned future land uses in Newport. The chapter notes the following:

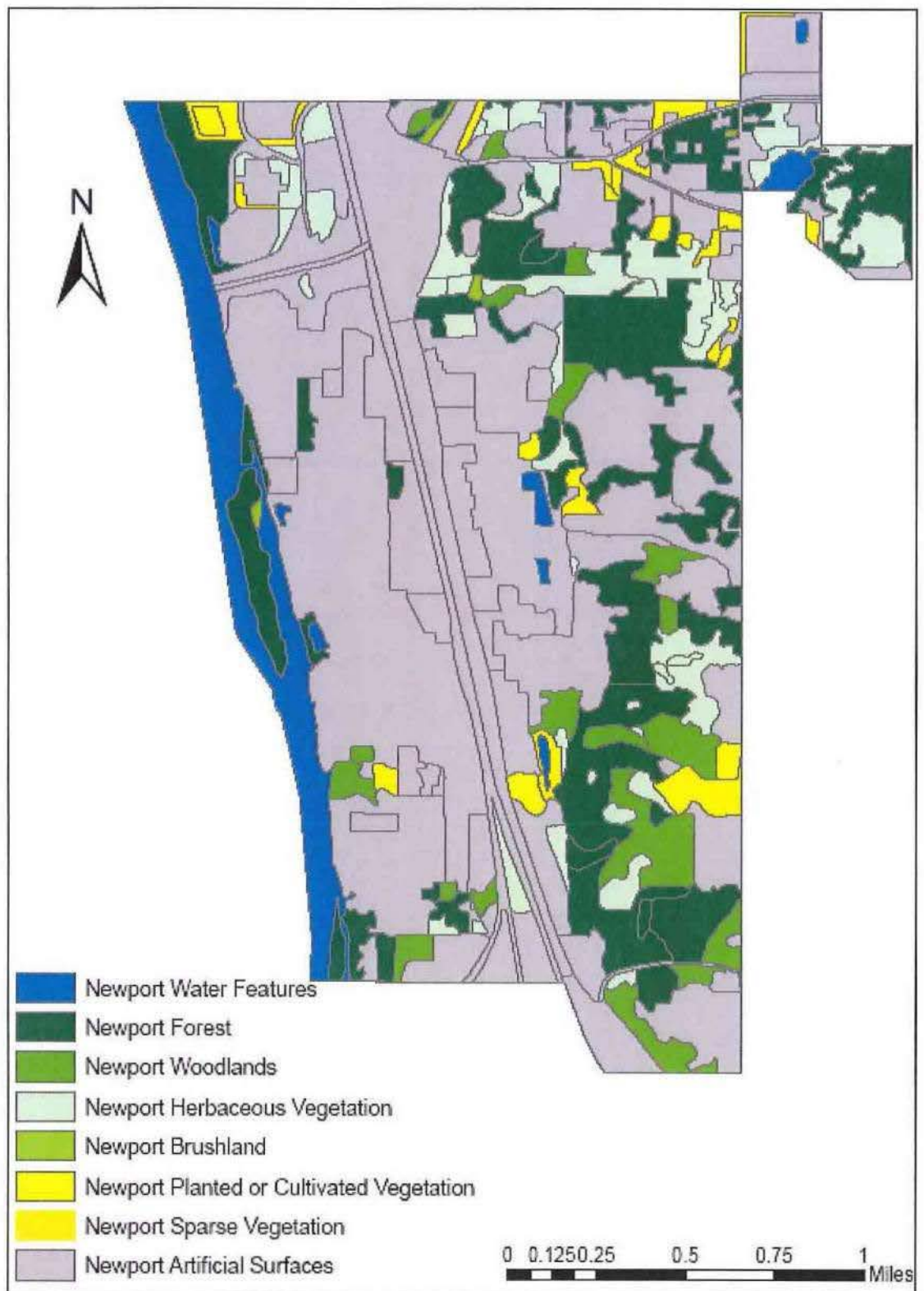
- Potential changes in the area west of Highway 61 include the redevelopment of some significant vacant or underutilized sites around the Newport Transit Station and in adjacent neighborhoods with a mix of residential and commercial uses.
- Little change or expansion is predicted in the Industrial zoning districts in Newport.



- The City is extending municipal sewer and water services to portions of the bluffs area, and these areas are expected to develop with residential uses and mixed residential/commercial uses at urban densities.

Figure 4-2 from the City's 2040 Comprehensive Plan shows the City's proposed 2040 Land Use Plan from the Comprehensive Plan.

**Figure A - 1:  
Land and Water Resources Inventory (MLCCS)**





# **Storm Sewer Map North**

City of Newport,  
Minnesota

- Outfall
- Standard Outlet
- Storm Manhole
- Culvert
- Gravity Main
  - City of Newport
  - County
  - MNDOT
  - Other
  - Private
- Open Drain
- Stormwater Ponds
  - City of Newport
  - County
  - MNDOT
  - Other
  - Private
- Municipalities
- Public Waterbodies
- Parcels

Data Sources:  
Parcels, Base Data - Washington Co.  
GIS  
Storm Sewer - MSA  
Basemap - ESRI

City of Newport  
Washington County,  
MN



Print Date: 3/13/2018





# Storm Sewer Map North

City of Newport,  
Minnesota

- Outfall
- Standard Outlet
- Storm Manhole
- Culvert
- Gravity Main**
  - City of Newport
  - County
  - MNDOT
  - Other
  - Private
- Open Drain
- Stormwater Ponds**
  - City of Newport
  - County
  - MNDOT
  - Other
  - Private
- Municipalities
- Public Waterbodies
- Parcels

Data Sources:  
Parcels: Base Data - Washington Co.  
GIS  
Storm Sewer - MSA  
Basemap - ESRI

City of Newport  
Washington County,  
MN



0 250 500 Feet

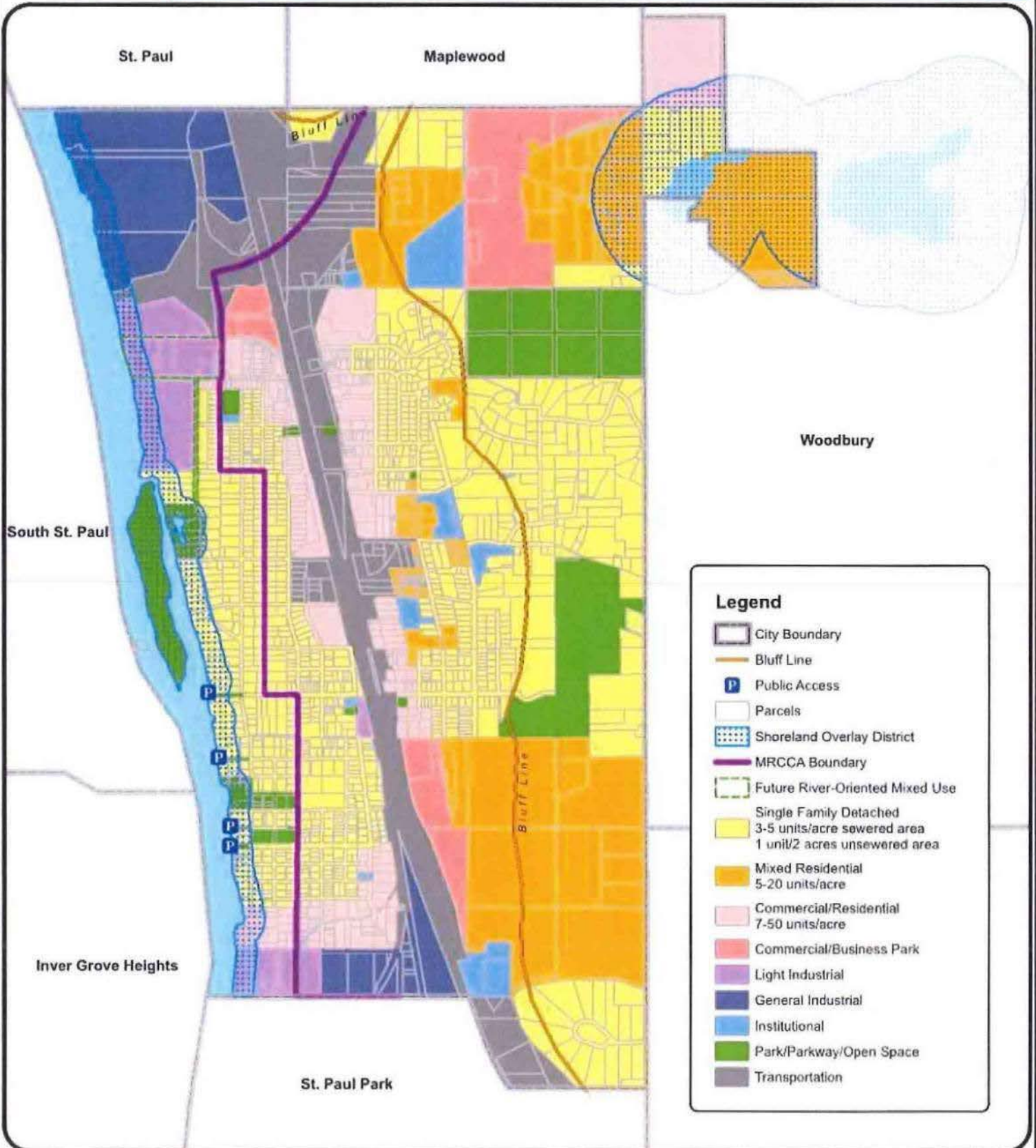
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# City of Newport 2040 Future Land Use Comprehensive Plan



## Legend

- City Boundary
- Bluff Line
- Public Access
- Parcels
- Shoreland Overlay District
- MRCCA Boundary
- Future River-Oriented Mixed Use
- Single Family Detached
  - 3-5 units/acre sewer area
  - 1 unit/2 acres unsewered area
- Mixed Residential
  - 5-20 units/acre
- Commercial/Residential
  - 7-50 units/acre
- Commercial/Business Park
- Light Industrial
- General Industrial
- Institutional
- Park/Parkway/Open Space
- Transportation



2,000

Feet

### **3. WATER RESOURCES ISSUES AND RESPONSIBILITIES**

The City of Newport has identified the following water resources issues and problems affecting the community:

- Flooding in areas adjacent to the Mississippi River
- Surface water degradation and impairment
- Watershed alteration (wetlands, erosion and sediment)
- Groundwater sustainability
- Natural resources protection
- Information and education

The sections below discuss the major state and local programs and responsibilities that currently address the issues identified. The next section includes the City's goals and policies that are proposed to address the local surface and groundwater issues identified in this plan through 2040.

#### **Impaired Waters**

Section 303(d) of the federal Clean Water Act requires states to identify waters that do not meet applicable water quality standards or do not fully support their designated uses. Waters failing to attain their designated use are defined as impaired. Each state determines the cause for impairment. Impaired waters are placed on a list and subject to completion of a Total Maximum Daily Load (TMDL) analysis. A TMDL analysis consists of many steps, but the process is intended to identify ways to restore impaired waters to their full beneficial uses. The implementation of load reduction efforts identified in a TMDL analysis may have future bearing on other activities of City of Newport.

The Mississippi River—Pool 2 in the Twin Cities and Ria Lake are included on the MPCA's list of impaired waters.

The City of Newport may choose to participate in a TMDL analysis for water bodies with drainage areas solely or largely within their municipality. It is preferable that local government units and the SWWD coordinate so as not to perform duplicate TMDL analyses for the same receiving water. The City and other local governments will be required to comply with load reductions and other elements of the TMDL implementation plan through the enforcement of various point source and non-point source permits.

#### **National Pollutant Discharge Elimination System (NPDES)**

This program (abbreviated NPDES) is a nation-wide federal regulatory program stemming from the Clean Water Act. In Minnesota, this program is implemented by the MPCA. The NPDES program addresses point

source discharges including stormwater and related pollution from various sources. The first phase of stormwater NPDES program (Phase I) focused on controlling pollution from industrial activities, and included construction activities disturbing more than 5 acres, and municipal separate storm sewer systems (MS4s) with populations greater than 100,000.

The second phase (Phase II) of this program, preliminarily initiated by the MPCA in 2003, was formalized in 2006. It builds on Phase I by lowering the threshold for requiring stormwater permits for construction and municipal activities. The program requires permittees to complete a Storm Water Pollution Prevention Program (SWPPP). In all cases, Best Management Practices (BMPs) are to be identified and implemented in order to minimize stormwater runoff impacts to receiving waters.

The City is a regulated MS4 permittee even though it did not own or operate a separate storm sewer system at the time of permit implementation.

In 2003, the Minnesota Pollution Control Agency required the City to submit an NPDES Permit Application to minimize the discharge of stormwater runoff pollutants and authorize stormwater discharge for the City Municipal Separate Storm Sewer System (MS4).

The MPCA also required the City to prepare and submit a Stormwater Pollution Prevention Program (SWPPP). The SWPPP identifies a combination of stormwater Best Management Practices (BMP's), including education, maintenance, control techniques, system design and engineering methods and such other practices, both existing and planned, determined appropriate to meet NPDES Permit requirements.

The City of Newport SWPPP includes 34 BMPs in the following categories or Minimum Control Measures:

- a) Public Education and Outreach
- b) Public Participation and Involvement
- c) Illicit Discharge Detection and Elimination
- d) Construction Site Runoff Control
- e) Post-Construction Runoff Control
- f) Pollution Prevention/Good Housekeeping

The City must hold an Annual Public Meeting and submit an Annual Report to the MPCA which summarizes:

- a) The status of compliance with Permit conditions;
- b) Assessment of appropriateness of BMPs;
- c) Progress towards achieving the measurable goals for each of the minimum control measures;
- d) Stormwater activities planned for the next reporting cycle;



- e) A change in any BMP or measurable goals for any of the minimum control measures; and
- f) A notice that the City is relying on another entity to satisfy some of the Permit obligations (if applicable).

Newport has been a member of the East Metro Water Resource Education Program (EMWREP) since 2015, which fulfills parts of multiple MCMS under the MS4 Permit.

A copy of the MS4 permit can be found on the Minnesota Stormwater Manual website at [https://stormwater.pca.state.mn.us/index.php?title=Category:MS4 Permits](https://stormwater.pca.state.mn.us/index.php?title=Category:MS4_Permits).

#### Wetland Conservation Act

Minnesota's Wetland Conservation Act (WCA) was enacted in 1991. The overall goal of the WCA is no net loss of wetlands. Generally under WCA, activities such as draining, excavating, or filling of wetlands is regulated by law. WCA does not apply to public waters wetlands, which are regulated by the Minnesota Department of Natural Resources. The local government unit (LGU) has the primary responsibility for administering WCA and for making key determinations.

The SWWD is the Local Governmental Unit (LGU) for implementation of the Wetland Conservation Act in Newport. Wetland management in Newport conforms to the wetland standards set forth by the SWWD (based on the draft Comprehensive Wetland Management Plan).

#### Surface Water Management Planning

The SWWD is responsible for periodically updating its Watershed Management Plan. This Watershed Management Plan, and its contents, is in compliance with the requirements. The SWWD is responsible for review and approval of the Local Water Management Plans prepared by the Cities and Township.

Within two years of plan adoption by the District, local government units are required to adopt local plans which address the regulations and performance standards set forth in this plan. Local plans must be consistent with the District WMP covering the same area. (Local plans should address the expanded list of requirements under Minnesota Rule 8410 as set by the Metropolitan Council's "Thrive MSP 2040"). This document is the Local Surface Water Management Plan for the City of Newport, and will be adopted as part of the City's 2040 Comprehensive Plan.

## Groundwater Planning

The SWWD actively supports groundwater management and protection efforts by partnering with other agencies. The SWWD recognizes the important relationship between surface water and groundwater resources. The District can collaborate with the other units of government and may choose to help fund groundwater projects which have a connection to surface water issues. The SWWD is responsible for conformance with the groundwater plans developed by Washington County.

Washington County prepared the *2003 – 2013 Washington County Groundwater Plan*, which provides a county-wide framework for the protection and conservation of groundwater resources. The County also prepares an annual groundwater work plan.

Newport installs and manages water supply systems and are required to comply with the rules and regulations established by state agencies and county governments regarding groundwater protection and uses in compliance with the Safe Drinking Water Act. The City is also responsible for a developing wellhead protection plan pursuant to MDH rules. The City manages land use and zoning, and considers groundwater protection as part of its land use plan.

## Key Areas of Concern and Issues in Each Subwatershed

The City of Newport participates in the MS4 storm water management and erosion control program. There are 11 sub-watersheds within the corporate limits of the City of Newport. The boundaries of these sub watersheds are governed by a combination of factor including the area's natural topography and the areas served by the City's storm sewer system. The sub-watersheds have been identified as shown on Figure A-4. The City has identified the surface water management issues within each subwatershed, and discussed the issues with the SWWD. The issues are described in the sections that follow.

The City's efforts to seek technical and financial assistance from the state to implement a comprehensive erosion and management program are currently limited by the lack of a TMDL study on the upper Mississippi River.

### Bailey Sub-Watershed

The Bailey sub-watershed consists of an upland area which is managed in residential estates and agricultural land uses. Runoff from this watershed generally flows out of the city into the City of Woodbury.

The City recently approved a 180+ unit residential development north of Catherine Drive within this subwatershed. The City is working closely with the South Washington Watershed to ensure compliance with requirements of the SWWD Watershed Management Plan, this Surface Water Management Plan, and MN Rule 8410 (Local Water Management).

#### North Ravine Sub Watershed

The North Ravine sub watershed consists of an upland area, a bluff line drop off and river bench along TH 61. The upland area is managed agriculturally with development of significant storage and warehouse facilities, other land uses include city public works facility, park land and residential estate developments. The bluff drop off is severe noting elevation difference of 150 feet. The upland portions of the sub watershed drain down the "North Ravine" to the river bench along TH 61.

The City has secured State and local funding to complete the remediation and stabilization work necessary on the North Ravine corridor from the Public Works Facility to Hastings Avenue including the installation of retention ponds, infiltration basins, rock check-dams and channel stabilization. This work was completed in 2012-2013

#### Red Rock, Rivertown, Mid Town, East Town and South Town Sub Watersheds

These sub watersheds located on the west side of TH 61 share similar topography and management issues. Located on a second tier river bench these sub watersheds share riparian frontage on the Mississippi River. Their topography reflects poorly drained old meanders and shallow bed river channels which interfere with overland drainage.

Flooding within the Mississippi River corridor is a natural occurrence. Washington County is currently performing a restudy of the County's Flood Insurance Study. Many of the municipal storm sewers in the river corridor have gate structures to prevent backflow from high water. The City of Newport has emergency levees which are in deteriorating condition according to the Department of Natural Resource. Additionally, the banks all along the Mississippi River are steep and generally prone to erosion. The City has secured funding from the USACE and MnDNR for flood mitigation assistance to acquire flood prone properties and convert flood vulnerable areas to passive and parkland uses which are consistent with re-vegetation or stabilization activities to improve bank integrity and habitat.

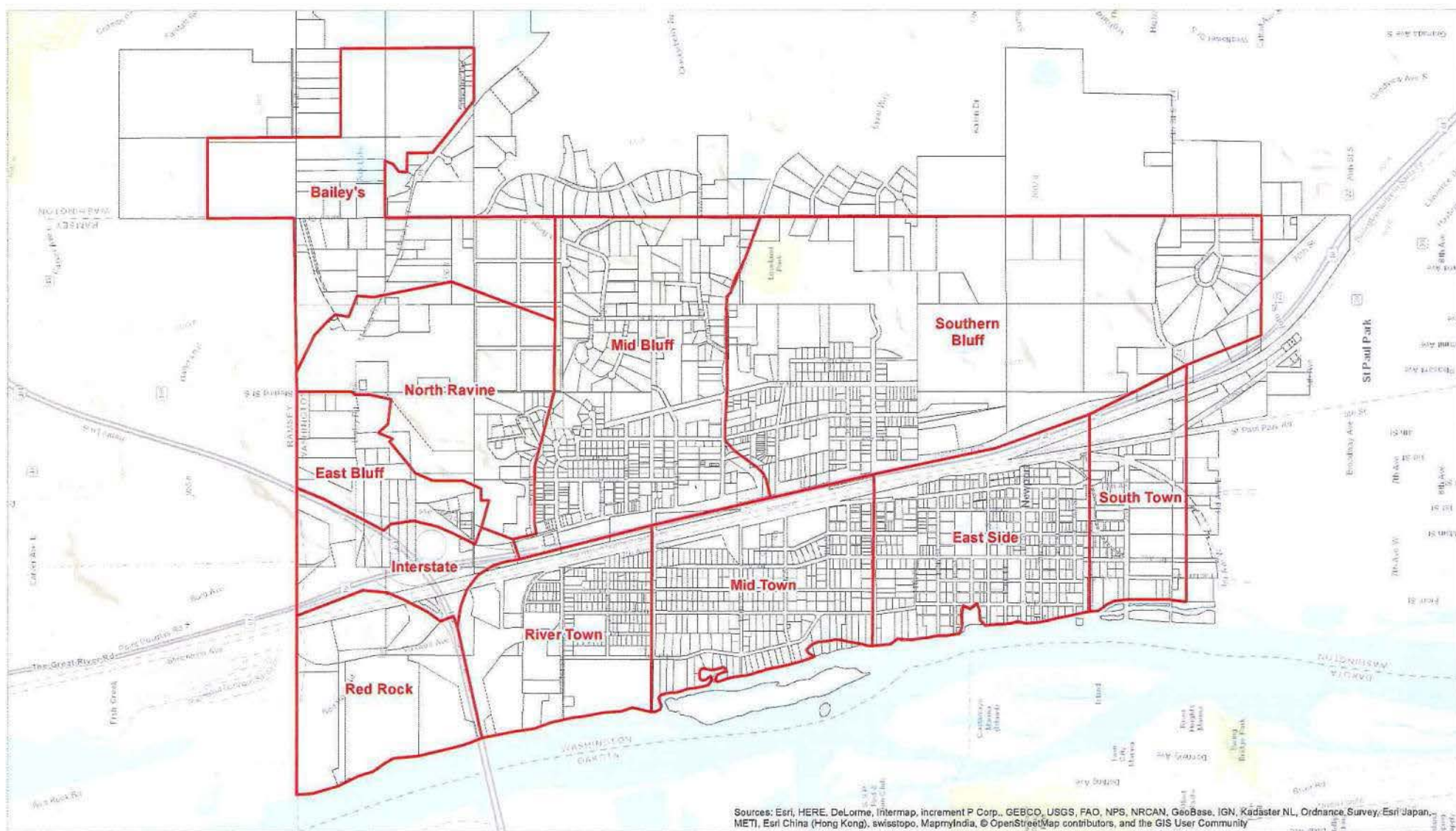
### East Bluff, Mid Bluff and Southern Bluff Sub Watersheds

These sub watersheds located on the east side of TH 61 share the topography, land use issues and similar drainage concerns to those noted in the North Ravine watershed. Erosion and drainage problems have been managed and mitigated in the East Bluff, and Mid Bluff watersheds. There are three ongoing ravine erosions problems located in the Southern Bluff sub watershed. The City will work with South Washington Watershed District to try to find resources to address the issues in this sub-watershed.

### Interstate Sub Watershed

Land Use in this sub watershed is primarily interstate highway and Trunk highway right of way. Recent reconstruction of I 494 and TH 61 has provided a well-coordinated system of highway drainage, detention and treatment facilities. There are no outstanding issues in this subwatershed.





## City of Newport Subwatersheds

Figure A-4

Printed By: jpowell, File: C:\Users\jpowell\Desktop\Working\_VXD\NewportGIS\COMP\_PLAN\_GIS\Subwatershed.mxd

Subwatersheds Parcels

City of Newport  
Washington County, MN

0 500 1,000 Feet

MSA

Print Date: 3/15/2018

#### **4. CITY GOALS AND POLICIES FOR MANAGEMENT OF SURFACE WATERS AND RELATED RESOURCES**

The City goals, policies, and action items presented here address the requirements set forth in Minnesota Rule 8410.0160. They are intended to address the specific issues and problems outlined in the previous section.

The goals are organized broadly by management area. Management areas are numbered for clarity only, not to indicate any order of importance. However, the City recognizes that often one issue can affect several management areas (e.g., stormwater infiltration practices). **In the context of this plan, goals, policies and actions are defined as follows:**

**Goal:** Statement of what the City wants to accomplish for the planning period. Goals are strategic in that they reflect City-wide initiatives. Goals must be clear and achievable.

**Policy:** Describes how the City intends to carry out its goal. Policies set focused objectives for the City and form the basis for specific actions to be implemented by the City.

**Actions:** Specific, tactical steps needed to implement City policies, and ultimately the identified goal.

##### 1) Floodplain Management

---

*Goal: Manage Floodplains to provide protection for public and private property.*

---

**Policy:** Maintain ordinance requirements established (adopted) for floodplain management, (including floodplain alterations, development within floodplains, minimum building elevations).

**Policy:** Utilize FEMA FIRM maps to manage floodplains in cooperation with Washington County.

**Action:** Make copies of the FEMA FIRM maps and flood insurance information available for City residents.

##### 2) Surface Water Degradation and Impairment: Stormwater Runoff Rate and Volume

---

*Goal: Minimize existing and future potential damages to property, public safety, and surface water resources due to stormwater runoff.*

---

**Policy:** Maintain the post-development 2-year, 10-year and 100-year peak rate of runoff at the pre-development level for the critical duration precipitation event, both on-site and at key regional locations identified by the City.

**Action:** Complete hydrologic and hydraulic modeling when needed to identify flood prone areas and assess potential damages in cooperation with the SWWD.

**Action:** Require hydrologic and hydraulic analysis for developments 1-acre or greater in size. This requirement does not apply to the development of a single residence, however if the development includes two (2) or more lots for future development, this may be required.

**Policy:** Reduce the probability of downstream flood damages through the use of maximum allowable inter-city / inter-jurisdictional peak discharges and runoff volumes.

**Action:** Participate in hydrologic and hydraulic modeling to identify maximum allowable discharges between cities in cooperation with the SWWD.

**Policy:** Protect natural waterways from channel instability induced by additional runoff.

**Action:** Adopt the SWWD design method / standard which can be used to gage the response of natural waterways to the rate of runoff.

**Policy:** Along with SWWD and Washington County, incorporate Emergency Response Planning into the stormwater management program for flood-prone areas.

**Action:** Along with SWWD and Washington County All Hazard Mitigation Plan, incorporate Emergency Response Planning into City planning.

**Action:** Work with the SWWD to evaluate the siltation occurring along the Mississippi River shoreline in Newport and identify options to maintain habitat and recreational use of the river.

### 3) Surface Water Degradation and Impairment: Protect Water Quality

---

*Goal: Maintain, or where practical improve, the water quality of wetlands and water bodies within the City.*

---

**Policy:** Use design criteria and performance standards to ensure appropriate best management practices (BMP's) for mitigating development impacts to surface and groundwater resources.

**Action:** Use National Urban Runoff Program water quality improvement practices as the minimum requirement.

**Action:** Establish additional measures necessary to protect unique or high quality water resources within the City.

**Action:** Establish collaborative efforts when needed for addressing non-point source pollution with regulated NPDES Phase II MS4<sup>1</sup> communities, or communities with impaired waters.

**Action:** Evaluate issues associated with the nondegradation of receiving waters from stormwater runoff in cooperation with the SWWD.

**Action:** Develop a BMP selection process and require the use of BMP tools to mitigate stormwater impacts in cooperation with the SWWD.

#### 4) Watershed Alteration: Wetlands

---

*Goal: Manage the quantity and quality of wetlands within the City for their best function in a rapidly urbanizing environment.*

---

**Policy:** Use a functional assessment approach to define a wetland's best value allowing for multiple or singular use.

**Action:** Inventory the wetland resources within the City using a functions and values assessment, in cooperation with the SWWD. Defer to the SWWD for completion of the wetland assessment and wetland management plan and standards.

**Action:** Require the completion of functions and values assessments of wetlands that have not been assessed by the SWWD as part of development applications. The assessment will be required to use MnRAM version 3.0 or the most current version.

**Policy:** The SWWD will act as the responsible local governmental unit (LGU) for wetland permitting activities. Participate in wetland permitting activities.

#### 5) Watershed Alteration: Erosion and Sediment Control

---

*Goal: Control erosion and sedimentation to avoid or mitigate impacts to water bodies from sedimentation.*

---

**Policy:** Establish consistent methods, procedures and criteria for erosion and sediment control.

---

<sup>1</sup> The Newport MS4 Permit is included in the Appendix of the Comprehensive Plan.



**Action:** Update the City's existing erosion and sediment control ordinance to be consistent with NPDES Construction Stormwater permit and MS4 Permit Requirements. The City ordinances were updated in 2012 & 2013

**Action:** Obtain technical support from the Washington Conservation District or suitable entity to provide construction site inspections for erosion and sedimentation control practices.

**Action:** Establish a template for erosion and sediment control plans

## 6) Groundwater

---

*Goal: Pursue a sustainable balance between surface water management, land use activities, and groundwater integrity.*

---

**Policy:** Participate in groundwater management activities using a regional and local approach.

**Action:** Coordinate with Washington County in managing groundwater in accordance with the 2014-2024 Washington County Groundwater Plan, including associated work plans and actions listed for Local Government Units as team members or project partners.

**Action:** Implement the City's Wellhead Protection Plan, included in the Appendices to the Comprehensive Plan.

**Policy GW-3:** Increase awareness of karst features in South Washington County to help guide decisions for surface water management.

**Action:** Assist in studies to understand karst features and dynamics in the watershed in cooperation with the SWWD.

## 7) Natural Resources and Recreation

---

*Goal: Participate in conservation or creation of key natural areas with respect to habitat, wildlife, or recreation.*

---

**Policy:** Identify and protect key natural areas with multiple benefits including groundwater recharge, including adopting the MRCCA Chapter of the 2040 Comprehensive Plan and updating the City's zoning and subdivision ordinances to be consistent with the new MRCCA rules.

**Action:** Integrate key natural areas into local plans for land use, recreation or habitat improvement.

**Action:** Work with the SWWD to integrate natural resources protection and stormwater management features into the new Master Plan for the

proposed riverside park and updates of other Newport community park master plans.

#### 8) Information and Education

---

*Goal: Heighten the awareness of key constituencies within the City, sufficient to modify behavior to improve the recognition and implementation of District and City policies, programs, and activities.*

---

**Policy:** Maximize the use of shared education resources and joint participation in educational activities with the SWWD and as a member of EMWREP. Provide information and education through the City's website, newsletter, and communications with local residents regarding the new rules for the MRCCA.

**Action:** Participate in partnerships between public and private entities within the County, to implement educational programs and projects in cooperation with the SWWD.

### **6. IMPLEMENTATION PLAN**

Newport will complete the following specific actions listed below to implement this Local Water Management Plan:

- The City will adopt this LWMP after approval by the SWWD and Metropolitan Council. The City concurs with and adopts by reference the SWWD's Water Management Plan and rules.
- In accordance with Minnesota Statutes section 103B.211, subd. 1(a)(3)(iii), the City defers exercise of regulatory authority over the activities subject to the SWWD's rules to the SWWD. The City will update and enforce its Zoning and Subdivision Ordinances to support implementation of the SWWD rules and standards and to be consistent with the adopted 2040 Comprehensive Plan.
- The City will apply the standards to new development activities during the development review process. The City expects that new developments will incorporate the minimum requirements of the current NPDES Phase II General Permit for construction site activities into their site design.
- The SWWD will serve as the LGU for the Minnesota Wetland Conservation Act.
- The City will cooperate with the SWWD and other agencies as they develop and implement TMDL studies for the Mississippi River, subject to the South Mississippi Turbidity TMDL.

- The City will work with the SWWD, neighboring communities, and other agencies to address the impacts of climate change and build resilience into plans, projects, and ordinance standards.
- Newport is working with the SWWD to complete the table if Implementation Actions. A final table will be included in the draft of the Plan that will be submitted to the Metropolitan Council.

<b>Implementation Actions and Projects</b>	<b>Date for Completion</b>	<b>Cost</b>	<b>Funding Source</b>
Adopt Local Water Management Plan, including adoption of SWWD Water Management Plan and Rules by reference	Early 2019, after District and Metro Council approval of LWMP	None	City Council Action
Update Zoning and Subdivision Ordinances to be consistent with 2040 Comprehensive Plan and LWMP	Within 9 months of approval of 2040 Comprehensive Plan by the Metro Council and adoption by the Town Board	\$3,000	City
Implement LWMP and Zoning and Subdivision Ordinances	Ongoing	Unknown	Cost of Zoning and Subdivision applications charged to applicants
SWWD serves as the LGU for wetland regulation.	Ongoing	Unknown	Costs of delineations charged to property owners
Cooperate with the SWWD and other	2020-2025	Total cost:	<ul style="list-style-type: none"> <li>• One Watershed,</li> </ul>

agencies on BMP project list and schedule to address Mississippi TSS Impairments, as follows:		\$2,620,000	One Plan Funding (State)
			<ul style="list-style-type: none"> <li>• CWF Grants (State)</li> <li>• SWWD</li> <li>• City of Newport</li> </ul>
Network 3—21 <sup>st</sup> Street-Underground Storm filter vault	2020-2025	\$200,000	Above
Network 3—21 <sup>st</sup> Street-Underground storage/tree pits/reuse	2020-2025	\$125,000	Above
Network 7—17 <sup>th</sup> Street-Underground Storm filter vault	2020-2025	\$180,000	Above
Network 7—17 <sup>th</sup> Street-Bioretenction	2020-2025	\$ 60,000	Above
Network 4—16 <sup>th</sup> Street-Underground Storm filter vault	2020-2025	\$250,000	Above
Network 4—16 <sup>th</sup> Street-Bioretenction	2020-2025	\$125,000	Above
Network 4—16 <sup>th</sup> Street-Underground storage	2020-2025	\$180,000	Above
Network 5—8 <sup>th</sup> Street-Underground Storm filter vault	2020-2025	\$1,500,000	Above
Mississippi Shoreline Buffer/Direct Drainage-	Ongoing	SWWD Program	SWWD State Pollinator Grants

Vegetation Enhancements and Erosion Control			TBD
---	--	--	-----

### Requirements for Land Development or Land Disturbance

#### i. Overview

The requirements presented within this Chapter apply to all land alterations which remove cover or disturb a surface area of one acre or more, regardless of impervious coverage. However, some exceptions are noted for volume control requirements.

The City will require the use of standards identified in the Watershed District's Standards Manual, including both standard and low-impact Best Management Practices.

#### ii. Stormwater Peak Runoff Rate

The on-site rate of stormwater runoff for proposed projects must not exceed the existing runoff rates for the 2, 10, and 100-year 24-hour duration rainfall event based upon NOAA Atlas 14 precipitation frequency estimates. For drainage areas where timing of peak runoff is of particular concern, the SWWD may require a critical duration event analysis. Where a project discharges to a natural channel or engineered swale, the project must also maintain or restrict runoff rates to ensure channel stability. For new development projects, the allowable range of predevelopment Curve Numbers (CN) must not exceed a value of 62.

For new development projects, the allowable range of predevelopment Curve Numbers (CN) should fall within values of 52 – 62 and must not exceed a value of 62. These values are based on calculations from monitoring data collected within un-urbanized landlocked basins (SWWD's 2009 Infiltration Monitoring Program Final Report). The CN values parallel those used for agricultural and undeveloped in calibrated XP-SWMM modeling (approximately 7% impervious cover).

For projects relying on ponding for rate control, the pond design must incorporate guidance in the Minnesota Stormwater Manual and other applicable design guidance. New ponds must be designed with an identified emergency overflow at 1 foot above the 100-year, 24-hour event. All drawings must clearly show the direction of overflow and provide for adequate flowage

easements. A minimum freeboard of 3 feet above the 100-year high water elevation (resulting from runoff generated by the 100-year, 24-hour precipitation event) and lowest opening elevation of a dwelling or structure must be provided for new ponds.

iii. Stormwater Runoff Volume

The existing infiltration capacity for a specific area is primarily a function of the type of soils and amount of impervious surface. New developments are required to maintain the annual average predevelopment infiltration capacity of the site. The application of this requirement is to the entire development site, expressed as maintaining the total runoff volume determined from typical climatic conditions. Annual average predevelopment runoff volumes will be calculated based on the SWWD's rules which were derived from continuous runoff modeling based on land use and soil type. The requirements may be met through combining a variety of methods, including reducing / disconnecting impervious surfaces, the use of porous materials, soil de-compaction following grading, and engineered infiltration systems. The use of innovative methods, subject to the approval of the SWWD, is encouraged.

Management and reduction of stormwater runoff volume is critical to protecting receiving water condition, preserving groundwater integrity (maintaining natural recharge and quality), and mitigating downstream flooding issues. For projects other than new developments, the City intends for reductions in stormwater runoff volume to be indirectly incorporated into site design through a system of allowable total phosphorus loads to receiving waters.

iv. Allowable Total Phosphorus Loads

The City believes that minimizing and disconnecting impervious surfaces and employing infiltration techniques will be the most cost-effective method for meeting allowable pollutant loads. On-site phosphorus export loads for projects that are within direct subwatersheds of receiving waters noted in the SWWD 2016 WMP and must meet the allowable load requirements set for the applicable water body.

Responsibility for achieving the load reduction necessary to attain the in-lake water quality nutrient goal is equally allocated between urbanized (already developed) and undeveloped portions of the watershed. The standard is to reduce post-project phosphorus levels, evaluated on a unit load basis

(pound per acre per year), to meet the allowable load requirement. Redevelopments that drain to an existing stormwater pond must incorporate site practices to further reduce their unit loads in order to meet the allowable load requirement.

For those projects not directly draining to a receiving water (e.g., areas in the Central Draw subwatershed), the water quality treatment requirements set forth in the NPDES Phase II construction site permit shall apply for on-site treatment. A load requirement for the Mississippi River is anticipated in the future.

The current NPDES Phase II General Permit for construction activity will guide on-site requirements for sediment control during land disturbance activity. After construction, it is generally expected that adequate on-site sediment control will be achieved through control of phosphorus loads. Project sites utilizing infiltration for on-site treatment must implement appropriate sediment pretreatment as described in the SWWD 2016 WMP. For projects in landlocked basins, predevelopment sediment loads must be maintained or reduced where practical. Implementation of pollutant load reductions specified in a fully approved TMDL or non-degradation plan will take precedence to these allowable pollutant load standards.

### Best Management Practice Implementation

Best management practices (BMPs) can be non-structural or structural in nature. The City encourages incorporating innovative, low-impact BMPs into site design. However, a proposed project cannot claim load reduction benefits for any municipal non-structural BMPs, such as street sweeping that may be performed in the project area. Topics and information pertaining to better site design, BMPs, and stormwater credits are explored at length in the Minnesota Stormwater Manual (MSM). The City expects to see the use of better site design to reduce impacts from urbanization. Decision flow charts for BMP selection processes are included in the SWWD 2016 WMP.

For projects relying on ponding for water quality treatment, the City expects pond design to conform to Nationwide Urban Runoff Program (NURP) criteria or MSM guidance. Minnesota Stormwater Manual provides a detailed overview (14 pages plus example calculations) of stormwater pond design. All water quality ponds are required to have a vegetated fringe or aquatic bench, maintenance access, mean depths of 3-4 feet, and a hydraulically efficient shape and configuration. Detailed design and sizing requirements will be provided in a stormwater design manual developed by the SWWD.

The minimum sediment and erosion control requirements of the City are those specified in the current NPDES Phase II General Permit for construction activity, as established by the Minnesota Pollution Control Agency. The City retains the option of establishing additional requirements on a case-by-case basis.

For any proposed structural BMP in the City, a narrative maintenance plan must be developed and submitted. The maintenance plan should be formally included as part of the Developer's Agreement with the appropriate City.

### Intended Use

The City intends to apply the standard to new development and redevelopment activities during the development review process. The City expects that new developments will incorporate the minimum requirements of the current NPDES Phase II General Permit for construction site activities into their site design.

### Evaluation

The City of Newport will conduct an annual evaluation of stormwater management activities. Evaluation of three distinct areas of implementation will provide assessment and measures of success for the City. The three points of evaluation are; 1) MS4 implementation; 2) Public education and outreach; 3) Water quality monitoring.

The City prepares an annual report submitted to the MPCA summarizing annual activities, progress and updates to the MS4 SWPPP. This annual report will serve as the primary communication tool for the City documenting annual success. Annual MS4 accomplishments will provide a link to implementation of the Local Surface Water Management Plan.

Each MS4 minimum control measure includes an education component. City education efforts will be reported in the MS4 annual report. In conjunction with the SWWD, additional educational efforts will be provided through the East Metro Water Resources Education Program (EMWREP). The City of Newport will consider future participation in this program.

In cooperation with the SWWD, a watershed water quality monitoring network will annually evaluate improvements resulting from watershed and city programs and projects. The monitoring report is



published by the SWWD and is located on the SWWD web site at [www.swwdmn.org](http://www.swwdmn.org).

#### Issues Identified in Subwatershed Areas

The City will work with the SWWD and other agencies identified in the Assessment of Problems and Corrective Actions to implement the corrective actions and projects identified in each subwatershed area.

### **7. ADMINISTRATION AND AMENDMENTS**

The City will provide draft copies of this Local Surface Water Management Plan to the SWWD for review and comment. The plan will be submitted to the Metropolitan Council as part of the City's Comprehensive Plan, and will be adopted by the City when approved by the Council.

Any amendments to the plan will follow the same procedures that are used to amend the City's Comprehensive Plan.

---

## Appendix 7

### Local Water Supply Plan

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# Local Water Supply Plan Template

## Third Generation for 2016-2018

*Formerly called Water Emergency & Water Conservation Plan*



*Cover photo by Molly Shodeen*



For more information on this Water Supply Plan Template, please contact the DNR Division of Ecological and Water Resources at (651) 259-5034 or (651) 259-5100.

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This information is available in an alternative format upon request.

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## DEPARTMENT OF NATURAL RESOURCES – DIVISION OF ECOLOGICAL AND WATER RESOURCES AND METROPOLITAN COUNCIL

### **INTRODUCTION TO WATER SUPPLY PLANS (WSP)**

#### **Who needs to complete a Water Supply Plan**

Public water suppliers serving more than 1,000 people, large private water suppliers in designated Groundwater Management Areas, and all water suppliers in the Twin Cities metropolitan area are required to prepare and submit a water supply plan.

The goal of the WSP is to help water suppliers: 1) implement long term water sustainability and conservation measures; and 2) develop critical emergency preparedness measures. Your community needs to know what measures will be implemented in case of a water crisis. A lot of emergencies can be avoided or mitigated if long term sustainability measures are implemented.

#### **Groundwater Management Areas (GWMA)**

The DNR has designated three areas of the state as Groundwater Management Areas (GWMAs) to focus groundwater management efforts in specific geographies where there is an added risk of overuse or water quality degradation. A plan directing the DNR's actions within each GWMA has been prepared. Although there are no specific additional requirements with respect to the water supply planning for communities within designated GWMAs, communities should be aware of the issues and actions planned if they are within the boundary of one of the GWMAs. The three GWMAs are the North and East Metro GWMA (Twin Cities Metro), the Bonanza Valley GWMA and the Straight River GWMA (near Park Rapids). Additional information and maps are included in the DNR webpage at

<http://www.dnr.state.mn.us/gwmp/areas.html>

#### **Benefits of completing a WSP**

Completing a WSP using this template, fulfills a water supplier's statutory obligations under M.S. [M.S.103G.291](#) to complete a water supply plan. For water suppliers in the metropolitan area, the WSP will help local governmental units to fulfill their requirements under M.S. 473.859 to complete a local comprehensive plan. Additional benefits of completing WSP template:

- The standardized format allows for quicker and easier review and approval.
- Help water suppliers prepare for droughts and water emergencies.
- Create eligibility for funding requests to the Minnesota Department of Health (MDH) for the Drinking Water Revolving Fund.
- Allow water suppliers to submit requests for new wells or expanded capacity of existing wells.
- Simplify the development of county comprehensive water plans and watershed plans.
- Fulfill the contingency plan provisions required in the MDH wellhead protection and surface water protection plans.
- Fulfill the demand reduction requirements of Minnesota Statutes, section 103G.291 subd 3 and 4.

- Upon implementation, contribute to maintaining aquifer levels, reducing potential well interference and water use conflicts, and reducing the need to drill new wells or expand system capacity.
- Enable DNR to compile and analyze water use and conservation data to help guide decisions.
- Conserve Minnesota's water resources

If your community needs assistance completing the Water Supply Plan, assistance is available from your area hydrologist or groundwater specialist, the MN Rural Waters Association circuit rider program, or in the metropolitan area from Metropolitan Council staff. Many private consultants are also available.

## **WSP Approval Process**

### **10 Basic Steps for completing a 10-Year Water Supply Plan**

1. Download the DNR/Metropolitan Council Water Supply Plan Template  
[www.mndnr.gov/watersupplyplans](http://www.mndnr.gov/watersupplyplans)
2. Save the document with a file name with this naming convention:  
WSP\_cityname\_permitnumber\_date.doc.
3. The template is a form that should be completed electronically.
4. Compile the required water use data (Part 1) and emergency procedures information (Part 2)
5. The Water Conservation section (Part 3) may need discussion with the water department, council, or planning commission, if your community does not already have an active water conservation program.
6. Communities in the seven-county Twin Cities metropolitan area should complete all the information discussed in Part 4. The Metropolitan Council has additional guidance information on their webpage <http://www.metrocouncil.org/Handbook/Plan-Elements/Water-Resources/Water-Supply.aspx>. All out-state water suppliers do *not* need to complete the content addressed in Part 4.
7. Use the Plan instructions and Checklist document to insure all data is complete and attachments are included. This will allow for a quicker approval process. [www.mndnr.gov/watersupplyplans](http://www.mndnr.gov/watersupplyplans)
8. Plans should be submitted electronically – no paper documents are required.  
<https://webapps11.dnr.state.mn.us/mpars/public/authentication/login>
9. DNR hydrologist will review plans (in cooperation with Metropolitan Council in Metro area) and approve the plan or make recommendations.
10. Once approved, communities should complete a Certification of Adoption form, and send a copy to the DNR.

Complete Table 1 with information about the public water supply system covered by this WSP.

**Table 1. General information regarding this WSP**

Requested Information	Description
DNR Water Appropriation Permit Number(s)	<b>1972-0851 (Both Wells)</b>
Ownership	<input checked="" type="checkbox"/> Public or <input type="checkbox"/> Private
Metropolitan Council Area	<input checked="" type="checkbox"/> Yes or <input type="checkbox"/> No (and county name)
Street Address	<b>596 7<sup>th</sup> Avenue</b>
City, State, Zip	<b>Newport, MN 55055-1345</b>
Contact Person Name	Bruce Hanson
Title	Superintendent of Public Works
Phone Number	651-459-2475
MDH Supplier Classification	Municipal, Non-municipal transient, non-municipal non-transient, etc.

## **PART 1. WATER SUPPLY SYSTEM DESCRIPTION AND EVALUATION**

The first step in any water supply analysis is to assess the current status of demand and availability. Information summarized in Part 1 can be used to develop Emergency Preparedness Procedures (Part 2) and the Water Conservation Plan (Part 3). This data is also needed to track progress for water efficiency measures.

### **A. Analysis of Water Demand**

Complete Table 2 showing the past 10 years of water demand data.

- Some of this information may be in your Wellhead Protection Plan.
- If you do not have this information, do your best, call your engineer for assistance or if necessary leave blank.

If your customer categories are different than the ones listed in Table 2, please describe the differences below:

\*Population Served based on population data from U.S. Census (estimated for 2015 based on 4-year average increase), less number of unserved parcels.

*Local Water Supply Plan – City of Newport – March 3, 2017*

**Table 2. Historic water demand (see definitions in the glossary after Part 4 of this template)**

Year	Pop. Served	Total Connections	Residential Water Delivered (MG)	C/I/I Water Delivered (MG)	Water used for Non-essential	Wholesale Deliveries (MG)	Total Water Delivered (MG)	Total Water Pumped (MG)	Water Supplier Services	Percent Unmetered/Unaccounted	Average Daily Demand (MGD)	Max. Daily Demand (MGD)	Date of Max. Demand	Residential Per Capita Demand (GPCD)	Total per capita Demand (GPCD)
2005	3,292	1,025	74.07	27.81	9.72	0	101.88	111.60	NA	8.71%	0.28	0.637	7/15/2005	61.64	84.79
2006	3,256	1,023	73.95	25.05	21.19	0	99.00	120.19	NA	17.63%	0.27	0.671	7/7/2006	62.23	83.30
2007	3,254	1,023	68.92	23.23	28.03	0	92.15	120.17	NA	23.32%	0.25	0.74	8/9/2007	58.03	77.58
2008	3,265	1,023	69.56	23.34	14.58	0	92.90	107.48	NA	13.57%	0.25	0.551	7/16/2009	58.37	77.95
2009	3,267	1,023	68.76	22.22	7.84	0	90.98	98.82	NA	7.93%	0.25	0.456	7/221/2009	57.66	76.29
2010	3,192	1,037	67.66	23.21	5.29	0	90.87	96.16	NA	5.50%	0.25	0.42	8/6/2010	58.07	77.99
2011	3,190	1,031	71.71	22.65	1.38	0	94.36	95.73	NA	1.44%	0.26	0.335	7/26/2011	61.59	81.04
2012	3,204	1,030	70.29	23.04	0.98	0	99.97	100.95	6.63	0.97%	0.27	0.598	10/3/2012	60.11	85.48
2013	3,213	1,030	70.27	23.90	10.13	0	95.43	105.55	1.25	9.59%	0.26	0.617	1/28/2013	59.92	81.37
2014	3,221	1,030	71.80	23.66	1.93	0	96.97	98.90	1.51	1.95%	0.27	0.539	5/14/2014	61.07	82.48
2015	3,231	1,025	64.45	23.42	4.35	0	96.10	100.45	8.23	4.33%	0.26	0.412	8/13/2015	54.65	81.49
Avg. 2010-2015	3,209	1,031	69.36	23.31	4.01	0	95.62	99.62	4.41	3.96%	0.26	0.49		59.24	81.64

**MG** – Million Gallons      **MGD** – Million Gallons per Day      **GPCD** – Gallons per Capita per Day

See Glossary for definitions

Complete Table 3 by listing the top 10 water users by volume, from largest to smallest. For each user, include information about the category of use (residential, commercial, industrial, institutional, or wholesale), the amount of water used in gallons per year, the percent of total water delivered, and the status of water conservation measures.

**Table 3. Large volume users**

Customer	Use Category (Residential, Industrial, Commercial, Institutional, Wholesale)	Amount Used (Gallons per Year)	Percent of Total Annual Water Delivered	Implementing Water Conservation Measures? (Yes/No/Unknown)
1 Mark Court (Apt.)	Residential	4,381,800	4.99	Unknown
2 Newport Cold Storage	Commercial	4,183,700	4.76	Unknown
3 Diversified Man.	Commercial	4,038,300	4.60	Unknown
4 Lion Rock Newport	Commercial	3,469,900	3.95	Unknown
5 Camas MN Inc.	Commercial	2,990,000	3.40	Unknown
6 Red Rock Manor (Apt.)	Residential	1,611,000	1.83	Unknown
7 Superamerica	Commercial	1,207,100	1.37	Unknown
8 Boyds Motel/Nil Kanth Corp.	Commercial	1,035,200	1.18	Unknown
9 MN Housing Ser. (Apt.)	Residential	912,400	1.04	Unknown
10 New Challenges Properties (Apt.)	Residential	721,700	.82	Unknown

## B. Treatment and Storage Capacity

Complete Table 4 with a description of where water is treated, the year treatment facilities were constructed, water treatment capacity, the treatment methods (i.e. chemical addition, reverse osmosis, coagulation, sedimentation, etc.) and treatment types used (i.e. fluoridation, softening, chlorination, Fe/MN removal, coagulation, etc.). Also describe the annual amount and method of disposal of treatment residuals. Add rows to the table as needed.

**Table 4. Water treatment capacity and treatment processes**

Treatment Site ID (Plant Name or Well ID)	Year Constructed	Treatment Capacity (GPD)	Treatment Method	Treatment Type	Annual Amount of Residuals	Disposal Process for Residuals	Do You Reclaim Filter Backwash Water?
208353/ 225907	1963/1972	2,000,000	Chemical Injection	Chlorine/ Fluoride	NA	NA	No
Total	NA	2,000,000	NA	NA		NA	

Complete Table 5 with information about storage structures. Describe the type (i.e. elevated, ground, etc.), the storage capacity of each type of structure, the year each structure was constructed, and the primary material for each structure. Add rows to the table as needed.

**Table 5. Storage capacity, as of the end of the last calendar year**

Structure Name	Type of Storage Structure	Year Constructed	Primary Material	Storage Capacity (Gallons)
1.	Elevated storage			
2. GSR 1/GSR 2	Ground storage	1963/1988	Bolted Steel	750,000
3	Other -			
Total	NA	NA	NA	750,000

### Treatment and storage capacity versus demand

It is recommended that total storage equal or exceed the average daily demand.

Discuss the difference between current storage and treatment capacity versus the water supplier's projected average water demand over the next 10 years (see Table 7 for projected water demand):

The City is currently considering proposals for the development of approximately 69 acres located outside of their current service boundary. Depending on development density, the City is considering upgrading storage capacity within the high pressure zone or construct infrastructure to extend water facilities from the City of Woodbury. At the time of this submittal, the City is in the process of conducting a water study to determine the appropriate approach.

### C. Water Sources

Complete Table 6 by listing all types of water sources that supply water to the system, including groundwater, surface water, interconnections with other water suppliers, or others. Provide the name of each source (aquifer name, river or lake name, name of interconnecting water supplier) and the Minnesota unique well number or intake ID, as appropriate. Report the year the source was installed or established and the current capacity. Provide information about the depth of all wells. Describe the status of the source (active, inactive, emergency only, retail/wholesale interconnection) and if the source facilities have a dedicated emergency power source. Add rows to the table as needed for each installation.

Include copies of well records and maintenance summary for each well that has occurred since your last approved plan in **Appendix 1**.

**Table 6. Water sources and status**

Resource Type (Groundwater, Surface water, Interconnection)	Resource Name	MN Unique Well # or Intake ID	Year Installed	Capacity (Gallons per Minute)	Well Depth (Feet)	Status of Normal and Emergency Operations (active, inactive, emergency only, retail/wholesale interconnection))	Does this Source have a Dedicated Emergency Power Source? (Yes or No)
Ground Water	Muni Well No.1	00208353	1963	1,000	261	Active	Yes, Future
Ground Water	Muni Well No.2	00225904	1972	900	285	Active	No

### Limits on Emergency Interconnections

Discuss any limitations on the use of the water sources (e.g. not to be operated simultaneously, limitations due to blending, aquifer recovery issues etc.) and the use of interconnections, including capacity limits or timing constraints (i.e. only 200 gallons per minute are available from the City of Prior

Lake, and it is estimated to take 6 hours to establish the emergency connection). If there are no limitations, list none.

None.

## D. Future Demand Projections – Key Metropolitan Council Benchmark

### Water Use Trends

Use the data in Table 2 to describe trends in 1) population served; 2) total per capita water demand; 3) average daily demand; 4) maximum daily demand. Then explain the causes for upward or downward trends. For example, over the ten years has the average daily demand trended up or down? Why is this occurring?

The Newport population continued to decline from 2005-2009 due to the realignment of I694/TH61 and the overall downturn in economy/ development. Since 2009, the City has seen a very modest growth (0.25-0.5%) over the last 5 years. Most of the undeveloped/unserved property, aside from 69 acres discussed in item B above, within the City is not likely to be developed within the next 25-30 years.

Use the water use trend information discussed above to complete Table 7 with projected annual demand for the next ten years. Communities in the seven-county Twin Cities metropolitan area must also include projections for 2030 and 2040 as part of their local comprehensive planning.

Projected demand should be consistent with trends evident in the historical data in Table 2, as discussed above. Projected demand should also reflect state demographer population projections and/or other planning projections.

**Table 7. Projected annual water demand**

Year	Projected Total Population	Projected Population Served	Projected Total Per Capita Water Demand (GPCD)	Projected Average Daily Demand (MGD)	Projected Maximum Daily Demand (MGD)
2016	3,489	3,241	82	0.266	0.413
2017	3,517	3,267	82	0.268	0.417
2018	3,545	3,292	82	0.270	0.420
2019	3,572	3,318	82	0.272	0.423
2020	3,600	3,344	82	0.274	0.426
2021	3,645	3,385	82	0.278	0.432
2022	3,690	3,427	82	0.281	0.437
2023	3,735	3,469	82	0.284	0.442
2024	3,780	3,511	82	0.288	0.448
2025	3,825	3,553	82	0.291	0.453
2030	4,050	3,762	82	0.308	0.480
2040	4,450	4,133	82	0.339	0.527

GPCD – Gallons per Capita per Day

MGD – Million Gallons per Day



## Projection Method

Describe the method used to project water demand, including assumptions for population and business growth and how water conservation and efficiency programs affect projected water demand:

The City of Newport used current usage trends and the Metropolitan Council's Thrive MSP 40 Water Resources Policy Plan to project water demand.

## E. Resource Sustainability

### Monitoring – Key DNR Benchmark

Complete Table 8 by inserting information about source water quality and quantity monitoring efforts. List should include all production wells, observation wells, and source water intakes or reservoirs. Add rows to the table as needed. Find information on groundwater level monitoring program at:

[http://www.dnr.state.mn.us/waters/groundwater\\_section/obwell/index.html](http://www.dnr.state.mn.us/waters/groundwater_section/obwell/index.html)

Table 8. Information about source water quality and quantity monitoring

MN Unique Well # or Surface Water ID	Type of monitoring point	Monitoring program	Frequency of monitoring	Monitoring Method
00208353	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input checked="" type="checkbox"/> daily <input type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input type="checkbox"/> annually	<input checked="" type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input type="checkbox"/> steel tape <input type="checkbox"/> stream gauge
00225904	<input checked="" type="checkbox"/> production well <input type="checkbox"/> observation well <input type="checkbox"/> source water intake <input type="checkbox"/> source water reservoir	<input checked="" type="checkbox"/> routine MDH sampling <input type="checkbox"/> routine water utility sampling <input type="checkbox"/> other	<input type="checkbox"/> continuous <input type="checkbox"/> hourly <input checked="" type="checkbox"/> daily <input type="checkbox"/> monthly <input checked="" type="checkbox"/> quarterly <input type="checkbox"/> annually	<input checked="" type="checkbox"/> SCADA <input checked="" type="checkbox"/> grab sampling <input type="checkbox"/> steel tape <input type="checkbox"/> stream gauge

### Water Level Data

A water level monitoring plan that includes monitoring locations and a schedule for water level readings must be submitted as **Appendix 2**. If one does not already exist, it needs to be prepared and submitted with the WSP. Ideally, all production and observation wells are monitored at least monthly.

Complete Table 9 to summarize water level data for each well being monitored. Provide the name of the aquifer and a brief description of how much water levels vary over the season (the difference between the highest and lowest water levels measured during the year) and the long-term trends for each well. If water levels are not measured and recorded on a routine basis, then provide the static water level when each well was constructed and the most recent water level measured during the same season the well was constructed. Also include all water level data taken during any well and pump maintenance. Add rows to the table as needed.

Provide water level data graphs for each well in **Appendix 3** for the life of the well, or for as many years as water levels have been measured. See DNR website for Date Time Water Level

<http://www.dnr.state.mn.us/groundwater/hydrographs.html>

**Table 9. Water level data**

Unique Well Number or Well ID	Aquifer Name	Seasonal Variation (Feet)	Long-term Trend in water level data	Water level measured during well/pumping maintenance
00208353	Jordan	Unknown – No noticeable variability since construction	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	7/14/2016: <u>23</u> 9/18/2015: <u>23</u> 4/3/2011: <u>23</u> 5/19/2010: <u>26</u> 1/25/2005: <u>25</u> 5/7/1999: <u>23</u>
00225904	Jordan	Unknown – No noticeable variability since construction	<input type="checkbox"/> Falling <input checked="" type="checkbox"/> Stable <input type="checkbox"/> Rising	7/14/2016: <u>33</u> 9/18/2015: <u>33</u> 4/3/2011: <u>31</u> 5/19/2010: <u>34.5</u> 1/25/2005: <u>34</u> 5/7/1999: <u>34</u>

**Potential Water Supply Issues & Natural Resource Impacts – Key DNR & Metropolitan Council Benchmark**

Complete Table 10 by listing the types of natural resources that are or could be impacted by permitted water withdrawals. If known, provide the name of specific resources that may be impacted. Identify what the greatest risks to the resource are and how the risks are being assessed. Identify any resource protection thresholds – formal or informal – that have been established to identify when actions should be taken to mitigate impacts. Provide information about the potential mitigation actions that may be taken, if a resource protection threshold is crossed. Add additional rows to the table as needed. See glossary at the end of the template for definitions.

Some of this baseline data should have been in your earlier water supply plans or county comprehensive water plans. When filling out this table, think of what are the water supply risks, identify the resources, determine the threshold and then determine what your community will do to mitigate the impacts.

Your DNR area hydrologist is available to assist with this table.

For communities in the seven-county Twin Cities metropolitan area, the *Master Water Supply Plan Appendix 1 (Water Supply Profiles)*, provides information about potential water supply issues and natural resource impacts for your community.

Table 10. Natural resource impacts

Resource Type	Resource Name	Risk	Risk Assessed Through	Describe Resource Protection Threshold*	Mitigation Measure or Management Plan	Describe How Changes to Thresholds are Monitored
<input checked="" type="checkbox"/> River or stream	Mississippi River	<input type="checkbox"/> Flow/water level decline <input type="checkbox"/> Degrading water quality trends and/or MCLs exceeded <input checked="" type="checkbox"/> Impacts on endangered, threatened, or special concern species habitat or other natural resource impacts <input type="checkbox"/> Other: _____	<input type="checkbox"/> GIS analysis <input type="checkbox"/> Modeling <input type="checkbox"/> Mapping <input checked="" type="checkbox"/> Monitoring <input type="checkbox"/> Aquifer testing <input type="checkbox"/> Other: _____	The Mississippi River water level drops below 4 feet, as measured by the National Weather Service, <a href="http://water.weather.gov/ahps2/hydrograph.php?wfo=mpx&amp;gage=stpm5">http://water.weather.gov/ahps2/hydrograph.php?wfo=mpx&amp;gage=stpm5</a>	<input type="checkbox"/> Revise permit <input type="checkbox"/> Change groundwater pumping <input checked="" type="checkbox"/> Increase conservation <input type="checkbox"/> Other	The City will utilize the National Weather Service, River Watch feature to monitor water level
<input checked="" type="checkbox"/> Calcareous fen		<input checked="" type="checkbox"/> Flow/water level decline <input type="checkbox"/> Degrading water quality trends and/or MCLs exceeded <input type="checkbox"/> Impacts on endangered, threatened, or special concern species habitat or other natural resource impacts <input type="checkbox"/> Other: _____	<input type="checkbox"/> GIS analysis <input type="checkbox"/> Modeling <input type="checkbox"/> Mapping <input type="checkbox"/> Monitoring <input type="checkbox"/> Aquifer testing <input type="checkbox"/> Other: _____		<input type="checkbox"/> Revise permit <input type="checkbox"/> Change groundwater pumping <input type="checkbox"/> Increase conservation <input type="checkbox"/> Other	
<input type="checkbox"/> Lake		<input type="checkbox"/> Flow/water level decline <input type="checkbox"/> Degrading water quality trends and/or	<input type="checkbox"/> GIS analysis <input type="checkbox"/> Modeling		<input type="checkbox"/> Revise permit <input type="checkbox"/> Change groundwater pumping	

Resource Type	Resource Name	Risk	Risk Assessed Through	Describe Resource Protection Threshold*	Mitigation Measure or Management Plan	Describe How Changes to Thresholds are Monitored
		MCLs exceeded <input type="checkbox"/> Impacts on endangered, threatened, or special concern species habitat or other natural resource impacts <input type="checkbox"/> Other: _____	<input type="checkbox"/> Mapping <input type="checkbox"/> Monitoring <input type="checkbox"/> Aquifer testing <input type="checkbox"/> Other: _____		<input type="checkbox"/> Increase conservation <input type="checkbox"/> Other	
<input checked="" type="checkbox"/> Wetland	(Located within 1.5 miles of City of Newport Wells)	<input type="checkbox"/> Flow/water level decline <input type="checkbox"/> Degrading water quality trends and/or MCLs exceeded <input type="checkbox"/> Impacts on endangered, threatened, or special concern species habitat or other natural resource impacts <input type="checkbox"/> Other: _____	<input type="checkbox"/> GIS analysis <input type="checkbox"/> Modeling <input type="checkbox"/> Mapping <input type="checkbox"/> Monitoring <input type="checkbox"/> Aquifer testing <input type="checkbox"/> Other: _____		<input type="checkbox"/> Revise permit <input type="checkbox"/> Change groundwater pumping <input type="checkbox"/> Increase conservation <input type="checkbox"/> Other	
<input type="checkbox"/> Trout stream		<input type="checkbox"/> Flow/water level decline <input type="checkbox"/> Degrading water quality trends and/or MCLs exceeded <input type="checkbox"/> Impacts on endangered, threatened, or special concern species habitat or other natural resource impacts <input type="checkbox"/> Other: _____	<input type="checkbox"/> GIS analysis <input type="checkbox"/> Modeling <input type="checkbox"/> Mapping <input type="checkbox"/> Monitoring <input type="checkbox"/> Aquifer testing <input type="checkbox"/> Other: _____		<input type="checkbox"/> Revise permit <input type="checkbox"/> Change groundwater pumping <input type="checkbox"/> Increase conservation <input type="checkbox"/> Other	

Resource Type	Resource Name	Risk	Risk Assessed Through	Describe Resource Protection Threshold*	Mitigation Measure or Management Plan	Describe How Changes to Thresholds are Monitored
		species habitat or other natural resource impacts <input type="checkbox"/> Other: _____				
<input checked="" type="checkbox"/> Aquifer	Jordan	<input type="checkbox"/> Flow/water level decline <input type="checkbox"/> Degrading water quality trends and/or MCLs exceeded <input type="checkbox"/> Impacts on endangered, threatened, or special concern species habitat or other natural resource impacts <input checked="" type="checkbox"/> Other: <u>3M Contamination</u>	<input type="checkbox"/> GIS analysis <input type="checkbox"/> Modeling <input type="checkbox"/> Mapping <input checked="" type="checkbox"/> Monitoring <input checked="" type="checkbox"/> Aquifer testing <input type="checkbox"/> Other: _____	NA	<input type="checkbox"/> Revise permit <input type="checkbox"/> Change groundwater pumping <input type="checkbox"/> Increase conservation <input checked="" type="checkbox"/> Other	NA
<input checked="" type="checkbox"/> Endangered, threatened, or special concern species habitat, other natural resource impacts	Gopher Snake; Blanding Turtles	<input type="checkbox"/> Flow/water level decline <input type="checkbox"/> Degrading water quality trends and/or MCLs exceeded <input checked="" type="checkbox"/> Impacts on endangered, threatened, or special concern species habitat or other natural resource impacts <input type="checkbox"/> Other: _____	<input type="checkbox"/> GIS analysis <input type="checkbox"/> Modeling <input type="checkbox"/> Mapping <input type="checkbox"/> Monitoring <input type="checkbox"/> Aquifer testing <input checked="" type="checkbox"/> Other: _____	NA – There is no expected impacts to endangered species due to groundwater pumping.	<input type="checkbox"/> Revise permit <input type="checkbox"/> Change groundwater pumping <input type="checkbox"/> Increase conservation <input checked="" type="checkbox"/> Other	NA

Resource Type	Resource Name	Risk	Risk Assessed Through	Describe Resource Protection Threshold*	Mitigation Measure or Management Plan	Describe How Changes to Thresholds are Monitored
<input checked="" type="checkbox"/> Pollution Plumes		<input type="checkbox"/> Flow/water level decline <input type="checkbox"/> Degrading water quality trends and/or MCLs exceeded <input type="checkbox"/> Impacts on endangered, threatened, or special concern species habitat or other natural resource impacts <input type="checkbox"/> Other:	<input type="checkbox"/> GIS analysis <input type="checkbox"/> Modeling <input type="checkbox"/> Mapping <input type="checkbox"/> Monitoring <input type="checkbox"/> Aquifer testing <input type="checkbox"/> Other:		<input type="checkbox"/> Revise permit <input type="checkbox"/> Change groundwater pumping <input type="checkbox"/> Increase conservation <input type="checkbox"/> Other	

\* Examples of thresholds: a lower limit on acceptable flow in a river or stream; water quality outside of an accepted range; a lower limit on acceptable aquifer level decline at one or more monitoring wells; withdrawals that exceed some percent of the total amount available from a source; or a lower limit on acceptable changes to a protected habitat.

### Wellhead Protection (WHP) and Surface Water Protection (SWP) Plans

Complete Table 11 to provide status information about WHP and SWP plans.

The emergency procedures in this plan are intended to comply with the contingency plan provisions required in the Minnesota Department of Health's (MDH) Wellhead Protection (WHP) Plan and Surface Water Protection (SWP) Plan.

**Table 11. Status of Wellhead Protection and Surface Water Protection Plans**

Plan Type	Status	Date Adopted	Date for Update
WHP	<input type="checkbox"/> In Process <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Not Applicable	11/4/2016	1/1/2025
SWP	<input type="checkbox"/> In Process <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Not Applicable		

### F. Capital Improvement Plan (CIP)

Please note that any wells that received approval under a ten-year permit, but that were not built, are now expired and must submit a water appropriations permit.

## Adequacy of Water Supply System

Complete Table 12 with information about the adequacy of wells and/or intakes, storage facilities, treatment facilities, and distribution systems to sustain current and projected demands. List planned capital improvements for any system components, in chronological order. Communities in the seven-county Twin Cities metropolitan area should also include information about plans through 2040.

The assessment can be the general status by category; it is not necessary to identify every single well, storage facility, treatment facility, lift station, and mile of pipe.

Please attach your latest Capital Improvement Plan as **Appendix 4**.

**Table 12. Adequacy of Water Supply System**

System Component	Planned action	Anticipated Construction Year	Notes
Wells/Intakes	<input checked="" type="checkbox"/> No action planned - adequate <input type="checkbox"/> Repair/replacement <input type="checkbox"/> Expansion/addition		
Water Storage Facilities	<input type="checkbox"/> No action planned - adequate <input type="checkbox"/> Repair/replacement <input checked="" type="checkbox"/> Expansion/addition	2018	Possible new ground storage reservoir or pedestal to service new development.
Water Treatment Facilities	<input checked="" type="checkbox"/> No action planned - adequate <input type="checkbox"/> Repair/replacement <input type="checkbox"/> Expansion/addition		
Distribution Systems (pipes, valves, etc.)	<input type="checkbox"/> No action planned - adequate <input type="checkbox"/> Repair/replacement <input checked="" type="checkbox"/> Expansion/addition	2018	Possible extension of distribution facilities to service new development
Pressure Zones	<input type="checkbox"/> No action planned - adequate <input type="checkbox"/> Repair/replacement <input checked="" type="checkbox"/> Expansion/addition	2018	Possible expansion of high pressure zone to service new development
Other:	<input type="checkbox"/> No action planned - adequate <input type="checkbox"/> Repair/replacement <input type="checkbox"/> Expansion/addition		

## Proposed Future Water Sources

Complete Table 13 to identify new water source installation planned over the next ten years. Add rows to the table as needed.

**Table 13. Proposed future installations/sources**

Source	Installation Location (approximate)	Resource Name	Proposed Pumping Capacity (gpm)	Planned Installation Year	Planned Partnerships
Groundwater	None				
Surface Water	None				
Interconnection to another supplier	Possible Inter-municipal	City of Woodbury	800 gpm	2018	City of Woodbury

## Water Source Alternatives - Key Metropolitan Council Benchmark

Do you anticipate the need for alternative water sources in the next 10 years? Yes ☐ No ☒

For metro communities, will you need alternative water sources by the year 2040? Yes ☐ No ☒

**If you answered yes for either question, then complete table 14. If no, insert NA.**

Complete Table 14 by checking the box next to alternative approaches that your community is considering, including approximate locations (if known), the estimated amount of future demand that could be met through the approach, the estimated timeframe to implement the approach, potential partnerships, and the major benefits and challenges of the approach. Add rows to the table as needed.

For communities in the seven-county Twin Cities metropolitan area, these alternatives should include approaches the community is considering to meet projected 2040 water demand.

**Table 14. Alternative water sources**

Alternative Source Considered	Source and/or Installation Location (approximate)	Estimated Amount of Future Demand (%)	Timeframe to Implement (YYYY)	Potential Partners	Benefits	Challenges
<input type="checkbox"/> Groundwater						
<input type="checkbox"/> Surface Water						
<input type="checkbox"/> Reclaimed stormwater						
<input type="checkbox"/> Reclaimed wastewater						
<input type="checkbox"/> Interconnection to another supplier						



## Part 2. Emergency Preparedness Procedures

The emergency preparedness procedures outlined in this plan are intended to comply with the contingency plan provisions required by MDH in the WHP and SWP. Water emergencies can occur as a result of vandalism, sabotage, accidental contamination, mechanical problems, power failings, drought, flooding, and other natural disasters. The purpose of emergency planning is to develop emergency response procedures and to identify actions needed to improve emergency preparedness. In the case of a municipality, these procedures should be in support of, and part of, an all-hazard emergency operations plan. Municipalities that already have written procedures dealing with water emergencies should review the following information and update existing procedures to address these water supply protection measures.

### A. Federal Emergency Response Plan

Section 1433(b) of the Safe Drinking Water Act, (Public Law 107-188, Title IV- Drinking Water Security and Safety) requires community water suppliers serving over 3,300 people to prepare an Emergency Response Plan.

**Do you have a federal emergency response plan?** Yes ☒ No ☐

**If yes, what was the date it was certified?** December 1995

Complete Table 15 by inserting the noted information regarding your completed Federal Emergency Response Plan.

**Table 15. Emergency Preparedness Plan contact information**

Emergency Response Plan Role	Contact Person	Contact Phone Number	Contact Email
Emergency Response Lead	Bruce Hanson	651-459-2475	brhanson@mninter.net
Alternate Emergency Response Lead	Matt Yokiel	651-459-2475	myokiel@newportmn.com

### B. Operational Contingency Plan

All utilities should have a written operational contingency plan that describes measures to be taken for water supply mainline breaks and other common system failures as well as routine maintenance.

**Do you have a written operational contingency plan?** Yes ☒ No ☐

At a minimum, a water supplier should prepare and maintain an emergency contact list of contractors and suppliers.

### C. Emergency Response Procedures

Water suppliers must meet the requirements of MN Rules 4720.5280 . Accordingly, the Minnesota Department of Natural Resources (DNR) requires public water suppliers serving more than 1,000 people to submit Emergency and Conservation Plans. Water emergency and conservation plans that have been approved by the DNR, under provisions of Minnesota Statute 186 and Minnesota Rules, part 6115.0770, will be considered equivalent to an approved WHP contingency plan.

### Emergency Telephone List

Prepare and attach a list of emergency contacts, including the MN Duty Officer (1-800-422-0798), as **Appendix 5**. A template is available at [www.mndnr.gov/watersupplyplans](http://www.mndnr.gov/watersupplyplans)

The list should include key utility and community personnel, contacts in adjacent water suppliers, and appropriate local, state and federal emergency contacts. Please be sure to verify and update the contacts on the emergency telephone list and date it. Thereafter, update on a regular basis (once a year is recommended). In the case of a municipality, this information should be contained in a notification and warning standard operating procedure maintained by the Emergency Manager for that community. Responsibilities and services for each contact should be defined.

### Current Water Sources and Service Area

Quick access to concise and detailed information on water sources, water treatment, and the distribution system may be needed in an emergency. System operation and maintenance records should be maintained in secured central and back-up locations so that the records are accessible for emergency purposes. A detailed map of the system showing the treatment plants, water sources, storage facilities, supply lines, interconnections, and other information that would be useful in an emergency should also be readily available. It is critical that public water supplier representatives and emergency response personnel communicate about the response procedures and be able to easily obtain this kind of information both in electronic and hard copy formats (in case of a power outage).

**Do records and maps exist?** Yes ☒ No ☐

**Can staff access records and maps from a central secured location in the event of an emergency?**

Yes ☒ No ☐

**Does the appropriate staff know where the materials are located?**

Yes ☒ No ☐

### Procedure for Augmenting Water Supplies

Complete Tables 16 – 17 by listing all available sources of water that can be used to augment or replace existing sources in an emergency. Add rows to the tables as needed.

In the case of a municipality, this information should be contained in a notification and warning standard operating procedure maintained by the warning point for that community. Municipalities are encouraged to execute cooperative agreements for potential emergency water services and copies should be included in **Appendix 6**. Outstate Communities may consider using nearby high capacity wells (industry, golf course) as emergency water sources.

WSP should include information on any physical or chemical problems that may limit interconnections to other sources of water. Approvals from the MDH are required for interconnections or the reuse of water.

**Table 16. Interconnections with other water supply systems to supply water in an emergency**

Other Water Supply System Owner	Capacity (GPM & MGD)	Note Any Limitations On Use	List of services, equipment, supplies available to respond
NONE			

GPM – Gallons per minute MGD – million gallons per day

**Table 17. Utilizing surface water as an alternative source**

Surface Water Source Name	Capacity (GPM)	Capacity (MGD)	Treatment Needs	Note Any Limitations On Use
NONE				

If not covered above, describe additional emergency measures for providing water (obtaining bottled water, or steps to obtain National Guard services, etc.)

The City may consider an emergency interconnection with a neighboring City, such as Woodbury or Cottage Grove. The interconnection would be achieved by placement of above-grade watermain and connection to buried City facilities.

### **Allocation and Demand Reduction Procedures**

Complete Table 18 by adding information about how decisions will be made to allocate water and reduce demand during an emergency. Provide information for each customer category, including its priority ranking, average day demand, and demand reduction potential for each customer category. Modify the customer categories as needed, and add additional lines if necessary.

Water use categories should be prioritized in a way that is consistent with Minnesota Statutes 103G.261 (#1 is highest priority) as follows:

1. Water use for human needs such as cooking, cleaning, drinking, washing and waste disposal; use for on-farm livestock watering; and use for power production that meets contingency requirements.
2. Water use involving consumption of less than 10,000 gallons per day (usually from private wells or surface water intakes)
3. Water use for agricultural irrigation and processing of agricultural products involving consumption of more than 10,000 gallons per day (usually from private high-capacity wells or surface water intakes)
4. Water use for power production above the use provided for in the contingency plan.
5. All other water use involving consumption of more than 10,000 gallons per day.
6. Nonessential uses – car washes, golf courses, etc.

Water used for human needs at hospitals, nursing homes and similar types of facilities should be designated as a high priority to be maintained in an emergency. Lower priority uses will need to address water used for human needs at other types of facilities such as hotels, office buildings, and manufacturing plants. The volume of water and other types of water uses at these facilities must be carefully considered. After reviewing the data, common sense should dictate local allocation priorities to protect domestic requirements over certain types of economic needs. Water use for lawn sprinkling, vehicle washing, golf courses, and recreation are legislatively considered non-essential.

**Table 18. Water use priorities**

Customer Category	Allocation Priority	Average Daily Demand (GPD)	Short-Term Emergency Demand Reduction Potential (GPD)
Residential	1	203,000	40,000
Institutional	1	Included Above	Included Above
Commercial	2	28,000	6,000
Industrial	2	40,000	8,000
Irrigation	5	25,000	15,000
Wholesale	5	NA	NA
Non-Essential	6	4,000	4,000
TOTAL	NA	300,000	73,000

**GPD** – Gallons per Day

***Tip: Calculating Emergency Demand Reduction Potential***

The emergency demand reduction potential for all uses will typically equal the difference between maximum use (summer demand) and base use (winter demand). In extreme emergency situations, lower priority water uses must be restricted or eliminated to protect priority domestic water requirements. Emergency demand reduction potential should be based on average day demands for customer categories within each priority class. Use the tables in Part 3 on water conservation to help you determine strategies.

Complete Table 19 by selecting the triggers and actions during water supply disruption conditions.

**Table 19. Emergency demand reduction conditions, triggers and actions (Select all that may apply and describe)**

Emergency Triggers	Short-term Actions	Long-term Actions
<input checked="" type="checkbox"/> Contamination <input type="checkbox"/> Loss of production <input type="checkbox"/> Infrastructure failure <input checked="" type="checkbox"/> Executive order by Governor <input type="checkbox"/> Other: _____	<input checked="" type="checkbox"/> Supply augmentation through Treatment & Boiling Order <input type="checkbox"/> Adopt (if not already) and enforce a critical water deficiency ordinance to penalize lawn watering, vehicle washing, golf course and park irrigation & other nonessential uses. <input checked="" type="checkbox"/> Water allocation through Interconnection <input type="checkbox"/> Meet with large water users to discuss their contingency plan.	<input checked="" type="checkbox"/> Supply augmentation through _____ <input type="checkbox"/> Adopt (if not already) and enforce a critical water deficiency ordinance to penalize lawn watering, vehicle washing, golf course and park irrigation & other nonessential uses. <input type="checkbox"/> Water allocation through _____ <input type="checkbox"/> Meet with large water users to discuss their contingency plan.

### Notification Procedures

Complete Table 20 by selecting trigger for informing customers regarding conservation requests, water use restrictions, and suspensions; notification frequencies; and partners that may assist in the notification process. Add rows to the table as needed.

**Table 20. Plan to inform customers regarding conservation requests, water use restrictions, and suspensions**

Notification Trigger(s)	Methods (select all that apply)	Update Frequency	Partners
<input checked="" type="checkbox"/> Short-term demand reduction declared (< 1 year)	<input checked="" type="checkbox"/> Website <input type="checkbox"/> Email list serve <input checked="" type="checkbox"/> Social media (e.g. Twitter, Facebook) <input checked="" type="checkbox"/> Direct customer mailing, <input type="checkbox"/> Press release (TV, radio, newspaper), <input type="checkbox"/> Meeting with large water users (> 10% of total city use) <input checked="" type="checkbox"/> Other: <u>Washington County Code Red Notification</u>	<input type="checkbox"/> Daily <input checked="" type="checkbox"/> Weekly <input checked="" type="checkbox"/> Monthly <input type="checkbox"/> Annually	Washington County
<input checked="" type="checkbox"/> Long-term Ongoing demand reduction declared	<input checked="" type="checkbox"/> Website <input type="checkbox"/> Email list serve <input checked="" type="checkbox"/> Social media (e.g. Twitter, Facebook) <input checked="" type="checkbox"/> Direct customer mailing, <input type="checkbox"/> Press release (TV, radio, newspaper), <input type="checkbox"/> Meeting with large water users (> 10% of total city use) <input type="checkbox"/> Other: <u>Washington County Code Red Notification</u>	<input type="checkbox"/> Daily <input checked="" type="checkbox"/> Weekly <input checked="" type="checkbox"/> Monthly <input type="checkbox"/> Annually	Washington County

Notification Trigger(s)	Methods (select all that apply)	Update Frequency	Partners
<input checked="" type="checkbox"/> Governor's critical water deficiency declared	<input checked="" type="checkbox"/> Website <input type="checkbox"/> Email list serve <input checked="" type="checkbox"/> Social media (e.g. Twitter, Facebook) <input type="checkbox"/> Direct customer mailing, <input checked="" type="checkbox"/> Press release (TV, radio, newspaper), <input type="checkbox"/> Meeting with large water users (> 10% of total city use) <input checked="" type="checkbox"/> Other: <u>Washington County Code Red Notification</u>	<input type="checkbox"/> Daily <input checked="" type="checkbox"/> Weekly <input checked="" type="checkbox"/> Monthly <input type="checkbox"/> Annually	

### Enforcement

Prior to a water emergency, municipal water suppliers must adopt regulations that restrict water use and outline the enforcement response plan. The enforcement response plan must outline how conditions will be monitored to know when enforcement actions are triggered, what enforcement tools will be used, who will be responsible for enforcement, and what timelines for corrective actions will be expected.

Affected operations, communications, and enforcement staff must then be trained to rapidly implement those provisions during emergency conditions.

**Important Note:** Disregard of critical water deficiency orders, even though total appropriation remains less than permitted, is adequate grounds for immediate modification of a public water supply authority's water use permit (2013 MN Statutes 103G.291)

**Does the city have a critical water deficiency restriction/official control in place that includes provisions to restrict water use and enforce the restrictions? (This restriction may be an ordinance, rule, regulation, policy under a council directive, or other official control)** Yes ☒ No ☐

If yes, attach the official control document to this WSP as **Appendix 7**.

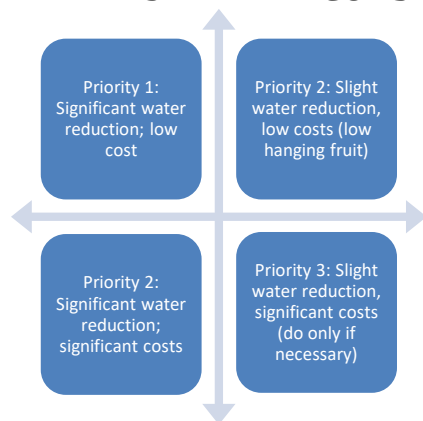
If no, the municipality must adopt such an official control within 6 months of submitting this WSP and submit it to the DNR as an amendment to this WSP.

**Irrespective of whether a critical water deficiency control is in place, does the public water supply utility, city manager, mayor, or emergency manager have standing authority to implement water restrictions?** Yes ☒ No ☐

If yes, cite the regulatory authority reference: City Ordinance 1000.24.

If no, who has authority to implement water use restrictions in an emergency?

## PART 3. WATER CONSERVATION PLAN



Minnesotans have historically benefited from the state's abundant water supplies, reducing the need for conservation. There are however, limits to the available supplies of water and increasing threats to the quality of our drinking water. Causes of water supply limitation may include: population increases, economic trends, uneven statewide availability of groundwater, climatic changes, and degraded water quality. Examples of threats to drinking water quality include: the presence of contaminant plumes from past land use activities, exceedances of water quality standards from natural and human sources, contaminants of emerging concern, and increasing pollutant trends from nonpoint sources.

There are many incentives for conserving water; conservation:

- reduces the potential for pumping-induced transfer of contaminants into the deeper aquifers, which can add treatment costs
- reduces the need for capital projects to expand system capacity
- reduces the likelihood of water use conflicts, like well interference, aquatic habitat loss, and declining lake levels
- conserves energy, because less energy is needed to extract, treat and distribute water (and less energy production also conserves water since water is used to produce energy)
- maintains water supplies that can then be available during times of drought

It is therefore imperative that water suppliers implement water conservation plans. The first step in water conservation is identifying opportunities for behavioral or engineering changes that could be made to reduce water use by conducting a thorough analysis of:

- Water use by customer
- Extraction, treatment, distribution and irrigation system efficiencies
- Industrial processing system efficiencies
- Regulatory and barriers to conservation
- Cultural barriers to conservation
- Water reuse opportunities

Once accurate data is compiled, water suppliers can set achievable goals for reducing water use. A successful water conservation plan follows a logical sequence of events. The plan should address both conservation on the supply side (leak detection and repairs, metering), as well as on the demand side (reductions in usage). Implementation should be conducted in phases, starting with the most obvious and lowest-cost options. In some cases one of the early steps will be reviewing regulatory constraints to water conservation, such as lawn irrigation requirements. Outside funding and grants may be available for implementation of projects. Engage water system operators and maintenance staff and customers in brainstorming opportunities to reduce water use. Ask the question: "How can I help save water?"

### Progress since 2006

Is this your community's first Water Supply Plan? Yes ☐ No ☒

If yes, describe conservation practices that you are already implementing, such as: pricing, system improvements, education, regulation, appliance retrofitting, enforcement, etc.

The City of Newport has implemented a tiered billing structure that discourages excess water usage. The City has also installed a new SCADA system to closely monitor water usage enabling staff to identify watermain breaks promptly.

If no, complete Table 21 to summarize conservation actions taken since the adoption of the 2006 water supply plan.

**Table 21. Implementation of previous ten-year Conservation Plan**

2006 Plan Commitments	Action Taken?
Change water rates structure to provide conservation pricing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Water supply system improvements (e.g. leak repairs, valve replacements, etc.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Educational efforts: Website and publications (Willie Water)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
New water conservation ordinances	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Rebate or retrofitting Program (e.g. for toilet, faucets, appliances, showerheads, dish washers, washing machines, irrigation systems, rain barrels, water softeners, etc.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Enforcement	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Describe other	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

**What are the results you have seen from the actions in Table 21 and how were results measured?**

The City of Newport has seen a steady decline in total water pumped and total water delivered over the past 10 years despite the modest increase on population served. The reduction in total water pumped seen during the first five years of the plan cycle can be directly attributed to City's leak detection initiatives and close monitoring of water usage. The frequency of watermain breaks have reduced slightly but the reaction time and preventative maintenance have increased dramatically. The City has also identified areas of chronic watermain breaks as high priority utility replacement areas and have conducted capital improvements accordingly.

City staff have provided free water audits, upon request, for residential and commercial users. Administrative staff provides notification to users when their normal water usage exceeds a given percentage increase from quarterly billing.



## A. Triggers for Allocation and Demand Reduction Actions

Complete table 22 by checking each trigger below, as appropriate, and the actions to be taken at various levels or stages of severity. Add in additional rows to the table as needed.

**Table 22. Short and long-term demand reduction conditions, triggers and actions**

Objective	Triggers	Actions
Protect surface water flows	<input type="checkbox"/> Low stream flow conditions <input type="checkbox"/> Reports of declining wetland and lake levels <input type="checkbox"/> Other: _____	<input type="checkbox"/> Increase promotion of conservation measures <input type="checkbox"/> Other: _____
Short-term demand reduction (less than 1 year)	<input checked="" type="checkbox"/> Extremely high seasonal water demand (more than double winter demand) <input type="checkbox"/> Loss of treatment capacity <input type="checkbox"/> Lack of water in storage <input type="checkbox"/> State drought plan <input type="checkbox"/> Well interference <input type="checkbox"/> Other: _____	<input checked="" type="checkbox"/> Adopt (if not already) and enforce the critical water deficiency ordinance to restrict or prohibit lawn watering, vehicle washing, golf course and park irrigation & other nonessential uses. <input type="checkbox"/> Supply augmentation through _____ <input type="checkbox"/> Water allocation through _____ <input checked="" type="checkbox"/> Meet with large water users to discuss user's contingency plan.
Long-term demand reduction (>1 year)	<input checked="" type="checkbox"/> Per capita demand increasing <input type="checkbox"/> Total demand increase (higher population or more industry) Water level in well(s) below elevation of _____ <input type="checkbox"/> Other: _____	<input type="checkbox"/> Develop a critical water deficiency ordinance that is or can be quickly adopted to penalize lawn watering, vehicle washing, golf course and park irrigation & other nonessential uses. <input checked="" type="checkbox"/> Enact a water waste ordinance that targets overwatering (causing water to flow off the landscape into streets, parking lots, or similar), watering impervious surfaces (streets, driveways or other hardscape areas), and negligence of known leaks, breaks, or malfunctions. <input checked="" type="checkbox"/> Meet with large water users to discuss user's contingency plan. <input type="checkbox"/> Enhanced monitoring and reporting: audits, meters, billing, etc.
Governor's "Critical Water Deficiency Order" declared	<input type="checkbox"/> Residential or Total per capita demand exceeds 100 gpd.	<input type="checkbox"/> Enforce critical water deficiency ordinance that can be quickly adopted to penalize lawn watering, vehicle washing, golf course and park irrigation & other non-essential uses.

## B. Conservation Objectives and Strategies – Key benchmark for DNR

This section establishes water conservation objectives and strategies for eight major areas of water use.

### Objective 1: Reduce Unaccounted (Non-Revenue) Water loss to Less than 10%

The Minnesota Rural Waters Association, the Metropolitan Council and the Department of Natural Resources recommend that all water uses be metered. Metering can help identify high use locations and times, along with leaks within buildings that have multiple meters.

It is difficult to quantify specific unmetered water use such as that associated with firefighting and system flushing or system leaks. Typically, water suppliers subtract metered water use from total water pumped to calculate unaccounted or non-revenue water loss.

**Is your five-year average (2005-2014) unaccounted Water Use in Table 2 higher than 10%?**

Yes ☐ No ☒

**What is your leak detection monitoring schedule? (e.g. monitor 1/3rd of the city lines per year)**

Leak detection is continually monitored through SCADA system and total water pumped.

**Water Audits** - are intended to identify, quantify and verify water and revenue losses. The volume of unaccounted-for water should be evaluated each billing cycle. The American Water Works Association (AWWA) recommends that ten percent or less of pumped water is unaccounted-for water. Water audit procedures are available from the AWWA and MN Rural Water Association [www.mrwa.com](http://www.mrwa.com). Drinking Water Revolving Loan Funds are available for purchase of new meters when new plants are built.

**What is the date of your most recent water audit? The City has not performed a formal water audit in recent years. Public Works staff has arranged for a water audit to be conducted in the next 2 months.**

**Frequency of water audits:** ☐ yearly ☒ other (specify frequency) Varies

**Leak detection and survey:** ☐ every year ☐ every other year ☒ periodic as needed

**Year last leak detection survey completed: The City utilizes their own leak detection equipment to pinpoint watermain break/leaks when SCADA monitoring indicates excessive pumping. The City used their leak detection equipment most recently on a watermain break in February of 2017.**

If Table 2 shows annual water losses over 10% or an increasing trend over time, describe what actions will be taken to reach the <10% loss objective and within what timeframe

Average annual unaccounted water percentage is less than 4%

**Metering** -AWWA recommends that every water supplier install meters to account for all water taken into its system, along with all water distributed from its system at each customer's point of service. An effective metering program relies upon periodic performance testing, repair, maintenance or replacement of all meters. AWWA also recommends that water suppliers conduct regular water audits to ensure accountability. Some cities install separate meters for interior and exterior water use, but some research suggests that this may not result in water conservation.

Complete Table 23 by adding the requested information regarding the number, types, testing and maintenance of customer meters.

**Table 23. Information about customer meters**

Customer Category	Number of Customers	Number of Metered Connections	Number of Automated Meter Readers	Meter testing intervals (years)	Average age/meter replacement schedule (years)
Residential	914	914	914	As needed	5 / 25
Irrigation meters					___ / ___
Institutional	1	0	0		___ / ___
Commercial	111	111	116	As needed	5 / 25
Industrial					___ / ___
Public facilities	5	0	0		___ / ___
Other					___ / ___
TOTALS	1,031	1,025	1,1025	NA	NA

For unmetered systems, describe any plans to install meters or replace current meters with advanced technology meters. Provide an estimate of the cost to implement the plan and the projected water savings from implementing the plan.

All government buildings including City Hall, Public Works Building, Fire Station 1, Fire Station 2 and the library are not metered. All commercial services 2-inches or larger have manually read meters. At the present time, the City has intention to update these systems.

**Table 24. Water source meters**

	Number of Meters	Meter testing schedule (years)	Number of Automated Meter Readers	Average age/meter replacement schedule (years)
Water source (wells/intakes)	2	Five Years	Continual (SCADA)	7 / 25
Treatment plant	NA	NA	NA	NA

## Objective 2: Achieve Less than 75 Residential Gallons per Capita Demand (GPCD)

The 2002 average residential per capita demand in the Twin Cities Metropolitan area was 75 gallons per capita per day.

Is your average 2010-2015 residential per capita water demand in Table 2 more than 75? Yes ☐ No ☒

What was your 2010 – 2015 five-year average residential per capita water demand? 59 g/person/day

Describe the water use trend over that timeframe:

The five-year average residential per capita water demand has seen a modest decline over the last five years as a result of a structured rate system, water conservation education, low volume plumbing fixtures and lack of irrigation due to the majority of mature neighborhoods.

Complete Table 25 by checking which strategies you will use to continue reducing residential per capita demand and project a likely timeframe for completing each checked strategy (Select all that apply and add rows for additional strategies):

**Table 25. Strategies and timeframe to reduce residential per capita demand**

Strategy to reduce residential per capita demand	Timeframe for completing work
<input type="checkbox"/> Revise city ordinances/codes to encourage or require water efficient landscaping.	
<input type="checkbox"/> Revise city ordinance/codes to permit water reuse options, especially for non-potable purposes like irrigation, groundwater recharge, and industrial use. Check with plumbing authority to see if internal buildings reuse is permitted	
<input type="checkbox"/> Revise ordinances to limit irrigation. Describe the restricted irrigation plan:	
<input type="checkbox"/> Revise outdoor irrigation installations codes to require high efficiency systems (e.g. those with soil moisture sensors or programmable watering areas) in new installations or system replacements.	
<input type="checkbox"/> Make water system infrastructure improvements	
<input checked="" type="checkbox"/> Offer free or reduced cost water use audits) for residential customers.	Ongoing
<input checked="" type="checkbox"/> Implement a notification system to inform customers when water availability conditions change.	Ongoing
<input checked="" type="checkbox"/> Provide rebates or incentives for installing water efficient appliances and/or fixtures indoors (e.g., low flow toilets, high efficiency dish washers and washing machines, showerhead and faucet aerators, water softeners, etc.)	2020
<input checked="" type="checkbox"/> Provide rebates or incentives to reduce outdoor water use (e.g., turf replacement/reduction, rain gardens, rain barrels, smart irrigation, outdoor water use meters, etc.)	Ongoing
<input type="checkbox"/> Identify supplemental Water Resources	
<input checked="" type="checkbox"/> Conduct audience-appropriate water conservation education and outreach.	2020
<input type="checkbox"/> Describe other plans	

**Objective 3: Achieve at least a 1.5% per year water reduction for Institutional, Industrial, Commercial, and Agricultural GPCD over the next 10 years or a 15% reduction in ten years.**

Complete Table 26 by checking which strategies you will used to continue reducing non-residential customer use demand and project a likely timeframe for completing each checked strategy (add rows for additional strategies).

Where possible, substitute recycled water used in one process for reuse in another. (For example, spent rinse water can often be reused in a cooling tower.) Keep in mind the true cost of water is the amount on the water bill PLUS the expenses to heat, cool, treat, pump, and dispose of/discharge the water. Don't just calculate the initial investment. Many conservation retrofits that appear to be prohibitively expensive are actually very cost-effective when amortized over the life of the equipment. Often reducing water use also saves electrical and other utility costs. Note: as of 2015, water reuse, and is not allowed by the state plumbing code, M.R. 4715 (a variance is needed). However several state agencies are addressing this issue.

**Table 26. Strategies and timeframe to reduce institutional, commercial industrial, and agricultural and non-revenue use demand**

Strategy to reduce total business, industry, agricultural demand	Timeframe for completing work
<input checked="" type="checkbox"/> Conduct a facility water use audit for both indoor and outdoor use, including system components	Ongoing
<input checked="" type="checkbox"/> Install enhanced meters capable of automated readings to detect spikes in consumption	Meters installed in 2011
<input type="checkbox"/> Compare facility water use to related industry benchmarks, if available (e.g., meat processing, dairy, fruit and vegetable, beverage, textiles, paper/pulp, metals, technology, petroleum refining etc.)	
<input type="checkbox"/> Install water conservation fixtures and appliances or change processes to conserve water	
<input checked="" type="checkbox"/> Repair leaking system components (e.g., pipes, valves)	2017-2025
<input checked="" type="checkbox"/> Investigate the reuse of reclaimed water (e.g., stormwater, wastewater effluent, process wastewater, etc.)	2020
<input checked="" type="checkbox"/> Reduce outdoor water use (e.g., turf replacement/reduction, rain gardens, rain barrels, smart irrigation, outdoor water use meters, etc.)	2017-2020
<input checked="" type="checkbox"/> Train employees how to conserve water	Ongoing
<input checked="" type="checkbox"/> Implement a notification system to inform non-residential customers when water availability conditions change.	Ongoing
<input type="checkbox"/> Rainwater catchment systems intended to supply uses such as water closets, urinals, trap primers for floor drains and floor sinks, industrial processes, water features, vehicle washing facilities, cooling tower makeup, and similar uses shall be approved by the commissioner. Proposed plumbing code 4714.1702.1 <a href="http://www.dli.mn.gov/PDF/docket/4714rule.pdf">http://www.dli.mn.gov/PDF/docket/4714rule.pdf</a>	
<input type="checkbox"/> Describe other plans:	

#### Objective 4: Achieve a Decreasing Trend in Total Per Capita Demand

Include as **Appendix 8** one graph showing total per capita water demand for each customer category (i.e., residential, institutional, commercial, industrial) from 2005-2014 and add the calculated/estimated linear trend for the next 10 years.

Describe the trend for each customer category; explain the reason(s) for the trends, and where trends are increasing.

The graph provided in Appendix 8, depicts a significant downward trend in per capital residential usage over the last ten years. This trend may be attributed to an aging population and high efficiency plumbing equipment and fixtures. The commercial per capita demand has seen a very modest downward trend. It is likely that this trend can be attributed to the newly implemented water rate structure.

#### Objective 5: Reduce Peak Day Demand so that the Ratio of Average Maximum day to the Average Day is less than 2.6

Is the ratio of average 2005-2014 maximum day demand to average 2005-2014 average day demand reported in Table 2 more than 2.6? Yes ☒ No ☐

Calculate a ten year average (2005 – 2014) of the ratio of maximum day demand to average day demand: 2.073

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

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

### **Objective 6: Implement a Conservation Water Rate Structure and/or a Uniform Rate Structure with a Water Conservation Program**

#### ***Water Conservation Program***

Municipal water suppliers serving over 1,000 people are required to adopt demand reduction measures that include a conservation rate structure, or a uniform rate structure with a conservation program that achieves demand reduction. These measures must achieve demand reduction in ways that reduce water demand, water losses, peak water demands, and nonessential water uses. These measures must be approved before a community may request well construction approval from the Department of Health or before requesting an increase in water appropriations permit volume (*Minnesota Statutes*, section 103G.291, subd. 3 and 4). Rates should be adjusted on a regular basis to ensure that revenue of the system is adequate under reduced demand scenarios. If a municipal water supplier intends to use a Uniform Rate Structure, a community-wide Water Conservation Program that will achieve demand reduction must be provided.

#### ***Current Water Rates***

Include a copy of the actual rate structure in **Appendix 9** or list current water rates including base/service fees and volume charges below.

Volume included in base rate or service charge: 1,000 gallons or \_\_\_\_ cubic feet \_\_\_\_ other

Frequency of billing:    ☐ Monthly    ☐ Bimonthly    ☒ Quarterly    ☐ Other: \_\_\_\_\_

Water Rate Evaluation Frequency: ☐ every year    ☐ every \_\_\_\_ years    ☒ no schedule

Date of last rate change: January 2016 (January 2017)

**Table 27. Rate structures for each customer category (Select all that apply and add additional rows as needed)**

<b>Customer Category</b>	<b>Conservation Billing Strategies in Use *</b>	<b>Conservation Neutral Billing Strategies in Use **</b>	<b>Non-Conserving Billing Strategies in Use ***</b>
Residential	<input type="checkbox"/> Monthly billing <input checked="" type="checkbox"/> Increasing block rates (volume tiered rates) <input type="checkbox"/> Seasonal rates <input type="checkbox"/> Time of use rates <input checked="" type="checkbox"/> Water bills reported in gallons <input type="checkbox"/> Individualized goal rates <input checked="" type="checkbox"/> Excess use rates	<input type="checkbox"/> Uniform <input type="checkbox"/> Odd/even day watering	<input type="checkbox"/> Service charge based on water volume <input type="checkbox"/> Declining block <input type="checkbox"/> Flat <input type="checkbox"/> Other (describe)

Customer Category	Conservation Billing Strategies in Use *	Conservation Neutral Billing Strategies in Use **	Non-Conserving Billing Strategies in Use ***
	<input type="checkbox"/> Drought surcharge <input type="checkbox"/> Use water bill to provide comparisons <input checked="" type="checkbox"/> Service charge not based on water volume <input type="checkbox"/> Other (describe)		
Commercial/ Industrial/ Institutional	<input type="checkbox"/> Monthly billing <input checked="" type="checkbox"/> Increasing block rates (volume tiered rates) <input type="checkbox"/> Seasonal rates <input type="checkbox"/> Time of use rates <input checked="" type="checkbox"/> Water bills reported in gallons <input type="checkbox"/> Individualized goal rates <input type="checkbox"/> Excess use rates <input type="checkbox"/> Drought surcharge <input type="checkbox"/> Use water bill to provide comparisons <input checked="" type="checkbox"/> Service charge not based on water volume <input type="checkbox"/> Other (describe)	<input type="checkbox"/> Uniform	<input type="checkbox"/> Service charge based on water volume <input type="checkbox"/> Declining block <input type="checkbox"/> Flat <input type="checkbox"/> Other (describe)
<input type="checkbox"/> Other			

**\* Rate Structures components that may promote water conservation:**

- **Monthly billing:** is encouraged to help people see their water usage so they can consider changing behavior.
- **Increasing block rates (also known as a tiered residential rate structure):** Typically, these have at least three tiers: should have at least three tiers.
  - The first tier is for the winter average water use.
  - The second tier is the year-round average use, which is lower than typical summer use. This rate should be set to cover the full cost of service.
  - The third tier should be above the average annual use and should be priced high enough to encourage conservation, as should any higher tiers. For this to be effective, the difference in block rates should be significant.
- **Seasonal rate:** higher rates in summer to reduce peak demands
- **Time of Use rates:** lower rates for off peak water use
- **Bill water use in gallons:** this allows customers to compare their use to average rates
- **Individualized goal rates:** typically used for industry, business or other large water users to promote water conservation if they keep within agreed upon goals. **Excess Use rates:** if water use goes above an agreed upon amount this higher rate is charged
- **Drought surcharge:** an extra fee is charged for guaranteed water use during drought
- **Use water bill to provide comparisons:** simple graphics comparing individual use over time or compare individual use to others.
- **Service charge or base fee that does not include a water volume** – a base charge or fee to cover universal city expenses that are not customer dependent and/or to provide minimal water at a lower rate (e.g., an amount less than the average residential per capita demand for the water supplier for the last 5 years)
- **Emergency rates** -A community may have a separate conservation rate that only goes into effect when the community or governor declares a drought emergency. These higher rates can help to protect the city budgets during times of significantly less water usage.

**\*\*Conservation Neutral\*\***

- **Uniform rate:** rate per unit used is the same regardless of the volume used
- **Odd/even day watering** –This approach reduces peak demand on a daily basis for system operation, but it does not reduce overall water use.

**\*\*\* Non-Conserving \*\*\***

- **Service charge or base fee with water volume:** an amount of water larger than the average residential per capita demand for the water supplier for the last 5 years
- **Declining block rate:** the rate per unit used decreases as water use increases.
- **Flat rate:** one fee regardless of how much water is used (usually unmetered).

Provide justification for any conservation neutral or non-conserving rate structures. If intending to adopt a conservation rate structure, include the timeframe to do so:

NA

**Objective 7: Additional strategies to Reduce Water Use and Support Wellhead Protection Planning**

Development and redevelopment projects can provide additional water conservation opportunities, such as the actions listed below. If a Uniform Rate Structure is in place, the water supplier must provide a Water Conservation Program that includes at least two of the actions listed below. Check those actions that you intent to implement within the next 10 years.

**Table 28. Additional strategies to Reduce Water Use & Support Wellhead Protection**

<input checked="" type="checkbox"/>	Participate in the GreenStep Cities Program, including implementation of at least one of the 20 “Best Practices” for water
<input type="checkbox"/>	Prepare a master plan for smart growth (compact urban growth that avoids sprawl)
<input type="checkbox"/>	Prepare a comprehensive open space plan (areas for parks, green spaces, natural areas)
<input type="checkbox"/>	Adopt a water use restriction ordinance (lawn irrigation, car washing, pools, etc.)
<input type="checkbox"/>	Adopt an outdoor lawn irrigation ordinance
<input type="checkbox"/>	Adopt a private well ordinance (private wells in a city must comply with water restrictions)
<input checked="" type="checkbox"/>	Implement a stormwater management program
<input type="checkbox"/>	Adopt non-zoning wetlands ordinance (can further protect wetlands beyond state/federal laws-for vernal pools, buffer areas, restrictions on filling or alterations)
<input type="checkbox"/>	Adopt a water offset program (primarily for new development or expansion)
<input type="checkbox"/>	Implement a water conservation outreach program
<input type="checkbox"/>	Hire a water conservation coordinator (part-time)
<input checked="" type="checkbox"/>	Implement a rebate program for water efficient appliances, fixtures, or outdoor water management
<input type="checkbox"/>	Other

**Objective 8: Tracking Success: How will you track or measure success through the next ten years?**

Annual Water Supply team meeting to track progress.



**Tip: The process to monitor demand reduction and/or a rate structure includes:**

- a) The DNR Hydrologist will call or visit the community the first 1-3 years after the water supply plan is completed.
- b) They will discuss what activities the community is doing to conserve water and if they feel their actions are successful. The Water Supply Plan, Part 3 tables and responses will guide the discussion. For example, they will discuss efforts to reduce unaccounted for water loss if that is a problem, or go through Tables 33, 34 and 35 to discuss new initiatives.
- c) The city representative and the hydrologist will discuss total per capita water use, residential per capita water use, and business/industry use. They will note trends.
- d) They will also discuss options for improvement and/or collect case studies of success stories to share with other communities. One option may be to change the rate structure, but there are many other paths to successful water conservation.
- e) If appropriate, they will cooperatively develop a simple work plan for the next few years, targeting a couple areas where the city might focus efforts.

## A. Regulation

Complete Table 29 by selecting which regulations are used to reduce demand and improve water efficiencies. Add additional rows as needed.

Copies of adopted regulations or proposed restrictions or should be included in **Appendix 10** (a list with hyperlinks is acceptable).

**Table 29. Regulations for short-term reductions in demand and long-term improvements in water efficiencies**

Regulations Utilized	When is it applied (in effect)?
<input type="checkbox"/> Rainfall sensors required on landscape irrigation systems	<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared Emergencies
<input type="checkbox"/> Water efficient plumbing fixtures required	<input type="checkbox"/> New development <input type="checkbox"/> Replacement <input type="checkbox"/> Rebate Programs
<input checked="" type="checkbox"/> Critical/Emergency Water Deficiency ordinance	<input checked="" type="checkbox"/> Only during declared Emergencies
<input checked="" type="checkbox"/> Watering restriction requirements (time of day, allowable days, etc.)	<input type="checkbox"/> Odd/even <input type="checkbox"/> 2 days/week <input checked="" type="checkbox"/> Only during declared Emergencies
<input type="checkbox"/> Water waste prohibited (for example, having a fine for irrigators spraying on the street)	<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared Emergencies
<input type="checkbox"/> Limitations on turf areas (requiring lots to have 10% - 25% of the space in natural areas)	<input type="checkbox"/> New development <input type="checkbox"/> Shoreland/zoning <input type="checkbox"/> Other
<input type="checkbox"/> Soil preparation requirements (after construction, requiring topsoil to be applied to promote good root growth)	<input type="checkbox"/> New Development <input type="checkbox"/> Construction Projects <input type="checkbox"/> Other
<input type="checkbox"/> Tree ratios (requiring a certain number of trees per square foot of lawn)	<input checked="" type="checkbox"/> New development <input type="checkbox"/> Shoreland/zoning <input type="checkbox"/> Other

Regulations Utilized	When is it applied (in effect)?
<input type="checkbox"/> Permit to fill swimming pool and/or requiring pools to be covered (to prevent evaporation)	<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared Emergencies
<input type="checkbox"/> Ordinances that permit stormwater irrigation, reuse of water, or other alternative water use (Note: be sure to check current plumbing codes for updates)	<input type="checkbox"/> Describe

## B. Retrofitting Programs

Education and incentive programs aimed at replacing inefficient plumbing fixtures and appliances can help reduce per capita water use, as well as energy costs. It is recommended that municipal water suppliers develop a long-term plan to retrofit public buildings with water efficient plumbing fixtures and appliances. Some water suppliers have developed partnerships with organizations having similar conservation goals, such as electric or gas suppliers, to develop cooperative rebate and retrofit programs.

A study by the AWWA Research Foundation (Residential End Uses of Water, 1999) found that the average indoor water use for a non-conserving home is 69.3 gallons per capita per day (gpcd). The average indoor water use in a conserving home is 45.2 gpcd and most of the decrease in water use is related to water efficient plumbing fixtures and appliances that can reduce water, sewer and energy costs. In Minnesota, certain electric and gas providers are required (Minnesota Statute 216B.241) to fund programs that will conserve energy resources and some utilities have distributed water efficient showerheads to customers to help reduce energy demands required to supply hot water.

## Retrofitting Programs

Complete Table 30 by checking which water uses are targeted, the outreach methods used, the measures used to identify success, and any participating partners.

**Table 30. Retrofitting programs (Select all that apply)**

Water Use Targets	Outreach Methods	Partners
<input checked="" type="checkbox"/> Low flush toilets, <input type="checkbox"/> Toilet leak tablets, <input type="checkbox"/> Low flow showerheads, <input type="checkbox"/> Faucet aerators;	<input checked="" type="checkbox"/> Education about <input type="checkbox"/> Free distribution of <input checked="" type="checkbox"/> Rebate for <input type="checkbox"/> Other	<input type="checkbox"/> Gas company <input type="checkbox"/> Electric company <input type="checkbox"/> Watershed organization <input checked="" type="checkbox"/> Washington County <input checked="" type="checkbox"/> MCES
<input checked="" type="checkbox"/> Water conserving washing machines, <input type="checkbox"/> Dish washers, <input type="checkbox"/> Water softeners;	<input checked="" type="checkbox"/> Education about <input type="checkbox"/> Free distribution of <input checked="" type="checkbox"/> Rebate for <input type="checkbox"/> Other	<input type="checkbox"/> Gas company <input type="checkbox"/> Electric company <input type="checkbox"/> Watershed organization <input checked="" type="checkbox"/> Washington County <input checked="" type="checkbox"/> MCES
<input type="checkbox"/> Rain gardens, <input type="checkbox"/> Rain barrels, <input type="checkbox"/> Native/drought tolerant landscaping, etc.	<input type="checkbox"/> Education about <input type="checkbox"/> Free distribution of <input type="checkbox"/> Rebate for <input type="checkbox"/> Other	<input type="checkbox"/> Gas company <input type="checkbox"/> Electric company <input type="checkbox"/> Watershed organization <input checked="" type="checkbox"/> Washington County <input checked="" type="checkbox"/> MCES

Briefly discuss measures of success from the above table (e.g. number of items distributed, dollar value of rebates, gallons of water conserved, etc.):

To date, no one has taken advantage of the rebate program.
--

### **C. Education and Information Programs**

Customer education should take place in three different circumstances. First, customers should be provided information on how to conserve water and improve water use efficiencies. Second, information should be provided at appropriate times to address peak demands. Third, emergency notices and educational materials about how to reduce water use should be available for quick distribution during an emergency.

#### **Proposed Education Programs**

Complete Table 31 by selecting which methods are used to provide water conservation and information, including the frequency of program components. Select all that apply and add additional lines as needed.

**Table 31. Current and Proposed Education Programs**

Education Methods	General summary of topics	#/Year	Frequency
Billing inserts or tips printed on the actual bill	Mailed prior to typical drought season.*	1	<input type="checkbox"/> Ongoing <input checked="" type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Consumer Confidence Reports	Available on website	1	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Press releases to traditional local news outlets (e.g., newspapers, radio and TV)			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Social media distribution (e.g., emails, Facebook, Twitter)			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Paid advertisements (e.g., billboards, print media, TV, radio, web sites, etc.)			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Presentations to community groups			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Staff training			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Facility tours			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Displays and exhibits			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Marketing rebate programs (e.g., indoor fixtures & appliances and outdoor practices)	The City Participates in a rebate program through		<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal

Education Methods	General summary of topics	#/Year	Frequency
	Washington County and MET Council for smart irrigation meter replacement.		<input type="checkbox"/> Only during declared emergencies
Community news letters			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Direct mailings (water audit/retrofit kits, showerheads, brochures)			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Information kiosk at utility and public buildings			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Public service announcements			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Cable TV Programs			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Demonstration projects (landscaping or plumbing)			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
K-12 education programs (Project Wet, Drinking Water Institute, presentations)			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Community events (children's water festivals, environmental fairs)			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Community education classes			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal

Education Methods	General summary of topics	#/Year	Frequency
			<input type="checkbox"/> Only during declared emergencies
Water week promotions			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Website (include address: )			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Targeted efforts (large volume users, users with large increases)	City Utility Billing Clerk calls users with large increases on quarterly billing directly		<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Notices of ordinances			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Emergency conservation notices			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies
Other:			<input type="checkbox"/> Ongoing <input type="checkbox"/> Seasonal <input type="checkbox"/> Only during declared emergencies

*\*The City is not currently incorporating information on water conservation with water billing. However, the City will explore a program for future public education.*

Briefly discuss what future education and information activities your community is considering in the future:

Promote videos for how to operate irrigation systems and how they are programmed through the City's website and billing statements.



## Part 4. ITEMS FOR METROPOLITAN AREA COMMUNITIES

Minnesota Statute 473.859 requires WSPs to be completed for all local units of government in the seven-county Metropolitan Area as part of the local comprehensive planning process.

Much of the information in Parts 1-3 addresses water demand for the next 10 years. However, additional information is needed to address water demand through 2040, which will make the WSP consistent with the Metropolitan Land Use Planning Act, upon which the local comprehensive plans are based.

This Part 4 provides guidance to complete the WSP in a way that addresses plans for water supply through 2040.

### **A. Water Demand Projections through 2040**

Complete Table 7 in Part 1D by filling in information about long-term water demand projections through 2040. Total Community Population projections should be consistent with the community's system statement, which can be found on the Metropolitan Council's website and which was sent to the community in September 2015.

Projected Average Day, Maximum Day, and Annual Water Demands may either be calculated using the method outlined in *Appendix 2* of the *2015 Master Water Supply Plan* or by a method developed by the individual water supplier.

### **B. Potential Water Supply Issues**

Complete Table 10 in Part 1E by providing information about the potential water supply issues in your community, including those that might occur due to 2040 projected water use.

The *Master Water Supply Plan* provides information about potential issues for your community in *Appendix 1 (Water Supply Profiles)*. This resource may be useful in completing Table 10.

You may document results of local work done to evaluate impact of planned uses by attaching a feasibility assessment or providing a citation and link to where the plan is available electronically.

### **C. Proposed Alternative Approaches to Meet Extended Water Demand Projections**

Complete Table 12 in Part 1F with information about potential water supply infrastructure impacts (such as replacements, expansions or additions to wells/intakes, water storage and treatment capacity, distribution systems, and emergency interconnections) of extended plans for development and redevelopment, in 10-year increments through 2040. It may be useful to refer to information in the community's local Land Use Plan, if available.

Complete Table 14 in Part 1F by checking each approach your community is considering to meet future demand. For each approach your community is considering, provide information about the amount of future water demand to be met using that approach, the timeframe to implement the approach, potential partners, and current understanding of the key benefits and challenges of the approach.

As challenges are being discussed, consider the need for: evaluation of geologic conditions (mapping, aquifer tests, modeling), identification of areas where domestic wells could be impacted, measurement and analysis of water levels & pumping rates, triggers & associated actions to protect water levels, etc.

### D. Value-Added Water Supply Planning Efforts (Optional)

The following information is not required to be completed as part of the local water supply plan, but completing this can help strengthen source water protection throughout the region and help Metropolitan Council and partners in the region to better support local efforts.

#### Source Water Protection Strategies

**Does a Drinking Water Supply Management Area for a neighboring public water supplier overlap your community?** Yes ☐ No ☐

If you answered no, skip this section. If you answered yes, please complete Table 32 with information about new water demand or land use planning-related local controls that are being considered to provide additional protection in this area.

**Table 32. Local controls and schedule to protect Drinking Water Supply Management Areas**

Local Control	Schedule to Implement	Potential Partners
<input type="checkbox"/> None at this time		
<input type="checkbox"/> Comprehensive planning that guides development in vulnerable drinking water supply management areas		
<input type="checkbox"/> Zoning overlay		
<input type="checkbox"/> Other:		

#### Technical assistance

From your community's perspective, what are the most important topics for the Metropolitan Council to address, guided by the region's Metropolitan Area Water Supply Advisory Committee and Technical Advisory Committee, as part of its ongoing water supply planning role?

- ☐ Coordination of state, regional and local water supply planning roles
- ☐ Regional water use goals
- ☐ Water use reporting standards
- ☐ Regional and sub-regional partnership opportunities
- ☐ Identifying and prioritizing data gaps and input for regional and sub-regional analyses
- ☐ Others: \_\_\_\_\_



## **GLOSSARY**

**Agricultural/Irrigation Water Use** - Water used for crop and non-crop irrigation, livestock watering, chemigation, golf course irrigation, landscape and athletic field irrigation.

**Average Daily Demand** - The total water pumped during the year divided by 365 days.

**Calcareous Fen** - Calcareous fens are rare and distinctive wetlands dependent on a constant supply of cold groundwater. Because they are dependent on groundwater and are one of the rarest natural communities in the United States, they are a protected resource in MN. Approximately 200 have been located in Minnesota. They may not be filled, drained or otherwise degraded.

**Commercial/Institutional Water Use** - Water used by motels, hotels, restaurants, office buildings, commercial facilities and institutions (both civilian and military). Consider maintaining separate institutional water use records for emergency planning and allocation purposes. Water used by multi-family dwellings, apartment buildings, senior housing complexes, and mobile home parks should be reported as Residential Water Use.

**Commercial/Institutional/Industrial (C/I/I) Water Sold** - The sum of water delivered for commercial/institutional or industrial purposes.

**Conservation Rate Structure** - A rate structure that encourages conservation and may include increasing block rates, seasonal rates, time of use rates, individualized goal rates, or excess use rates. If a conservation rate is applied to multifamily dwellings, the rate structure must consider each residential unit as an individual user. A community may have a separate conservation rate that only goes into effect when the community or governor declares a drought emergency. These higher rates can help to protect the city budgets during times of significantly less water usage.

**Date of Maximum Daily Demand** - The date of the maximum (highest) water demand. Typically this is a day in July or August.

**Declining Rate Structure** - Under a declining block rate structure, a consumer pays less per additional unit of water as usage increases. This rate structure does not promote water conservation.

**Distribution System** - Water distribution systems consist of an interconnected series of pipes, valves, storage facilities (water tanks, water towers, reservoirs), water purification facilities, pumping stations, flushing hydrants, and components that convey drinking water and meeting fire protection needs for cities, homes, schools, hospitals, businesses, industries and other facilities.

**Flat Rate Structure** - Flat fee rates do not vary by customer characteristics or water usage. This rate structure does not promote water conservation.

**Industrial Water Use** - Water used for thermonuclear power (electric utility generation) and other industrial use such as steel, chemical and allied products, paper and allied products, mining, and petroleum refining.

**Low Flow Fixtures/Appliances** - Plumbing fixtures and appliances that significantly reduce the amount of water released per use are labeled “low flow”. These fixtures and appliances use just enough water to be effective, saving excess, clean drinking water that usually goes down the drain.

**Maximum Daily Demand** - The maximum (highest) amount of water used in one day.

**Metered Residential Connections** - The number of residential connections to the water system that have meters. For multifamily dwellings, report each residential unit as an individual user.

**Percent Unmetered/Unaccounted For** - Unaccounted for water use is the volume of water withdrawn from all sources minus the volume of water delivered. This value represents water “lost” by miscalculated water use due to inaccurate meters, water lost through leaks, or water that is used but unmetered or otherwise undocumented. Water used for public services such as hydrant flushing, ice skating rinks, and public swimming pools should be reported under the category “Water Supplier Services”.

**Population Served** - The number of people who are served by the community’s public water supply system. This includes the number of people in the community who are connected to the public water supply system, as well as people in neighboring communities who use water supplied by the community’s public water supply system. It should not include residents in the community who have private wells or get their water from neighboring water supply.

**Residential Connections** - The total number of residential connections to the water system. For multifamily dwellings, report each residential unit as an individual user.

**Residential Per Capita Demand** - The total residential water delivered during the year divided by the population served divided by 365 days.

**Residential Water Use** - Water used for normal household purposes such as drinking, food preparation, bathing, washing clothes and dishes, flushing toilets, and watering lawns and gardens. Should include all water delivered to single family private residences, multi-family dwellings, apartment buildings, senior housing complexes, mobile home parks, etc.

**Smart Meter** - Smart meters can be used by municipalities or by individual homeowners. Smart metering generally indicates the presence of one or more of the following:

- Smart irrigation water meters are controllers that look at factors such as weather, soil, slope, etc. and adjust watering time up or down based on data. Smart controllers in a typical summer will reduce water use by 30%-50%. Just changing the spray nozzle to new efficient models can reduce water use by 40%.
- Smart Meters on customer premises that measure consumption during specific time periods and communicate it to the utility, often on a daily basis.
- A communication channel that permits the utility, at a minimum, to obtain meter reads on demand, to ascertain whether water has recently been flowing through the meter and onto the

premises, and to issue commands to the meter to perform specific tasks such as disconnecting or restricting water flow.

**Total Connections** - The number of connections to the public water supply system.

**Total Per Capita Demand** - The total amount of water withdrawn from all water supply sources during the year divided by the population served divided by 365 days.

**Total Water Pumped** - The cumulative amount of water withdrawn from all water supply sources during the year.

**Total Water Delivered** - The sum of residential, commercial, industrial, institutional, water supplier services, wholesale and other water delivered.

**Ultimate (Full Build-Out)** - Time period representing the community's estimated total amount and location of potential development, or when the community is fully built out at the final planned density.

**Unaccounted (Non-revenue) Loss** - See definitions for "percent unmetered/unaccounted for loss".

**Uniform Rate Structure** - A uniform rate structure charges the same price-per-unit for water usage beyond the fixed customer charge, which covers some fixed costs. The rate sends a price signal to the customer because the water bill will vary by usage. Uniform rates by class charge the same price-per-unit for all customers within a customer class (e.g. residential or non-residential). This price structure is generally considered less effective in encouraging water conservation.

**Water Supplier Services** - Water used for public services such as hydrant flushing, ice skating rinks, public swimming pools, city park irrigation, back-flushing at water treatment facilities, and/or other uses.

**Water Used for Nonessential Purposes** - Water used for lawn irrigation, golf course and park irrigation, car washes, ornamental fountains, and other non-essential uses.

**Wholesale Deliveries** - The amount of water delivered in bulk to other public water suppliers.

## **Acronyms and Initialisms**

**AWWA** – American Water Works Association

**C/I/I** – Commercial/Institutional/Industrial

**CIP** – Capital Improvement Plan

**GIS** – Geographic Information System

**GPCD** – Gallons per capita per day

**GWMA** – Groundwater Management Area – North and East Metro, Straight River, Bonanza,

**MDH** – Minnesota Department of Health

**MGD** – Million gallons per day

**MG** – Million gallons

**MGL** – Maximum Contaminant Level

**MnTAP** – Minnesota Technical Assistance Program (University of Minnesota)

**MPARS** – MN/DNR Permitting and Reporting System (new electronic permitting system)

**MRWA** – Minnesota Rural Waters Association

**SWP** – Source Water Protection

**WHP** – Wellhead Protection

## **APPENDICES TO BE SUBMITTED BY THE WATER SUPPLIER**

**Appendix 1: Well records and maintenance summaries** – see Part 1C

**Appendix 2: Water level monitoring plan** – see Part 1E

**Appendix 3: Water level graphs for each water supply well** - see Part 1E

**Appendix 4: Capital Improvement Plan** - see Part 1E

**Appendix 5: Emergency Telephone List** – see Part 2C

**Appendix 6: Cooperative Agreements for Emergency Services** – see Part 2C

**Appendix 7: Municipal Critical Water Deficiency Ordinance** – see Part 2C

**Appendix 8: Graph showing annual per capita water demand for each customer category during the last ten-years** – see Part 3 Objective 4

**Appendix 9: Water Rate Structure** – see Part 3 Objective 6

**Appendix 10: Adopted or proposed regulations to reduce demand or improve water efficiency** – see Part 3 Objective 7

**Appendix 11: Implementation Checklist** – summary of all the actions that a community is doing, or proposes to do, including estimated implementation dates – see [www.mndnr.gov/watersupplyplans](http://www.mndnr.gov/watersupplyplans)

**Appendix 1:**

**Well records and maintenance summaries**

# E.H. Renner & Sons

Incorporated

WELL DRILLING FOR FOUR GENERATIONS

15688 Jarvis Street NW \* Elk River, Minnesota 55330

Phone (763) 427-6100 \* Fax (763) 427-0533 \* Toll Free (800) - 409-WELL

## LINESHAFT TURBINE PUMP INSPECTION

### City of Newport

Matt  
651-775-3618

#### Location

#### Installed

#### File:

Well No 01

4586

Unique No: 208353

	Date	7/14/2016	9/18/2015	4/3/2012	5/19/2010	1/25/2005	11/21/2002	5/7/1999
Report No.		7	6	5	4	3	2	1
MOTOR PROTECTION		CB	CB	CB	CB	CB	CB	CB
SIZE		400	400	400	400	400	400	400
STARTER		MAG	Mag	Mag	Mag	Mag	Mag	Mag
WIRING		OK	OK	OK	OK	OK	OK	OK
VOLTS - OFF	A-B	Running	Running	238	239	244	240	240
	B-C			238	238	242	241	239
	A-C			239	238	242	240	239
VOLTS - ON	A-B	Couldn't	Couldn't	231	236	238	235	232
	B-C	open	open	231	235	236	236	232
	A-C	Panel	panel.	239	236	235	235	231
AMPS - FULL LOAD				224	224	224	224	224
Service Factor 257.6	L1			221	209	242	244	240
	L2			221	205	236	237	243
	L3			220	200	235	239	243
MEG OHMS (AVERAGE)					Ok		200	200

Driver: US 100 Hp Frame 444UP

WATER LEVEL	Ft	33	23	23.0	26.0	25.0	23.75	23
PUMPING	Ft	55	73	75.0	64.0	71.0	69.5	73
GALLONS PUMPING	GPM	1045	1065	1160	1090	1250	1220	1230
DRAW DOWN		22	50	52	38	46	45.75	50
GALLONS PER FT. OF D.D.	Ft	47.5	21.3	22.3	28.7	27.2	26.7	24.6
PRESSURE (PSI)	PSI	70	74	74	70	75	74	72
FRICTION LOSS	Ft	2	2	2	2	2	2	2
EST. TOTAL HEAD	Ft	219	246	248	228	246	242	241

Pump: All New Below Base 1997 - Mfg.? Design 1000 GPM at 300 ft. 150" x 10" x 1-11/16"

VIABRATION - PARALLEL WITH DISCHARGE LINE (Displacement - inches)								
	Top	0.0025	0.0020	0.0020	0.0020	0.0016	0.0015	0.0016
	Bottom	0.0018	0.0010	0.0010	0.0010	0.0010	0.0010	0.0010
	Head	0.0008	0.0005	0.0004	0.0010	0.0008	0.0004	0.0006
VIABRATION - NINTY DEGREES FROM DISCHARGE LINE (Displacement - inches)								
	Top	0.0025	0.0030	0.0030	0.0020	0.0012 - .0025	0.0012	0.0018
	Bottom	0.0011	0.0015	0.0020	0.0010	0.0010	0.0008	0.0010
	Head	0.0009	0.0010	0.0006	0.0008	0.0008	0.0004	0.0006
NOISE	Top	81	81	90	Normal	Normal	Normal	Normal
	Bottom	85	85	95	Normal	Normal	Normal	Normal
	Head	80	80	89	Normal	Normal	Normal	Normal
CONDITION OF PACKING	Good		OK	Ok	Ok	Ok	Ok	OK
LAST OIL CHANGE	9/18/2015	9/18/2015	3/2/2012	2009	Ok	Ok	Ok	March 99
CONDITION OF CHECK	ok		OK	Ok	Ok	Ok	Ok	OK
HOURS	No meter		No Meter	No Meter	No Meter			4061.5

OTHER:

This pump has been in service for 20 years.  
Consider above ground inspection.

1997 - All new below base.



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## LINESHAFT TURBINE PUMP INSPECTION

### City of Newport

Matt  
651-775-3618

Well No 02

File: 4586

Unique No: 225904

		<u>Location</u>			<u>Installed</u>			
		670 12th Street			5/12/2006			
Date		7/14/2016	9/18/2015	1/25/2015	4/3/2012	5/19/2010	6/7/2006	5/31/2006
Report No.		11	10	9	8	7	6	5
MOTOR PROTECTION		CB	CB	CB		CB	Balance	Vibration
SIZE								
STARTER		Mag	Mag	Mag		Mag	=	=
WIRING		OK	OK	ok		Ok	=	=
VOLTS - OFF	A-B	474			478	472	=	=
	B-C	477			478	475	=	=
	A-C	478			478	475	=	=
VOLTS - ON	A-B	472	467		467	467	=	=
	B-C	472	467		468	468	=	=
	A-C	472	467		468	468	=	=
AMPS - FULL LOAD	114	114	114	114	114	114	=	=
	L1	97	106	93	87	93	=	=
	L2	97	106	96	87	91	=	=
	L3	97	106	99	90	95	=	=
MEG OHMS (AVERAGE)						Ok	=	=

Driver: US 100 Hp Model BF-66 Frame 404TP Type RUSI Up Brg 7212-BEM Low Brg 6212-J

WATER LEVEL	Ft	33	33		31.0	34.5	=	=
PUMPING LEVEL	Ft	46	49		48.0	53.5	=	=
GALLONS PUMPING	GPM	944	944		895	964	=	=
DRAW DOWN		13	16		17	19	=	=
GALLONS PER FT. OF D.D.	Ft	72.6	59.0		52.6	50.7	=	=
PRESSURE (PSI)	PSI	93	90		91	75	=	=
FRICTION LOSS	Ft	4.5			4.5	4.5	=	=
EST. TOTAL HEAD	Ft	265	257		263	231	=	=

Pump: Layne 8LKM 800 GPM at 315 Ft. (130' x 8 x 1-1/2")

VIABRATION - PARALLEL WITH DISCHARGE LINE (Displacement - inches)								
Top	0.0091	OFF THE	0.0038	0.0100	0.0038	0.0008	0.0040	
Bottom	0.0051	CHART	0.0021	0.0010	0.0018	0.0002	0.0018	
Head	0.0021		0.0012	0.0009	0.0002	0.0001	0.0010	
VIABRATION - NINTY DEGREES FROM DISCHARGE LINE (Displacement - inches)								
Top	0.0091	OFF THE	0.0051	0.0100	0.0040	0.0010	0.0050	
Bottom	0.0041	CHART	0.0021	0.0030	0.0010	0.0002	0.0020	
Head	0.0021		0.0012	0.0002	0.0002	0.0001	0.0012	
NOISE - Decibels	Top	88	88	96	90	Normal	Normal	Normal
	Bottom	90	90	97	95	Normal	Normal	Normal
	Head	91	91	95	88	Normal	Normal	Normal
CONDITION OF PACKING		Ok	CHANGED	ok	Ok	Repack	=	=
LAST OIL CHANGE		9/18/2015	9/18/2015		3/8/12	3/4/10	=	=
CONDITION OF CHECK		ok			Ok	Ok	=	=
HOURS					No Meter	No Meter	=	=
OTHER:								

Needs the motor Balanced; Pump should be inspected above ground



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## LINESHAFT TURBINE PUMP INSPECTION

### City of Newport

John Neska  
651-459-2475

Well No 02

		<u>Location</u>		<u>Installed</u>		File:	
		670 12th Street		5/12/2006		Unique No:	
Date		5/19/2010	6/7/2006	5/31/2006	5/17/2006	1/25/2005	11/21/2002
Report No.		7	6	5	4	3	2
MOTOR PROTECTION		CB	Balance	Vibration	CB	CB	CB
SIZE						?	?
STARTER		Mag	=	=	Mag	Mag	Mag
WIRING		Ok	=	=	Ok	Ok	Ok
VOLTS - OFF	A-B	472	=	=	478	480	475
	B-C	475	=	=	482	484	476
	A-C	475	=	=	482	484	478
VOLTS - ON	A-B	467	=	=	468	476	468
	B-C	468	=	=	470	479	470
	A-C	468	=	=	472	479	472
AMPS - FULL LOAD	114	114	=	=	114	114	114
	L1	93	=	=	96	94	94
	L2	91	=	=	91	93	96
	L3	95	=	=	96	98	97
MEG OHMS (AVERAGE)		Ok	=	=	1000		200

Driver: US 100 Hp Model BF-66 Frame 404TP Type RUSI Up Brg 7212-BEM Low Brg 6212-J

WATER LEVEL	Ft	34.5	=	=	29.3	34.0	36.5
PUMPING LEVEL	Ft	53.5	=	=	53.2	51.0	51.5
GALLONS PUMPING	GPM	964	=	=	1154	977	890
DRAW DOWN		19	=	=	23.9	17	15
GALLONS PER FT. OF D.D.	Ft	50.7	=	=	48.3	57.5	59.3
PRESSURE (PSI)	PSI	75	=	=	40	76	88
FRICTION LOSS	Ft	4.5	=	=	4.5	4.5	4.5
EST. TOTAL HEAD	Ft	231	=	=	150	231	259

Pump: Layne 8LKM 800 GPM at 315 Ft. (130' x 8 x 1-1/2")

VIABRATION - PARALLEL WITH DISCHARGE LINE (Displacement - inches)							
	Top	0.0038	0.0008	0.0040	0.0040	0.0012	0.0010
	Bottom	0.0018	0.0002	0.0018	0.0018	0.0006	0.0004
	Head	0.0002	0.0001	0.0010	0.0002	0.0002	0.0002
VIABRATION - NINTY DEGREES FROM DISCHARGE LINE (Displacement - inches)							
	Top	0.0040	0.0010	0.0050	0.0040	0.0026	0.0020
	Bottom	0.0010	0.0002	0.0020	0.0018	0.0014	0.0012
	Head	0.0002	0.0001	0.0012	0.0002	0.0006	0.0003
NOISE							
	Top	Normal	Normal	Normal	Normal	Normal	Normal
	Bottom	Normal	Normal	Normal	Normal	Normal	Normal
	Head	Normal	Normal	Normal	Normal	Normal	Normal
CONDITION OF PACKING	Repack	=	=	New	Ok	Ok	Ok
LAST OIL CHANGE	3/4/10	=	=	New	Ok	Ok	Ok
CONDITION OF CHECK	Ok	=	=	Ok	Ok	Ok	Ok
HOURS	No Meter	=	=	No Meter	No Meter	No Meter	No Meter
OTHER:							

Jerry Aljets

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## LINESHAFT TURBINE PUMP INSPECTION

### City of Newport

John Neska  
651-459-2475

### Well #2

File: 4586  
Unique No: 5917

	Date Report No.	Location 670 12th Street		Installed 5/12/2006		File: Unique No:	
		6/7/2006 6	5/31/2006 5	5/17/2006 4	1/25/2005 3	11/21/2002 2	5/7/1999 1
MOTOR PROTECTION		Balance	Vibration	CB	CB	CB	CB
SIZE					?	?	?
STARTER		=	=	Mag	Mag	Mag	Mag
WIRING		=	=	Ok	Ok	Ok	OK
VOLTS - OFF	A-B	=	=	478	480	475	470
	B-C	=	=	482	484	476	473
	A-C	=	=	482	484	478	473
VOLTS - ON	A-B	=	=	468	476	468	463
	B-C	=	=	470	479	470	465
	A-C	=	=	472	479	472	466
AMPS - FULL LOAD	114	=	=	114	114	114	114
	L1	=	=	96	94	94	94
	L2	=	=	91	93	96	97
	L3	=	=	96	98	97	95
MEG OHMS (AVERAGE)		=	=	1000		200	200

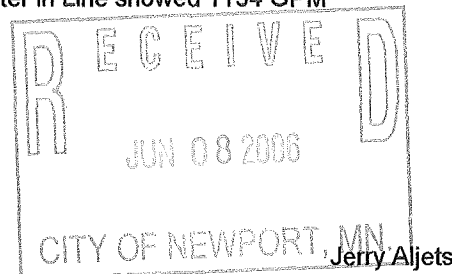
Driver: US 100 Hp Model BF-66 Frame 404TP Type RUSI Up Brg 7212-BEM Low Brg 6212-J

WATER LEVEL	Ft	=	=	29.3	34.0	36.5	34
PUMPING LEVEL	Ft	=	=	53.2	51.0	51.5	49
GALLONS PUMPING	GPM	=	=	1154	977	890	910
DRAW DOWN		=	=	23.9	17	15	15
GALLONS PER FT. OF D.D.	Ft	=	=	48.3	57.5	59.3	60.7
PRESSURE (PSI)	PSI	=	=	40	76	88	86
FRICTION LOSS	Ft	=	=	4.5	2	2	2
EST. TOTAL HEAD	Ft	=	=	150	229	257	250

Pump: Layne 8LKM 800 GPM at 315 Ft. (130' x 8 x 1-1/2")

VIABRATION - PARALLEL WITH DISCHARGE LINE (Displacement - inches)							
Top		0.0008	0.0040	0.0040	0.0012	0.0010	0.0008
Bottom		0.0002	0.0018	0.0018	0.0006	0.0004	0.0006
Head		0.0001	0.0010	0.0002	0.0002	0.0002	0.0001
VIABRATION - NINTY DEGREES FROM DISCHARGE LINE (Displacement - inches)							
Top		0.0010	0.0050	0.0040	0.0026	0.0020	0.0030
Bottom		0.0002	0.0020	0.0018	0.0014	0.0012	0.0012
Head		0.0001	0.0012	0.0002	0.0006	0.0003	0.0002
NOISE Top		Normal	Normal	Normal	Normal	Normal	Normal
Bottom		Normal	Normal	Normal	Normal	Normal	Normal
Head		Normal	Normal	Normal	Normal	Normal	Normal
CONDITION OF PACKING		=	=	New	Ok	Ok	OK
LAST OIL CHANGE		=	=	New	Ok	Ok	March 99
CONDITION OF CHECK		=	=	Ok	Ok	Ok	OK
HOURS		=	=	No Meter	No Meter	No Meter	No Meter
OTHER:							

5/17/06 Wall recorder Showed 570 GPM Meter in Line showed 1154 GPM



**Appendix 2:**  
**Water level monitoring plan**

**Water Level Monitoring Plan**  
**City of Newport**

1. Purpose of Water Level Monitoring Plan: The purpose of the Water Level Monitoring Plan is to document the water level for both supply wells to track the seasonal variation in water levels and the long-term trends for each well.
2. Data Collection Method: The water level is measured by recording the depth to water from the static level for each well. The depth to water for each well is measured with a metal tape.
3. Measurement Frequency and Timing: The water level for all supply wells will need to be recorded on a monthly basis. Measurements are recorded during the first week of the month.

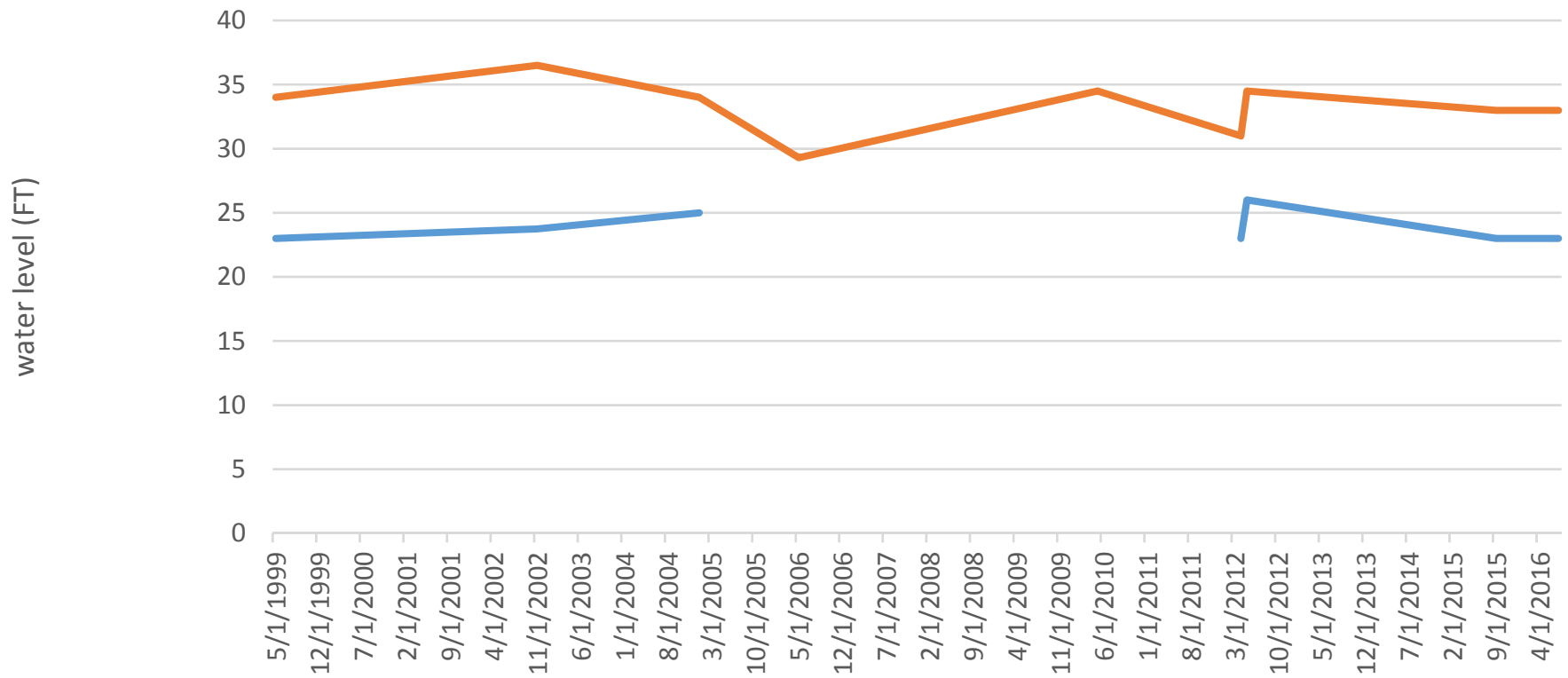
**Table 1** - Well Locations and Schedule for Water Level Readings

<b>Permittee Well No:</b>	<b>MDH Unique Well Number:</b>	<b>DNR Permit No.</b>	<b>Measurement Frequency</b>
Well 1	208353	1972-0851	Monthly
Well 2	225907	1972-0851	Monthly

### **Appendix 3:**

**Water level graphs for each water supply well**

## Newport Municipal Wells - Water Levels



	5/7/1999	11/21/2002	1/25/2005	5/17/2006	5/19/2010	4/3/2012	5/19/2012	9/18/2015	7/14/2016
Well No. 1 Level	23	23	23	26			25	23.75	23
Well No. 2 Level	33	33	31	34.5	34.5	29.3	34	36.5	34

Date

Well No. 1 Level Well No. 2 Level

**Appendix 4:**

**Capital Improvement Plan**

[Newport does not presently have a Capital Improvement plan on record. A copy of the Water Enterprise Fund Summary is enclosed]

Water Enterprise Fund																
General Information	Rate	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Population & Forecast <sup>(1)</sup>	0.5%	3710	3729	3747	3766	3785	3804	3823	3842	3861	3880	3900	3919	3939	3959	3978
Total Connections <sup>(2)</sup>	0.5%	980	980	980	980	980	980	980	980	980	980	980	980	980	980	980
Commercial		64	64	65	65	65	65	66	66	66	66	67	67	67	68	68
Institutional		13	13	13	13	13	13	13	13	13	14	14	14	14	14	14
Residential - Multi-plex		40	40	40	41	41	41	41	41	41	42	42	42	42	42	43
Residential - Regular		728	731	734	736	739	742	745	748	752	755	759	763	766	770	774
Residential - Senior		156	157	157	158	159	159	160	161	161	162	163	164	164	165	166
Annual Connection Increase		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Base Charge - Senior <sup>(3)</sup>		\$ 13.93	\$ 14.35	\$ 14.78	\$ 15.22	\$ 15.68	\$ 16.15	\$ 16.63	\$ 17.13	\$ 17.13	\$ 17.13	\$ 17.13	\$ 17.13	\$ 17.13	\$ 17.13	\$ 17.13
Minimum Base Charge - All Other <sup>(3)</sup>		\$ 27.86	\$ 28.69	\$ 29.55	\$ 30.44	\$ 31.35	\$ 32.29	\$ 33.26	\$ 34.26	\$ 34.26	\$ 34.26	\$ 34.26	\$ 34.26	\$ 34.26	\$ 34.26	\$ 34.26
Usage Rate from 10-20,000 Gal <sup>(4)</sup>		\$ 0.0022	\$ 0.0023	\$ 0.0024	\$ 0.0024	\$ 0.0025	\$ 0.0026	\$ 0.0027	\$ 0.0027	\$ 0.0027	\$ 0.0027	\$ 0.0027	\$ 0.0027	\$ 0.0027	\$ 0.0027	\$ 0.0027
Usage Rate from 20-30,000 Gal		\$ 0.0023	\$ 0.0023	\$ 0.0024	\$ 0.0025	\$ 0.0025	\$ 0.0026	\$ 0.0027	\$ 0.0028	\$ 0.0028	\$ 0.0028	\$ 0.0028	\$ 0.0028	\$ 0.0028	\$ 0.0028	\$ 0.0028
Usage Rate from 30-40,000 Gal		\$ 0.0023	\$ 0.0024	\$ 0.0024	\$ 0.0025	\$ 0.0026	\$ 0.0027	\$ 0.0027	\$ 0.0028	\$ 0.0028	\$ 0.0028	\$ 0.0028	\$ 0.0028	\$ 0.0028	\$ 0.0028	\$ 0.0028
Usage Rate from 40-50,000 Gal		\$ 0.0023	\$ 0.0024	\$ 0.0025	\$ 0.0025	\$ 0.0026	\$ 0.0027	\$ 0.0028	\$ 0.0029	\$ 0.0029	\$ 0.0029	\$ 0.0029	\$ 0.0029	\$ 0.0029	\$ 0.0029	\$ 0.0029
Usage Rate from 50,000+ Gal		\$ 0.0023	\$ 0.0024	\$ 0.0025	\$ 0.0026	\$ 0.0026	\$ 0.0027	\$ 0.0028	\$ 0.0029	\$ 0.0029	\$ 0.0029	\$ 0.0029	\$ 0.0029	\$ 0.0029	\$ 0.0029	\$ 0.0029
Connection (Access) Fee <sup>(4)</sup>		\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00	\$ 750.00
Trunk Fee <sup>(4)</sup>		\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00
Total Water Sold (Gallons) <sup>(2)</sup>	0.5%	98,100,000	98,600,000	99,100,000	99,600,000	100,100,000	100,600,000	101,100,000	101,600,000	102,100,000	102,600,000	103,100,000	103,600,000	104,100,000	104,600,000	105,100,000
Operating Revenue <sup>(5)</sup>		\$ 231,153	\$ 246,464	\$ 255,129	\$ 264,091	\$ 273,362	\$ 282,951	\$ 289,387	\$ 303,129	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water Sale Revenue		\$ 231,153	\$ 246,464	\$ 255,129	\$ 264,091	\$ 273,362	\$ 282,951	\$ 289,387	\$ 303,129	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Reduction for 4th Quarter Rate Incr.																
Connection (Access) Fee		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Trunk Fees		\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120	\$ 120
Permits & Licenses	1.0%	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100
Total Revenues		\$ 231,373	\$ 246,684	\$ 255,349	\$ 264,311	\$ 273,582	\$ 283,171	\$ 289,607	\$ 303,349	\$ 220	\$ 220	\$ 220	\$ 220	\$ 220	\$ 220	\$ 220
O&M Expenses <sup>(6)</sup>		\$ 218,726	\$ 222,122	\$ 225,605	\$ 229,178	\$ 232,842	\$ 236,601	\$ 240,456	\$ 244,412	\$ 248,470	\$ 252,634	\$ 256,906	\$ 261,290	\$ 265,789	\$ 270,406	\$ 275,145
Personnel services	3.0%	\$ 68,257	\$ 70,305	\$ 72,414	\$ 74,587	\$ 76,824	\$ 79,129	\$ 81,503	\$ 83,948	\$ 86,466	\$ 89,060	\$ 91,732	\$ 94,484	\$ 97,319	\$ 100,238	\$ 103,245
Employee benefits	3.0%	\$ 3,714	\$ 3,825	\$ 3,940	\$ 4,058	\$ 4,180	\$ 4,305	\$ 4,434	\$ 4,567	\$ 4,704	\$ 4,845	\$ 4,991	\$ 5,140	\$ 5,295	\$ 5,453	\$ 5,617
FICA/Medicare	3.0%	\$ 4,735	\$ 4,877	\$ 5,023	\$ 5,174	\$ 5,329	\$ 5,489	\$ 5,654	\$ 5,823	\$ 5,998	\$ 6,178	\$ 6,363	\$ 6,554	\$ 6,751	\$ 6,953	\$ 7,162
Workers' Compensation		\$ 1,889	\$ 1,946	\$ 2,005	\$ 2,065	\$ 2,127	\$ 2,190	\$ 2,256	\$ 2,324	\$ 2,394	\$ 2,465	\$ 2,539	\$ 2,615	\$ 2,694	\$ 2,775	\$ 2,858
Health insurance		\$ 9,501	\$ 9,786	\$ 10,080	\$ 10,382	\$ 10,694	\$ 11,015	\$ 11,345	\$ 11,685	\$ 12,036	\$ 12,397	\$ 12,769	\$ 13,152	\$ 13,547	\$ 13,953	\$ 14,372
Supplies	1.0%	\$ 20,956	\$ 21,166	\$ 21,377	\$ 21,591	\$ 21,807	\$ 22,025	\$ 22,245	\$ 22,468	\$ 22,692	\$ 22,919	\$ 23,148	\$ 23,380	\$ 23,614	\$ 23,850	\$ 24,088
Utilities	1.0%	\$ 31,034	\$ 31,344	\$ 31,658	\$ 31,974	\$ 32,294	\$ 32,617	\$ 32,943	\$ 33,273	\$ 33,605	\$ 33,941	\$ 34,281	\$ 34,624	\$ 34,970	\$ 35,320	\$ 35,673
Depreciation	2.8%	\$ 55,286	\$ 55,286	\$ 55,286	\$ 55,286	\$ 55,286	\$ 55,286	\$ 55,286	\$ 55,286	\$ 55,286	\$ 55,286	\$ 55,286	\$ 55,286	\$ 55,286	\$ 55,286	\$ 55,286
Other	1.0%	\$ 23,353	\$ 23,587	\$ 23,823	\$ 24,061	\$ 24,302	\$ 24,545	\$ 24,790	\$ 25,038	\$ 25,288	\$ 25,541	\$ 25,797	\$ 26,055	\$ 26,315	\$ 26,578	\$ 26,844
Total O&M Expenses		\$ 218,726	\$ 222,122	\$ 225,605	\$ 229,178	\$ 232,842	\$ 236,601	\$ 240,456	\$ 244,412	\$ 248,470	\$ 252,634	\$ 256,906	\$ 261,290	\$ 265,789	\$ 270,406	\$ 275,145
Summary of Operating Budget																
Net Assets - Beginning of Year		\$ 1,957,757	\$ 1,975,753	\$ 2,006,313	\$ 2,041,803	\$ 2,082,344	\$ 2,129,636	\$ 2,184,053	\$ 2,242,501	\$ 2,312,274	\$ 2,076,648	\$ 1,831,928	\$ 1,577,805	\$ 1,316,735	\$ 1,051,166	\$ 780,979
Total Operating Income		\$ 12,648	\$ 24,562	\$ 29,743	\$ 35,134	\$ 40,740	\$ 46,571	\$ 52,651	\$ 58,937	\$ (248,250)	\$ (252,414)	\$ (256,686)	\$ (261,070)	\$ (265,569)	\$ (270,186)	\$ (274,925)
Non-Operating Income (Interest)	2.2%	\$ 5,348	\$ 5,998	\$ 5,747	\$ 5,407	\$ 6,552	\$ 7,846	\$ 9,297	\$ 10,836	\$ 12,624	\$ 7,694	\$ 2,564	\$ -	\$ -	\$ -	\$ -
Change in Net Assets		\$ 17,996	\$ 30,560	\$ 35,490	\$ 40,541	\$ 47,292	\$ 54,417	\$ 68,447	\$ 69,773	\$ (235,626)	\$ (244,720)	\$ (254,123)	\$ (261,070)	\$ (265,569)	\$ (270,186)	\$ (274,925)
Capital Reimbursement																
Utility Truck - 1 Ton 50 % of (\$90k)			\$ 53,491												\$ 81,931	
Well No. 1 - Pump Insp./Repair																
Well No. 2 - Pump Insp./Repair				\$ 62,443												
Water Meter Replacement & Software																
Total Capital Reimbursement		\$ -	\$ 53,491	\$ 62,443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,931	\$ -
Capital Expenses <sup>(7)</sup>	Loan															
Water System Interconnect (\$800k - 20 yr)	2.0%															
PFA Loan Savings Fund	5.0%															
Water Tower Painting & Restoration (\$270k - 15 yr)	5.0%	\$ 25,938	\$ 25,938	\$ 25,938	\$ 25,938	\$ 25,938	\$ 25,938	\$ 25,938	\$ 25,938	\$ 25,938	\$ 25,938	\$ 25,938	\$ 25,938	\$ 25,938	\$ 25,938	\$ 25,938
Controls & SCADA System Upgrade (\$230k - 20 yr)	4.5%	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831
Total Capital Expenses		\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831
Summary of Revenues/Expenses																
Total Capital Reimbursement		\$ -	\$ 53,491	\$ 62,443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,931	\$ -
Total Capital Expenses		\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 43,768	\$ 17,831	\$ 17,831	\$ 17,831	\$ 17,831
Total Fund Balance (Cash)		\$ 272,623	\$ 261,210	\$ 245,775	\$ 297,833	\$ 356,644	\$ 422,579	\$ 492,544	\$ 573,835	\$ 349,727	\$ 116,525	\$ (126,080)	\$ (349,695)	\$ (577,808)	\$ (892,470)	\$ (1,129,940)
Net Assets - Beginning of year		\$ 1,957,757	\$ 1,975,753	\$ 2,006,313	\$ 2,041,803	\$ 2,082,344	\$ 2,129,636	\$ 2,184,053	\$ 2,242,501	\$ 2,312,274	\$ 2,076,648	\$ 1,831,928	\$ 1,577,805	\$ 1,316,735	\$ 1,051,166	\$ 780,979
Net Assets - End of Year		\$ 1,975,753	\$ 2,006,313	\$ 2,041,803	\$ 2,082,344	\$ 2,129,636	\$ 2,184,053	\$ 2,242,501	\$ 2,312,274	\$ 2,076,648	\$ 1,831,928	\$ 1,577,805	\$ 1,316,735	\$ 1,051,166	\$ 780,979	\$ 506,054

<sup>(1)</sup> Population data and estimation based on information from MN Dept. of Administration

<sup>(2)</sup> Based on information from City (email from Mrs. Piehl dated 31, 2009)

<sup>(3)</sup> Charges/Rates obtained from City data: "Water and Sewer Rates, Input into USTI"

<sup>(4)</sup> Based on Information received from City (email from Mrs. Piehl dated March 31, 2009)

<sup>(5)</sup> Based on information from City's DNR Water Supply Plan and 2008 Comprehensive Plan Update. 2009 is average of previous two years (2007&2008)

<sup>(6)</sup> Based on information from City: "Comparative Schedule of Revenue, Expenses, and Changes..."

<sup>(7)</sup> Based on discussions with City staff



**Appendix 5:**  
**Emergency Telephone List**

## Appendix 5 City of Newport Emergency Telephone List

Emergency Response Team	Name	Work Telephone	Alternate Telephone
Emergency Response Lead	Bruce Hanson, Superintendent of Public Works	651-459-2475	651-485-1364
Alternate Emergency Response Lead	Matt Yokiell, Assistant Superintendent	651-459-2475	651-775-3618
Water Operator	Bruce Hanson	651-459-2475	651-485-1364
Alternate Water Operator	Matt Yokiell	651-459-2475	651-775-3618
Public Communications	Renee Eisenbeisz	651-459-5677	651-556-4601

State and Local Emergency Response Contacts	Name	Work Telephone	Alternate Telephone
State Incident Duty Officer	Minnesota Duty Officer	800/422-0798 Out State	651-649-5451 Metro
County Emergency Director	Doug Berglund	651-430-7682	651-430-7938
National Guard	Minnesota Duty Officer	800/422-0798 Out State	651-649-5451 Metro
Mayor/Board Chair	Mayor Dan Lund	651-331-9324	651-331-9324
Fire Chief	Chief Steve Wiley	651-439-9381	
Sheriff	Sheriff William M. Hutton	651-430-7600	
Police Chief	Sargent Larry Asterman	651-238-9708	
Ambulance	Cottage Grove EMS	651-439-9381	
Hospital	Woodwinds Health Campus	651-232-0228	
Doctor or Medical Facility	HealthEast Clinic – Woodwinds	651-232-6700	

State and Local Agencies	Name	Work Telephone	Alternate Telephone
MDH District Engineer	Lucas Martin	651-201-4144	
MDH	Drinking Water Protection	651-201-4700	
State Testing Laboratory	Minnesota Duty Officer	800/422-0798 Out State	651-649-5451 Metro
MPCA	Julie Henderson, P.E.	651-757-2423	
DNR Area Hydrologist	Jenifer Sorensen	651-259-5754	
County Water Planner	Metro Watershed – Paige Ahlborg	651-792-7964	651-792-7950

Utilities	Name	Work Telephone	Alternate Telephone
Electric Company	Xcel Energy – Luke Oberle	651-458-1243	
Gas Company	Xcel Energy – Bob Foley	651-458-1243	
Telephone Company	Qwest – Kevin Stocking	651-730-1371	
Gopher State One Call	Utility Locations	800-252-1166	651-454-0002
Highway Department	MnDOT - Adam Josephson	651-234-7715	

Mutual Aid Agreements	Name	Work Telephone	Alternate Telephone
Neighboring Water System	City of Woodbury	651-714-3720	651-439-9381
Emergency Water Connection	City of Woodbury	651-714-3720	651-439-9381
Materials	HD Supply Waterworks	952-937-9666	715-386-6010

Technical/Contracted Services/Supplies	Name	Work Telephone	Alternate Telephone
MRWA Technical Services	MN Rural Water Association	800-367-6792	
Well Driller/Repair	E.H. Renner & Sons	763-427-6100	
Pump Repair	E.H. Renner & Sons	763-427-6100	
Electrician	Ries Electric Co.	651-451-2238	651-775-1510
Plumber	Jim Murr Plumbing, Inc.	651-457-1337	
Backhoe	St. Paul Regional Water Services	651-266-6350	651-266-6874
Chemical Feed	Hawkins Chemical	800-328-5460	

Meter Repair	Bruce Hanson, Superintendent of Public Works	651-459-2475	651-485-1364
Generator	Bruce Hanson, Superintendent of Public Works	651-459-2475	651-485-1364
Valves	St. Paul Regional Water Services	651-266-6350	651-266-6874
Pipe & Fittings	St. Paul Regional Water Services	651-266-6350	651-266-6874
Water Storage	St. Paul Regional Water Services	651-266-6350	651-266-6874
Laboratory	Pace Analytical Services	612-607-6400	
Engineering firm	MSA Professional Services, Inc.	612-548-3132	612-548-3124

<b>Communications</b>	<b>Name</b>	<b>Work Telephone</b>	<b>Alternate Telephone</b>
News Paper	South Washington Bulletin	651-319-4280	651-319-4490
Radio Station	WCCO	612-370-0611	
School Superintendent	Keith Jacobus	651-425-6300	
Property & Casualty Insurance	League of MN Cities	651-281-1200	800-925-1122

<b>Critical Water Users</b>	<b>Name</b>	<b>Work Telephone</b>	<b>Alternate Telephone</b>
Hospital Critical Use:	Woodwinds Health Campus	651-232-0228	
Nursing Home Critical Use:	Presbyterian Homes	651-769-6600	
Public Shelter Critical Use:	Union Gospel Mission	651-292-1721	

**Appendix 6:**  
**Cooperative Agreements for Emergency Services**



**MEMO:**      *WATER SYSTEM INTERCONNECTION WITH WOODBURY*

**TO:**          *Newport City Council*

**From:**       *John Stewart P.E. City Engineer*

**Date:**        *April 10, 2009:*

**INTRODUCTION:**

At the March 19<sup>th</sup> City Council Meeting we were directed to contact the City of Woodbury to investigate the development of an agreement to develop a Water system interconnection between Newport's and Woodbury.

We have met with the City of Woodbury's Public Works Director Mr. David Jessop and his staff to discuss the possibility of a mutual interconnection of our water systems, and we have met with Washington County to review to how the existing County ROW on Bailey Road could be used to facilitate construction of the water system interconnection.

The results of our conversations were as follows:

**DISCUSSION WITH THE WOODBURY PUBLIC WORKS STAFF:**

We discussed extending a 10-inch diameter watermain from the existing hydrant oh the Public Works watermain at the intersection of Bailey Road and Sterling Avenue, to connect with the existing Woodbury watermain at the intersection of Bailey Road and Lydia Lane. (See attached Exhibit).

Woodbury indicated that they would support Newport's request to connect to their existing water system on Bailey Road. Woodbury would provide water to Newport either on the basis of;

1. An "Emergency Interconnect" that would be activated on the basis of a mechanical or tank failure in the City of Newport. Water flow could be provided to the whole city at a rate equal to "winter use" conditions (i.e. sprinkling restrictions). Woodbury has this arrangement with Oakdale and St Paul Water Department. The interconnect with Newport would only be one way providing flow from Woodbury to Newport. Newport does not have sufficient water Pressure to back-feed into Woodbury. Given this option Woodbury probably would not require a meter or charge Newport for such "emergency occurrences." Flow conditions would approximate 250,000 gpd with a maximum potable demand of 800 gpm; a fire flow demand of up to 2000 gpm would also be available.

2. An ongoing feed of bulk water to the City of Newport to supply water to the area in Newport's High Service Zone. This option would provide for ultimate development of 350 homes within the high service zone, and would allow the development of lands on Catherine drive and along Bailey Road, Military Road and Century Avenue. The water supply would be metered at the City limits and the distribution system would be under Newport control after the meter point. Flow conditions would approximate 250,000 gpd with a maximum potable demand of 800 gpm; a fire flow demand of up to 2000 gpm would also be available.

You will note as shown by the attached sketchy that Woodbury requested that the watermain connection be moved east to Wood Lane Drive and that Woodbury's preliminary sizing model indicated that a 12-inch diameter main should extend east from this point to serve their water needs. An unanswered question is whether the Newport fire flow demand adding an additional flow of 2000 gpm might require that the portion of waterline in Woodbury be larger than 12-inches diameter shown. In any event Woodbury's Staff stated that any differential costs required to upgrade the pipe from the 10-inch plan initially proposed by Newport would be at Woodbury's expense.

At such time as Woodbury had a need to connect to the portion of water main installed by the City of Newport, they would reimburse Newport a life cycle proration of the installation cost. This reimbursement would be development driven and may not occur for 5 - 15 years.

We have re-estimated the cost of installing the additional length of pipe and believe this project can be completed with the \$850,000 budget previously estimated.

Woodbury has requested that Newport provide an allowance of \$1500 to permit Woodbury to investigate the watermain over sizing required prior to drafting a *Interconnection agreement*.

#### **DISCUSSION WITH WASHINGTON COUNTY STAFF:**

Washington County has programmed an upgrade of Bailey Road east of the Military Road intersection to a 4 through lane configuration that included center left turn lanes and right turn on- off lanes. The County acquired an additional ROW on the north side of the centerline on Bailey Road to facilitate this upgrade. We met with Joe Gustafson the County Traffic Engineer to discuss the availability of County Road ROW for locating the watermain extension on Bailey Road. Mr. Gustafson was of the opinion that given the County's acquisition of 75' ROW on the north side of the centerline to construct the trail; the watermain could be installed with relatively few easement issues. Of course any final determination and permit would be dependent on the County's review of the project plans.

#### **FUTURE ACTIONS**

**We anticipate that by the second meeting in May we will have completed a thorough review of the CIP needs of the water system and will have information regarding the impacts of these needs on the User Rates.**

#### **ACTION REQUESTED**

**If City Council is of a mind, to continue to pursue a “Fiscal Stimulus” 80/20 grant/loan application for this project; we respectfully request that the City Council allow the expenditure of up to \$1500 to have the City of Woodbury update their computer model of the water system to determine the upsize needed for the portion of the interconnect with the City of Woodbury.**

**Appendix 7:**

**Municipal Critical Water Deficiency Ordinance**



payment to the City of a restoration fee established by ordinance. Any reconnection or turn on outside of Public Work's regular working hours shall be charged an additional fee established by ordinance.


**Subd. 8 Delinquent Bills; Lien.** In the event a water or sewer bill is unpaid 30 days after the due date, the billing shall be considered delinquent, the service may be discontinued, and the City Council may cause the charges noted in such billing to become a lien against the property served by certifying to the County Auditor the amount of such delinquent bill in accordance with the statutes of the state.

**Subd. 9 Final Meter Readings; Water Shutoff.** After a final meter reading, the water shall be shut off, unless a responsible party assumes the obligation of payment of the water bill.

**1000.23 Inspections; Entry Powers.**

**Subd. 1 Entry.** The City, by any authorized employee, agent, or contractor, shall have the right to enter and be admitted to any land, property, or building in the City that is connected to City water and sewer systems for the following purposes:

- A. Inspection and maintenance of materials, plumbing work, and fixtures of all kinds used by or in connection with the City water and sewer systems.
- B. Repair of materials, plumbing work, and fixtures of all kinds used by or in connection with the water and sewer systems.
- C. Replacement of materials, plumbing work, and fixtures of all kinds used by or in connection with water and sewer systems, specifically including the water meters and their accompanying wiring and attached meter recording device.

 **1000.24 Water Conservation.** All water customers and consumers shall be governed by the applicable regulations promulgated by the Public Works Superintendent to limitations in the time and manner of using water and such other applicable regulations promulgated by the Public Works Superintendent affecting the preservation, regulation, and protection of the water supply and system.

**Subd. 1 Emergency Regulations.** The City may impose emergency water usage regulations by limiting the times and hours, or completely prohibiting water use of the City's water system for certain uses, for example. The following are some best management practices that may be implemented from time to time if found necessary to conserve water supply:

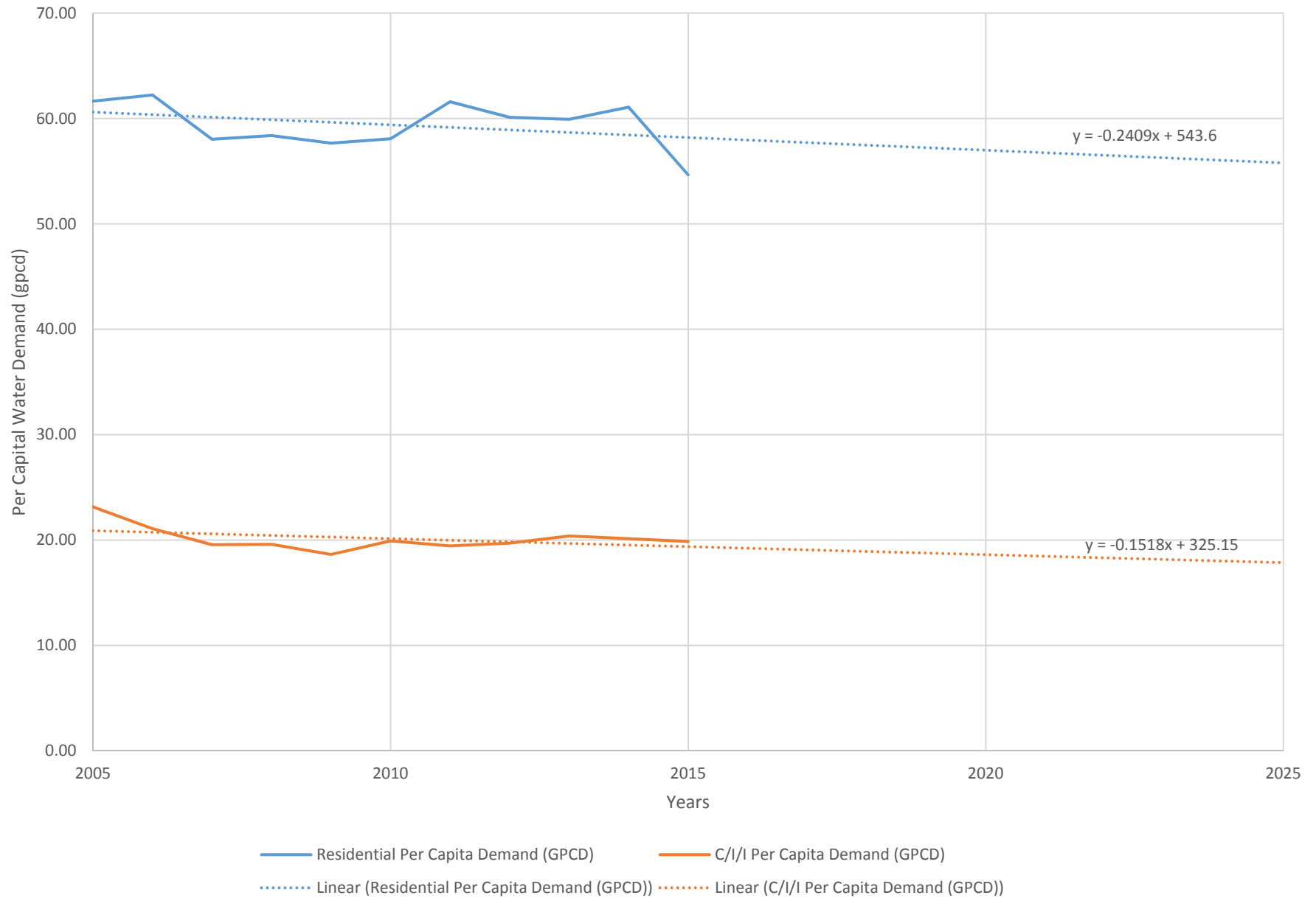
- 1. The watering and sprinkling of lawns and/or gardens from a municipal water supply system shall be permitted on even numbered days for property with even numbered addresses and on odd numbered days for property with odd numbered addresses; except, that any property may be watered on the thirty first day of any month.
- 2. Outdoor watering is prohibited between the hours of twelve o'clock (12:00) noon and four o'clock (4:00) P.M.
- 3. Other practices as determined by the City Public Works Superintendent necessary to conserve the water supply.
- 4. The foregoing limitations shall apply only to property served by City water.

**1000.25 Violation a Misdemeanor.** Every person who violates a section, subdivision, paragraph or provision of this

### **Appendix 8:**

**Graph showing annual per capita water demand for each customer category during the last ten-years**

Total Per Capita Water Demand



**Appendix 9:**  
**Water Rate Structure**

# RESOLUTION NO. 2014-48

## A RESOLUTION ESTABLISHING WATER AND SEWER RATES FOR 2015 - 2017

**WHEREAS**, the City of Newport has reviewed projections of upcoming expenditures and income to both its Water and Sanitary Sewer Enterprise funds for 2015 and beyond; and

**WHEREAS**, the current Water and Sewer rates are adequate to meet operating expenses but not generating enough revenue to pay for depreciation, capital and bonds, and to maintain an adequate reserve; and

**WHEREAS**, City Staff recommends the following rates for Water and Sanitary Sewer effective January 1, 2015 - December 31, 2017:

Quarterly Water Rates				
	Actual	Proposed Rates		
	2014	2015	2016	2017
<b>Percentage Increase</b>	6.75%	8.50%	8.50%	8.50%
<b>Flat Rates</b>				
Residential	16.28	17.66	19.16	20.79
Senior	12.21	13.25	14.37	15.60
Multi Family, per unit	12.21	13.25	14.37	15.60
Commercial	26.69	28.96	31.42	34.09
<b>Usage Rates</b>				
<b>Residential, Multi Family</b>				
0 - 8,000 gallons	1.33	1.45	1.57	1.70
8,001 - 20,000 gallons	1.67	1.81	1.96	2.13
Over 20,000 gallons	2.34	2.53	2.75	2.98
<b>Senior</b>				
0-8,000 gallons	0.00	0.00	0.00	0.00
8,001 -20,000 gallons	1.67	1.81	1.96	2.13
Over 20,000 gallons	2.34	2.53	2.75	2.98
<b>Commercial</b>				
0 - 30,000 gallons	1.33	1.45	1.57	1.70
30,001 - 70,000 gallons	1.67	1.81	1.96	2.13
Over 70,000 gallons	2.25	2.44	2.65	2.88

Quarterly Sewer Rates				
	Actual	Proposed Rates		
	2014	2015	2016	2017
<b>Percentage Increase</b>	6.75%	9.75%	9.75%	9.75%
<b>Flat Rates</b>				
Residential	13.78	15.12	16.60	18.22
Senior	10.34	11.35	12.45	13.67
Multi Family, per unit	10.34	11.35	12.45	13.67
Commercial	15.19	16.67	18.30	20.08
<b>Usage Rates (City and MCES)</b>				
Sewer Only	3.60	3.95	4.34	4.76
Residential, Multi Family, Commercial	3.60	3.95	4.34	4.76
Senior	2.70	2.96	3.25	3.57

**WHEREAS,** The City of Newport has the legal authority to administer its user charges and fees to structure the income to its Enterprise funds to provide for the sufficient revenue to repay the loans and ensure proper construction, operation and maintenance of the water and sewer facilities.

**NOW, THEREFORE, BE IT RESOLVED,** that the Newport City Council hereby establishes the Water and Sewer Rates for 2015 - 2017 effective January 1, 2015 to be:

	Actual	Proposed Rates			
	2014	2015	2016	2017	
<b>Percentage Increase</b>	6.75%	8.50%	8.50%	8.50%	
<b>Flat Rates</b>					
Residential	16.28	17.66	19.16	20.79	
Senior	12.21	13.25	14.37	15.60	
Multi Family, per unit	12.21	13.25	14.37	15.60	
Commercial	26.69	28.96	31.42	34.09	
<b>Usage Rates</b>					
<b>Residential, Multi Family</b>					
0 - 8,000 gallons	1.33	1.45	1.57	1.70	
8,001 - 20,000 gallons	1.67	1.81	1.96	2.13	
Over 20,000 gallons	2.34	2.53	2.75	2.98	
<b>Senior</b>					
0-8,000 gallons	0.00	0.00	0.00	0.00	
8,001 -20,000 gallons	1.67	1.81	1.96	2.13	
Over 20,000 gallons	2.34	2.53	2.75	2.98	
<b>Commercial</b>					
0 - 30,000 gallons	1.33	1.45	1.57	1.70	
30,001 - 70,000 gallons	1.67	1.81	1.96	2.13	
Over 70,000 gallons	2.25	2.44	2.65	2.88	
<b>Quarterly Sewer Rates</b>					
	Actual	Proposed Rates			
	2014	2015	2016	2017	
<b>Percentage Increase</b>	6.75%	9.75%	9.75%	9.75%	
<b>Flat Rates</b>					
Residential	13.78	15.12	16.60	18.22	
Senior	10.34	11.35	12.45	13.67	
Multi Family, per unit	10.34	11.35	12.45	13.67	
Commercial	15.19	16.67	18.30	20.08	
<b>Usage Rates (City and MCES)</b>					
Sewer Only	3.60	3.95	4.34	4.76	
Residential, Multi Family, Commercial	3.60	3.95	4.34	4.76	
Senior	2.70	2.96	3.25	3.57	

Sewer 1.34  
MACE 2.614  
Senior Sewer 1.00 - 9.8  
MACE 1.96 - 1.82

**Appendix 10:**

**Adopted or proposed regulations to reduce demand or improve water efficiency**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE regulating nonessential water usage upon critical water deficiency as authorized by Minn. Stat. § 103G.291, subd. 1 and 2.**

The City Council of \_\_\_\_\_ ordains:

**Sec. 1-1. Purpose.**

This ordinance establishes water conservation restrictions; and the plan will be in effect at any time the governor declares by executive order a critical water deficiency, pursuant to Minnesota Statutes section 103G.291.

**Sec. 1-2. Definitions.**

*Clerk* in statutory cities means the person assigned duties pursuant to Minn. Stat. § 412.151; or the city manager pursuant to Minn. Stat. § 412.601 – 412.751 or in charter cities as determined by city charter.

*Department* means the city water department.

*Emergency* means the declaration of a critical water deficiency by the governor.

*Irrigation* means the watering of shrubs, trees, sod, seeded areas, gardens, lawns, or any other outdoor vegetation, except outdoor vegetation utilized for agricultural purposes.

*Notification to public* means notification through local media, including interviews and issuance of news releases.

*Public water supplier* means the city or other entity that owns, manages, or operates a public water supply, as defined in Minn. Stat. § 144.382, subdivision 4.

*Reclaimed water* means water collected from rooftops, paved surfaces, or other collection devices and all water utilized more than once before re-entering the natural water cycle.

*Water recirculation system* means any system which enables a user to reuse water at least once prior to returning the water to the natural water cycle.

**Sec. 1-3. Application.**

(a) This ordinance applies to all customers of public water suppliers who own or control water use on any premises.

(b) No person shall make, cause, use, or permit the use of water received from a public water supply for residential, commercial, industrial, governmental, or any other purpose in any manner contrary to any provision in this ordinance.

(c) Mandatory emergency conservation measures shall be implemented based upon the declaration of a critical water emergency by the governor.

**Sec. 1-4. Declaration of critical water deficiency.**

Upon the declaration of a critical water deficiency by the governor, the public water supplier shall immediately post notice of the emergency declaration at the usual meeting place of the city council, or the official city bulletin board. The city shall provide notification to the public as quickly as possible or through established water supply plans emergency response plans or procedures.



**Sec. 1-5. Mandatory emergency water conservation measures.**

Upon declaration of a water emergency and notification to the public, the following mandatory restrictions upon nonessential water use shall be enforced:

- (1) Outdoor irrigation of yards, gardens, golf courses, parklands, and other non-agricultural land, except for those areas irrigated with reclaimed water, is prohibited.
- (2) Washing or spraying of sidewalks, driveways, parking areas, tennis courts, patios, or other paved areas with water from any pressurized source, including garden hoses, except to alleviate immediate health or safety hazards, is prohibited.
- (3) The outdoor use of any water-based play apparatus connected to a pressurized source is prohibited.
- (4) Restaurants and other food service establishments are prohibited from serving water to their customers, unless water is specifically requested by the customer.
- (5) Operation of outdoor misting systems used to cool public areas is prohibited.
- (6) The filling of swimming pools, fountains, spas, or other exterior water features is prohibited.
- (7) The washing of automobiles, trucks, trailers, and other types of mobile equipment is prohibited, except at facilities equipped with wash water recirculation systems, and for vehicles requiring frequent washing to protect public health, safety, and welfare.

**Sec. 1-6. Variances.**

The City Clerk or their designee, is authorized to grant variances to this ordinance where strict application of its provisions would result in serious hardship to a customer. A variance may be granted only for reasons involving health or safety. An applicant may appeal the denial of a variance within five (5) days of the decision by submitting a written appeal to the City Clerk. The City Council shall hear the appeal at the next City Council meeting. The decision of the City Council is final.

**Sec. 1-7. Violation.**

- (a) Violations shall be determined and cited by the City Clerk or his/her designee. A violator may appeal the citation within five (5) days of its issuance by submitting a written appeal to the City. The City Council shall hear the appeal at the next City Council meeting. The decision of the City Council is final. Violators may be granted an administrative waiver if evidence is provided that equipment failure was the cause of the violation. A letter from a qualified vendor or equipment invoice will be required to show proof of equipment failure.
- (b) Upon discovery of a first violation, the violator shall be issued, either personally or by mail, a warning letter that sets forth the violation and which shall describe the remedy and fines for future violations.
- (c) Upon subsequent violations at the same location, the violator shall be issued, either personally or by mail, a citation that sets forth the violation and shall describe the remedy. Fines shall be added to the monthly water bill of the owner or current occupant of the premises where the violation occurred. The imposition of the fine shall in no way limit the right of the City to pursue other legal remedies.

**Sec. 1-8. Enforcement.**

The City Clerk or his/her designee is authorized to designate city employees or law enforcement personnel to enforce the provisions of this ordinance.

**Sec. 1-9 Severability.**

If any provision of this ordinance or the application of any provision to a particular situation is held to be invalid by a court of competent jurisdiction, the remaining portions of the ordinance and the application of the ordinance to any other situation shall not be invalidated.

**Sec. 1-10 Effective date.**

The effective date is usually stated in the following manner: "This ordinance becomes effective from and after its passage and publication;" or "This ordinance becomes effective on \_\_\_\_." (Pick any date after passage and publication of the ordinance.)

Passed by the City Council of \_\_\_\_ on \_\_\_\_.

Approved:

\_\_\_\_\_  
Mayor

Attested:

\_\_\_\_\_  
City Clerk

**Appendix 11:**

**Implementation Checklist – summary of all the actions that a community is doing, or proposes to do,  
including estimated implementation dates**

Strategy	Timeframe
Residential	
Offer free or reduced cost water use audits) for residential customers.	Ongoing
Implement a notification system to inform customers when water availability conditions change.	Ongoing
Provide rebates or incentives for installing water efficient appliances and/or fixtures indoors (e.g., low flow toilets, high efficiency dish washers and washing machines, showerhead and faucet aerators, water softeners, etc.)	2020
Provide rebates or incentives to reduce outdoor water use (e.g., turf replacement/reduction, rain gardens, rain barrels, smart irrigation, outdoor water use meters, etc.)	Ongoing
Commerical	
Conduct audience-appropriate water conservation education and outreach.	2020
Conduct a facility water use audit for both indoor and outdoor use, including system components	Ongoing
Install enhanced meters capable of automated readings to detect spikes in consumption	Meters installed in 2011
Repair leaking system components (e.g., pipes, valves)	2017-2025
Investigate the reuse of reclaimed water (e.g., stormwater, wastewater effluent, process wastewater, etc.)	2020
Reduce outdoor water use (e.g., turf replacement/reduction, rain gardens, rain barrels, smart irrigation, outdoor water use meters, etc.)	2017-2020
Train employees how to conserve water	Ongoing
Implement a notification system to inform non-residential customers when water availability conditions change.	Ongoing

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DNR Comments – Local Water Supply Plan

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August 10, 2018

Matt Yokiel  
596 7th Ave.  
Newport, MN 55055

**Re: Update on the status of the Newport Water Supply Plan**

Dear Mr. Yokiel,

I am writing to update you on the status of the water supply plan you submitted for the City of Newport on 12/29/2016. The review of your plan is complete and a comment letter was emailed to Mr. Bruce Hanson from Joe Richter on 12/19/2017 that details required and recommended changes to your plan. In order to approve your plan, we need you to resubmit a new version that addresses at least the required changes. Those changes are also detailed below.

**Required changes:**

**Table 7, Project Annual Water Demand**

The Metropolitan Council has noted that the extended water demand projections in Table 7 are inconsistent with the population forecasts in the City Newport's System Statement. Table 7 must be revised to match with the population forecast in the System Statement.

**Part 1.E., Table 10. Natural Resource Impacts**

The DNR Area Hydrologist and the Metropolitan Council have noted that Table 10 needs to be completely filled out. The DNR Groundwater Specialist that reviewed the Newport Water Supply Plan noted that there are existing pollution plumes within the City of Newport. The City of Newport should note the existence of the pollution plume in Table 10, and institute a monitoring program to evaluate whether pollution is present in the water of the City of Newport. Table 10 should also be changed to show the existence of DNR Public Waters and Wetlands that are located within 1.5 miles of the City of Newport wells.

**Table 31, Current and Proposed Education Programs**

Newport needs to adopt additional strategies to promote water conservation by the City of Newport water customers. The DNR recommends that Newport consider placing the water conservation information into the City newsletter and on the City water bills.



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## Appendix 9

### City Budget

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# CITY OF NEWPORT, MINNESOTA

## GENERAL FUND 2018 APPROVED BUDGET

REVENUE	2018 APPROVED BUDGET	2019 DRAFT BUDGET
Property Taxes		
Current ad valorem	1,658,809	1,658,809
Fiscal disparities	348,236	348,236
Fire relief	49,108	49,108
Special Assessments/debt service		
Total Property Taxes	2,056,153	2,056,153
Intergovernmental Revenue		
Local governmental aid	599,605	599,605
Market Value & other tax credits		
Police town aid		
Police training reimbursement		
State fire relief aid	12,500	12,500
Other/miscellaneous grants	30,000	30,000
Total Intergovernmental Revenue	642,105	642,105
Licenses and Permits		
Conditional use permits	-	-
Licenses and permits	1,500	1,500
Liquor licenses	8,600	8,600
Cigarette licenses	500	500
Building permit fees	75,000	75,000
Animal licenses/citations	2,000	2,000
Recycling/sanitation	2,400	2,400
Total Licenses and Permits	90,000	90,000
Charges for Services		
Planning and zoning	1,000	1,000
Special assessment search	-	-
Accident reports	100	100
Antenna franchise fees	80,000	80,000
Miscellaneous	13,000	13,000
Total Charges for Services	94,100	94,100
Other Revenue		
Fines and forfeits	52,000	52,000
Interest earned on investments	25,000	25,000
Rent or sale of property	-	-
Donations	8,000	8,000
Other	33,000	33,000
Total Other Revenue	118,000	118,000
<b>TOTAL REVENUE</b>	<b>3,000,358</b>	<b>3,000,358</b>

# CITY OF NEWPORT, MINNESOTA

## GENERAL FUND 2018 APPROVED BUDGET

EXPENDITURES: GENERAL GOVERNMENT	2018 APPROVED BUDGET	2019 DRAFT BUDGET
Mayor and Council		
Personnel services	19,550	19,550
PERA	960	960
FICA/Medicare	1,496	1,496
Workers Comp	90	100
Travel/conferences	1,200	1,200
Memberships	100	100
Education	1,000	1,500
Miscellaneous	0	-
Total Mayor and Council	24,396	24,906
Administration		
Personnel services (2.3)	179,000	189,000
PERA	13,425	14,175
FICA/Medicare	13,694	14,459
Health Insurance	23,980	27,100
Workers Comp	2,000	2,100
Office supplies	8,000	8,000
Computer & phone services	8,000	8,000
Equipment repairs & maintenance	0	-
Travel & mileage	3,500	3,500
Printing and publishing	8,000	8,000
Postage	4,400	4,400
Dues and subscriptions	7,650	7,650
Education	5,000	5,000
Contractual services	16,000	16,000
Capital outlay	2,000	2,000
Miscellaneous	8,000	8,000
Total Administration	302,649	317,384
Elections		
Temporary employees	3,250	1,210
Operating supplies	500	100
Travel and conferences	250	
Printing and publishing	800	
Miscellaneous	500	500
Total Elections	5,300	1,810
Rental Inspections		
Part-time employees	1,350	2,600
FICA/Medicare	103	199
Total Inspections	1,453	2,799

# CITY OF NEWPORT, MINNESOTA

## GENERAL FUND 2018 APPROVED BUDGET

EXPENDITURES: GENERAL GOVERNMENT	2018 APPROVED BUDGET	2019 DRAFT BUDGET
Professional services		
Accounting/audit	36,000	36,000
Engineering	33,000	35,000
Legal	74,000	74,000
IT, phone support & hardware	18,000	20,000
Financial/Assessment services	29,000	30,000
Building inspection	28,000	38,000
Insurance	46,000	46,000
Misc. contracted services	18,000	18,000
Total Professional Services	282,000	297,000
Planning and Zoning		
Personnel services	0	-
Part time - planning com.	1,800	1,800
PERA	0	-
FICA/Medicare	138	138
Health Insurance	0	-
Workers Comp	0	-
Operating supplies	500	500
Professional services	* 53,000	* 38,000
Travel and conferences	1,000	1,000
Printing and publishing	0	-
Education	0	-
Miscellaneous	0	-
Total Planning & Zoning	56,438	41,438
Government Buildings		
City Hall		
Operating supplies	800	900
Repairs and maintenance	4,100	4,500
Utilities	8,200	8,200
Capital outlay	4,000	4,000
Total City Hall	17,100	17,600
Library		
Personnel	16,000	16,500
FICA	992	1,023
Medicare	232	239
PERA	1,200	1,238
Supplies	750	750
Computer and phones	2,400	2,700
Repairs and maintenance	750	750
Utilities	2,600	2,700
Contracted Services	2,500	2,500
Capital outlay	3,500	3,500
Total Library	30,924	31,900
Railroad Tower		
Repairs and maintenance	200	200
Utilities	600	600
Total Railroad Tower	800	800
Total Government Buildings	48,824	50,300
Total General Government	721,059	735,635

## CITY OF NEWPORT, MINNESOTA

### GENERAL FUND 2018 APPROVED BUDGET

EXPENDITURES: PUBLIC SAFETY	2018 APPROVED BUDGET	2019 DRAFT BUDGET
Law Enforcement		
Personnel services	720,016	765,000
PERA		
FICA/Medicare		
Workers' Compensation		
Health insurance		
Overtime		
CSO		
Animal control	5,500	5,500
Office supplies		
Cell phones and pagers		
Vehicle supplies		
Tools and equipment		
Fuel (8000 gal. per year)		
Uniforms		
Travel		
Departmental services		
Memberships & conferences		
Education		
Vehicle repair and maintenance		
Dispatch		
MDC lease – Wash. Co.		
Radios 800 MHz - 15 radios @ \$400/yr		
Capital outlay		
Total Police Department	725,516	770,500

# CITY OF NEWPORT, MINNESOTA

## GENERAL FUND 2018 APPROVED BUDGET

EXPENDITURES: PUBLIC SAFETY	2018 APPROVED BUDGET	2019 DRAFT BUDGET
Fire Protection		
Personnel services (25)	61,200	61,200
Fica/Medicare	4,682	4,682
Workers' comp. insurance	9,500	11,000
Office supplies	2,000	2,000
Vehicle supplies	2,000	2,000
Tools and equipment	4,200	4,700
Fuel	3,000	3,000
Uniforms	2,100	2,100
Computers & phones (1-cell)	5,400	6,000
Radios - 800 MHz (27) * \$400/yr	12,600	12,600
Travel and conferences	800	1,000
Memberships & subscriptions	1,000	1,000
Education	10,000	10,000
Repairs & maintenance	850	1,500
Contractual & Fire Inspections	12,000	12,000
Fire Relief	49,108	49,108
State Fire Relief Aid	18,000	20,000
Fire Marshall		
Civil Defence	300	300
Capital outlay	15,000	15,000
Total Fire Protection	213,740	219,190
Fire Station No. 1		
Operating supplies	500	500
Repairs and maintenance	1,000	1,000
Utilities	7,500	7,500
Capital outlay	1,200	1,200
Total Fire Station No. 1	10,200	10,200
Fire Station No. 2		
Operating supplies	500	500
Repairs and maintenance	0	-
Utilities	2,500	2,500
Capital outlay	0	-
Total Fire Station No. 2	3,000	3,000
Total Public Safety	952,455	1,002,890



# CITY OF NEWPORT, MINNESOTA

## GENERAL FUND 2018 APPROVED BUDGET

EXPENDITURES: OPERATIONS & MAINTENANCE	2018 APPROVED BUDGET	2019 DRAFT BUDGET
Streets		
Personnel services (1.94)	118,100	121,500
PERA	9,218	9,473
FICA/Medicare	9,402	9,662
Workers' compensation	18,000	19,000
Health insurance	40,040	45,000
Full-time overtime	4,800	4,800
Part-time personnel	-	-
Education	500	1,500
Operations and supplies	50,000	50,000
Vehicle supplies	15,500	15,500
Small tools and equipment	2,000	2,500
Fuel	17,000	17,000
Uniforms	4,000	4,000
Computer (2) & phone (5) services	6,000	6,000
Travel and milage	500	500
Street maintenance	82,000	82,000
Repairs & maint.-vehicles	5,200	5,200
Rentals	3,000	3,000
Dues & Subscriptions	400	500
Contracted services	16,000	16,000
Capital Outlay	2,000	2,000
Miscellaneous	3,500	3,500
Total Streets	407,159	418,634
Composting		
Personnel services	5,000	5,500
FICA	310	341
Medicare	73	80
PERA	375	413
Operating supplies	250	250
Contracted Services	600	600
Miscellaneous contractual	-	-
Total Composting	6,608	7,183
Public Works Garage		
Operating supplies	3,000	3,300
Repairs and maintenance	2,000	2,000
Utilities	15,000	15,500
Capital outlay	2,000	2,000
Total Public Works Garage	22,000	22,800
Total Public Works	435,767	448,618

# CITY OF NEWPORT, MINNESOTA

## GENERAL FUND 2018 APPROVED BUDGET

EXPENDITURES: OPERATIONS & MAINTENANCE	2018 APPROVED BUDGET	2019 DRAFT BUDGET
Parks		
Personnel services (3.35)	221,300	232,400
Overtime	3,400	4,400
PERA	16,853	17,760
FICA/Medicare	18,261	19,186
Health insurance	32,500	36,000
Workers' compensation	15,000	16,000
Part-time personnel services	14,000	14,000
Education		4,000
Operating supplies	10,000	10,000
Vehicle supplies	5,200	5,200
Tools and minor equipment	3,000	3,000
Fuels	8,500	8,500
Uniforms	2,200	2,400
Rental	1,500	1,500
Phones (2) - warming houses	300	300
Miscellaneous contractual	34,500	12,000
Capital outlay	17,000	17,000
Miscellaneous	500	500
Total Parks	404,013	404,146
Recreation		
Personnel services	8,200	8,200
Supplies	500	500
Capital outlay	0	-
Total Recreation	8,700	8,700
Parks Buildings - Warming Houses		
Part time employees	3,750	3,750
Fica	233	233
Medicare	54	54
PERA	103	103
Operating supplies	250	250
Repairs and maintenance	250	250
Utilities	2,500	2,500
Capital outlay	0	-
Total Parks Buildings	7,140	7,140
Special Contributions		
Athletic Association	500	500
Total Special Projects	500	500
Total Parks and Recreation	420,353	420,486
Miscellaneous		
Contingency	20,000	20,000
<b>TOTAL EXPENDITURES</b>	<b>2,549,634</b>	<b>2,627,629</b>

# CITY OF NEWPORT, MINNESOTA

## GENERAL FUND 2018 APPROVED BUDGET

	2018 APPROVED BUDGET	2019 DRAFT BUDGET
<b>EXPENDITURES: OPERATIONS &amp; MAINTENANCE</b>		
Excess (Deficiency) of Revenue over Expenditures	450,724	372,729
<b>Other Financing Sources (uses) net</b>		
Economic Dev. Authority	(34,900)	(34,900)
Heritage Preservation Fund	(9,000)	(9,000)
Parks Fund	(94,500)	(50,000)
Public Works Building Fund		
Buy Forfeiture Fund		
Fire Engine Fund		
Equipment Fund	(145,000)	(32,000)
Buildings Fund	(200,000)	(50,000)
Streetlight Enterprise Fund		
Total Other Financing Sources	(483,400)	(175,900)
Other Financing Sources (uses) net	(483,400)	(175,900)
Net change in fund balance	(32,676)	196,829
Fund Balance: Beginning of Year	2,130,708	2,098,032
Fund Balance: End of Year	2,098,032	2,294,861
Ratio: Fund balance to expenditures	69.2%	81.9%

**CITY OF NEWPORT, MINNESOTA**

**2014-2021 PARKS CIP  
2018 APPROVED BUDGET**

REVENUE	2017	2018	2019	2020	2021
Transfer from General Fund	\$ 85,000	\$ 94,500	\$ 50,000		\$ 23,300
Investments					
Donations					
<b>TOTAL REVENUE</b>	<b>\$ 85,000</b>	<b>\$ 94,500</b>	<b>\$ 50,000</b>	<b>\$ -</b>	<b>\$ 23,300</b>
EXPENDITURES					
Bailey School Forest					
Install 45' gazebo					
Parkinglot and trail maintenance				5,000	
Busy Beaver Park					
Build shelter with table					
Fencing	6,000				
Fishing Pier		30,000			
Levee Removal		30,000			
Lions Park					
New lighting for skating			30,000		
Asphalt hockey rink				30,000	
Parkinglot overlay				10,000	
Rink Repair		20,000			
Install new play structure				50,000	
Loveland Park					
Repair warming house					
Lighting of the skating rink	30,000				
Finish tennis courts					
Parkinglot overlay					
Replace 2 ADA drinking fountains		7,500			
New fencing for backstops					
Springler system on ball fields					15,000
Pioneer Park					
Veteran's Memorial					
Install class 5 parking with bituminous	8,500				
Install ADA swing & hard surface		5,000			
Upgrade park lighting					
Replace play structure		75,000			
Run water to large pavilion		5,000			
<b>TOTAL EXPENDITURES</b>	<b>\$ 44,500</b>	<b>\$ 172,500</b>	<b>\$ 30,000</b>	<b>\$ 95,000</b>	<b>\$ 15,000</b>
Excess (Deficiency) of Revenue over Expenditures	\$ 40,500	\$ (78,000)	\$ 20,000	\$ (95,000)	\$ 8,300
Fund Balance: Beginning of Year	87,550	128,050	50,050	70,050	-24,950
Fund Balance: End of Year	\$ 128,050	\$ 50,050	\$ 70,050	\$ (24,950)	\$ (16,650)

**CITY OF NEWPORT, MINNESOTA**

**SEWER ENTERPRISE FUND  
2018 APPROVED BUDGET**

	2017 APPROVED BUDGET	2018 APPROVED BUDGET
Operating revenue		
Sewer charges	\$ 425,928	\$ 425,928
Trunk connection fees	0	0
Permits and licenses	3,000	0
Total operating revenue	<u>428,928</u>	<u>425,928</u>
Operating expenses		
Salaries (1.53)	92,000	95,940
Overtime	2,400	2,400
PERA	7,080	7,376
FICA/Medicare	7,222	7,523
Employee benefits	15,456	12,205
Work Comp	5,500	5,000
Education	1,500	1,500
Supplies	10,609	10,927
Fuel	2,500	2,500
Vehicle supplies	3,000	3,000
Repair & maint. supplies	5,000	5,000
Tools & minor equipment	1,500	3,500
Professional services	2,500	2,500
Engineering fee	2,500	4,500
Telephone	550	550
Postage	750	950
Insurance	5,362	5,523
Utilities	8,798	9,200
Gopher State	750	750
MCES sewer charges/contracting	220,600	256,300
Met Council SAC charges		
Contractual services (jetting, lift repairs)	30,000	30,000
Uniforms	1,500	1,500
Dues and subscriptions	500	500
Depreciation	40,000	95,000
Capital Outlay		
Refunds & Reimbursements		
Other	7,754	7,986
Total operating expenses	<u>475,331</u>	<u>572,130</u>
Operating income (loss)	(46,403)	(146,202)
Cash flows		
Operating income (loss)	(46,403)	(146,202)
Depreciation	40,000	95,000
Change in assets and liabilities	2,003	2,004
Cash flows from noncapital financing activities		
I/I project financing	(24,064)	(24,064)
I/I project	0	0
2013 Street Bond	(16,731)	(16,731)
2014 Street Bond	(34,393)	(33,783)
2016 Street Bond		(37,438)
Interest received	5,791	5,437
State grant and aid		
Telemetry System financing		
Lift station rehab		
Transfers In		
Capital Equipment Replacement	<u>0</u>	<u>0</u>
Change in net position	(73,797)	(155,777)
Cash and cash equivalents		
Beginning of year	<u>1,206,426</u>	<u>1,132,629</u>
End of year/Cash	<u>\$ 1,132,629</u>	<u>\$ 976,852</u>

**CITY OF NEWPORT, MINNESOTA**

**STORM SEWER ENTERPRISE FUND**

**2018 APPROVED BUDGET**

	2017 APPROVED BUDGET	2018 APPROVED BUDGET	2019 DRAFT BUDGET
Operating revenue			
Storm sewer charges	\$ 101,900	121,000	
Total operating revenue	101,900	121,000	0
Operating expenses			
Salaries	12,618	13,585	14100
PERA	946	1,019	1,058
FICA/Medicar	965	1,039	1,079
Insurance	3,009	2,800	3100
Vehicle Supplies	3,000	3,000	
Utilities	0		
Depreciation	2	20,000	
Engineering fees		3,000	
Contracted Services			
Other Misc.	23,105	23,105	
Total operating expenses	43,646	67,548	19,336
Operating income (loss)	58,254	53,452	(19,336)
Cash flows			
Operating income (loss)	58,254	53,452	(19,336)
Depreciation	0	20,000	
Change in assets and liabilities	0		
Interest received	24		
Financing activity			
2013 Street	(2,903)	(2,902)	
2014 Street Bond	(13,757)	(13,513)	
2016 Street Bond		(14,467)	
North Ravine Debt Service 2012-2031	(20,000)	(20,000)	
Transfer In			
Change in net position	21,618	22,569	(19,336)
Cash and cash equivalents			
Beginning of year	209,591	231,209	253,778
End of year	\$ 231,209	\$ 253,778	\$ 234,442

**CITY OF NEWPORT, MINNESOTA**

**STREET LIGHT ENTERPRISE FUND**

**2018 APPROVED BUDGET**

	2017 APPROVED DRAFT	2018 APPROVED BUDGET	2019 DRAFT BUDGET
Operating revenue			
Street light charges	80,224	80,224	
Total operating revenue	80,224	80,224	0
Operating expenses			
Salaries	7,605	7,970	8365
PERA	570	598	627
FICA/Medicare	582	610	640
Insurance	1,345	1,135	1,360
Supplies	0		
Utilities	50,480	50,480	
Depreciation	0		
Other	0		
Total operating expenses	60,582	60,792	10,992
Operating income (loss)	19,642	19,432	(10,992)
Cash flows			
Operating income (loss)	19,642	19,432	(10,992)
Depreciation	0	0	
Change in assets & liabilities	0	0	
Interest received	173		
Net change in cash and cash equivalents	19,814	19,432	(10,992)
Cash and cash equivalents			
Beginning of year	75,618	95,432	114,864
End of year	\$ 95,432	\$ 114,864	\$ 103,872

**CITY OF NEWPORT, MINNESOTA**

**WATER ENTERPRISE FUND  
2018 APPROVED BUDGET**

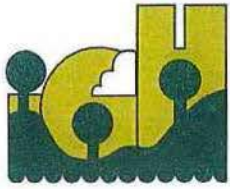
	2017 APPROVED BUDGET	2018 APPROVED BUDGET
Operating revenue		0%
Water sales	\$ 281,773	\$ 300,792
Trunk connection fees	120	120
Permits and licenses	3,000	100
Total operating revenue	<u>284,893</u>	<u>301,012</u>
Operating expenses		
Personnel (1.53)	92,000	95,940
Overtime	2,400	2,400
PERA	7,080	7,376
FICA/Medicare	7,222	7,523
Employee benefits	14,289	11,400
Workers Comp	5,300	5,300
Education	1,500	1,500
Fuel	2,500	2,500
Insurance	2,155	2,300
Supplies	7,796	8,300
Vehicle supplies	3,000	3,000
Tools & minor equip.	2,000	2,500
Repair & maint. supply	3,000	3,000
Professional services	7,500	7,500
Engineering fees	2,500	10,000
Connection fee	6,000	6,200
Telephone	700	700
Postage	750	950
Utilities (Xcel)	36,042	37,123
Gopher State	1,000	1,000
Contracted services	25,000	25,000
Vehicle repair & maint.	5,000	8,500
Depreciation	70,003	95,000
Uniforms	1,000	1,000
Capital Expenses	10,000	12,000
Refunds & Reimbursements		
Other	12,175	12,540
Total operating expenses	<u>327,911</u>	<u>370,551</u>
Operating income (loss)	(43,018)	(69,539)
Cash flows		
Operating income (loss)	(43,018)	(69,539)
Depreciation	70,003	95,000
Change in assets and liabilities	(6,671)	(6,671)
Acquisition of capital assets	0	0
Net cash provided (used) by noncapital financing activities		
Water meter changout	(16,673)	(16,673)
Telemetry controls		
2013 Street	(2,748)	(2,748)
2014 Street Bond	(20,636)	(20,270)
2016 Street Bond		(23,936)
2016 Tower Painting		(8,858)
Interest received	300	300
Well #1 rehab	0	0
250,000 Tower Inspection/Maint	0	0
500,000 Tower Inspection/Maint		
State Grants and Aids		
Misc.		
Transfers Out		
Capital Equipment Replacement	<u>0</u>	<u>0</u>
Net change in net position	(19,443)	(53,396)
Cash and cash equivalents		
Beginning of year	<u>1,271,720</u>	<u>1,252,277</u>
End of year	<u>\$ 1,252,277</u>	<u>\$ 1,198,881</u>



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Comments from Affected Jurisdictions on Comprehensive Plan

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# City of Inver Grove Heights

[www.ci.inver-grove-heights.mn.us](http://www.ci.inver-grove-heights.mn.us)

April 3, 2018

Sherri A. Buss  
TKDA  
City of Newport

Re: Review of 2040 Comprehensive Plan Update

Sherri:

The City of Inver Grove Heights appreciates the opportunity to review your draft 2040 Comprehensive Plan and offers the following comments:

## Land Use

I had trouble differentiating the colors of Commercial/Residential and Light Industrial on the maps in the document. It appears the southernmost area of the city along the river is guided for Light Industrial (as it appears to be on the 2030 plan). Some of the land abutting the river appears to be re-guided from Single Family Detached to Commercial/Residential.

In general, the land use mix does not appear to create any conflicts with land use designations along river in Inver Grove Heights.


## MRCCA Chapter

The content of the MRCCA chapter does not pose any issues with Inver Grove Heights's goals for the river.

The only issue that could arise would be the densities allowed in the Commercial/Residential category of 20-50 units/acre in the area re-designated from Residential. This area could have an impact on one of our public corridor views (Swing Bridge), unless the project design incorporated screening and reduced building heights near the river

Again, thank you for the opportunity to comment on Newport's Comprehensive Plan.

Sincerely,

  
Allan Hunting, AICP  
City Planner

8150 Barbara Ave. ■ Inver Grove Heights, MN 55077-3412  
Telephone: 651-450-2500 ■ Fax: 651-450-2502

April 16<sup>th</sup>, 2018

Sherri Buss  
Newport City Planner  
444 Cedar Street, Suite 1500  
St. Paul, MN 55101

SUBJECT:     Newport 2040 Comprehensive Plan  
                  MNDOT Review # CPA18-008  
                  Newport City Limits  
                  Newport, Washington County

Dear Ms. Buss:

Thank you for the opportunity to review the City of Newport 2040 Comprehensive Plan Draft. MnDOT has reviewed the document and has the following comments:

***Transit***

On Page 105, Section F, "Existing Transportation Facilities":

- This first paragraph could include that there is service to Minneapolis.
- The second paragraph could include that Route 365 has a stop in Newport.

For questions concerning these comments please contact Carl Jensen at 651-234-7505 or [carl.jensen@state.mn.us](mailto:carl.jensen@state.mn.us).

***Traffic***

The projections should be updated and submitted to MnDOT Metro Planning, Jim Henricksen ([jim.henricksen@state.mn.us](mailto:jim.henricksen@state.mn.us)). The most recent traffic volumes for 2016 are lower than the baseline volumes in the transportation portion of the report. The 2030 numbers are very high and should be updated for 2040.

Additionally, there are some dated references about jurisdictional transfers waiting for the completion of the Wakota project (pg. 98). The project has been done for some time.

Also on page 98, the plan mentions that congestion at the interchange of I-494 & US 61 will be solved by an additional planned river crossing. There are no additional river crossings planned and there is no mention of the project adding the additional lane on WB I-494 that will impact this interchange.

For questions regarding these comments please contact Kaare Festvog at 651-234-7814 or [kaare.festvog@state.mn.us](mailto:kaare.festvog@state.mn.us).

***Water Resources:***

Please plan drainage mitigation along with the proposed urban development north of 65th Street South, Hastings Ave. commercial improvement area, and Newport transit station. A MnDOT drainage permit will be required to ensure that current drainage rates to MnDOT right-of-way will not be increased.

Please ensure proper permitting and drainage rules are enforced while developing the proposed park on top of the wetland in the Mississippi floodplain. Also keep the existing wetlands in mind when developing the area between Bailey Road and Military Road.

**Permits:**

Any use of or work within or affecting MnDOT right of way requires a permit.

Permit forms are available from MnDOT's utility website: <http://www.dot.state.mn.us/utility/forms.html>. Please include one 11x17 plan set and one full size plan set with each permit application.

Please direct any questions regarding permit requirements to Buck Craig (651-234-7911) of MnDOT's Metro Permits Section.

**Review Submittal Options:**

MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

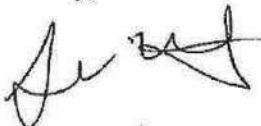
1. An electronic .pdf version of the plans. MnDOT can accept the plans via e-mail at [metrodevreviews.dot@state.mn.us](mailto:metrodevreviews.dot@state.mn.us) provided that each separate e-mail is less than 20 megabytes.
2. A compact disc with the plans in .pdf format. The disc can be sent to:

MnDOT – Metro District Planning Section  
Development Reviews Coordinator  
1500 West County Road B-2  
Roseville, MN 55113

3. A .pdf version of the plans sent to MnDOT's external shared workspace site located at: <https://mft.dot.state.mn.us> Please contact MnDOT development review staff gain access to the shared workspace site. Also, please send a note to [metrodevreviews.dot@state.mn.us](mailto:metrodevreviews.dot@state.mn.us) indicating the file name and stating that the plans have been submitted on the shared workspace site.
4. If you are unable to send the plans electronically, please submit a set of full size plans to the above address.

If you have any questions concerning this review, please contact me at (651) 234-7788.

Sincerely,



Jennifer Wiltgen  
Principal Planner

**Copy sent via E-Mail to:**

Chris Chatfield, Water Resources  
Nick Olson, Water Resources  
Kaare Festvog, Traffic  
Carl Jensen, Transit  
John Tomkins, Freight  
Ryan Coddington, Area Engineer  
Ashley Roup, Right of Way  
Nancy Jacobson, Design

Buck Craig, Permits  
Cameron Muhic, Bike-Ped  
Jim Henriksen, Traffic Modeling  
Mackenzie Turner-Bargen, Bike-Ped  
Russ Owen, Met Council





## United States Department of the Interior

NATIONAL PARK SERVICE  
Mississippi National River and Recreation Area  
111 E. Kellogg Blvd., Ste 105  
St. Paul, Minnesota 55101-1256

TO:

L3303

April 30, 2018

Sherri Buss  
Senior Planner  
444 Cedar Street, Suite 1500  
Saint Paul, MN 55101

RE: Draft 2040 City of Newport Comprehensive Plan

Dear Ms. Sherri Buss,

Thank you for sharing the draft 2040 City of Newport Comprehensive Plan. As an affected party, the Mississippi National River and Recreation Area (MNRRA), a unit of the National Park Service (NPS), is pleased to provide comments. Our attached comments focus on the Mississippi River Corridor Critical Area (MRCCA) chapter of the plan and are grounded within our Comprehensive Management Plan (CMP) and the MRCCA rules.

If you any questions regarding these comments, please contact my staff, Rory Stierler at [rory\\_stierler@nps.gov](mailto:rory_stierler@nps.gov) or by calling 651-293-8440.

Sincerely,

John O. Anfinson  
Superintendent

## NPS COMMENTS

### Draft 2040 City of Newport Comprehensive Plan 4/30/2018

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#### Comment #1

##### PG. 53 - Update the MRCCA map

- The map used to display the MRCCA in the plan is based on the old MRCCA districts. This map should be updated to reflect the current MRCCA districts and boundaries.
  - An updated map may be found at the link below:  
[http://www.dnr.state.mn.us/waters/watermgmt\\_section/critical\\_area/districts.html](http://www.dnr.state.mn.us/waters/watermgmt_section/critical_area/districts.html)

#### Comment #2

##### PG. 131 – Mississippi National River and Recreation Area (MNRRA) informational paragraph

- The relationship between the Mississippi NRRRA and the MRCCA is important and often misunderstood. The plan should include a brief paragraph with more information detailing this relationship. Below is example language that may be used:
  - In 1988, the U.S. Congress established the Mississippi National River and Recreation Area (MNRRA), a unit of the National Park System. The MNRRA shares the same boundary as the MRCCA, and the park's Comprehensive Management Plan (CMP) incorporates by reference the MRCCA program for land use management.<sup>1</sup> Rather than institute a separate layer of federal regulations, the MNRRA largely relies on the MRCCA to manage land use within the park. This reliance establishes a unique partnership and framework for land use management amongst the local, state and federal governments to protect the intrinsic resources of the Mississippi River Corridor.

#### Comment #3

##### PG. 134-135 – MRCCA Districts and Fit with Newport's Future Land Use Plan

- "The city may need to request flexibility from setback standards in some older neighborhoods due to the location of existing infrastructure."
- "Policy 1.3: The City may consider a request for flexibility from the rules in some areas to accommodate the location of existing infrastructure."
  - The subject of Nonconformities is addressed in the MRCCA rules in section 6106.0080 Subp. 3.<sup>2</sup> There is no need to request flexibility for existing nonconforming structures. It is already addressed in the MRCCA rules.

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<sup>1</sup> Mississippi National River and Recreation Area Comprehensive Management Plan, 4,  
<https://www.nps.gov/miss/learn/management/loader.cfm?csModule=security/getfile&PageID=3202395>

<sup>2</sup> Minnesota Administrative Rules 6106.0080 Subp. 3. Nonconformities,  
<https://www.revisor.mn.gov/rules/?id=6106.0080#rule.6106.0080.3>

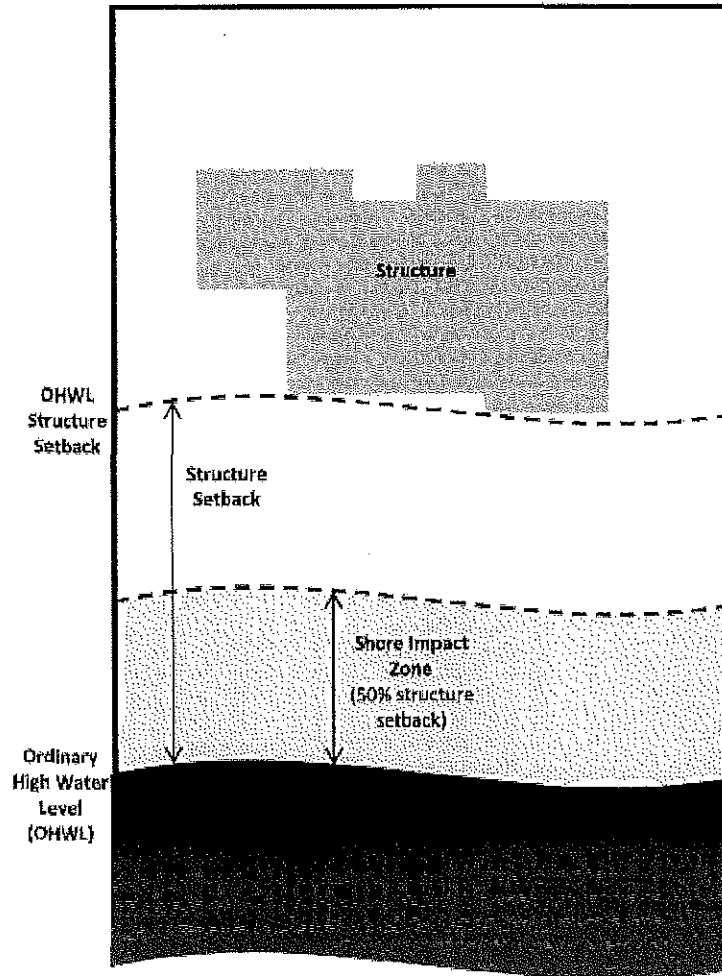


Comment #4

PG. 137 – Shore Impact Zones (SIZ)

- o Including the diagram of the SIZ from the MRCCA rules would more clearly depict the subject and provide a solution to the difficulty of mapping and displaying the SIZ at a city-wide scale.<sup>3</sup>

Figure 2: Shore Impact Zone



<sup>3</sup> MRCCA Rules, 11, [http://files.dnr.state.mn.us/waters/watermgmt\\_section/critical\\_area/mrcca\\_rules.pdf](http://files.dnr.state.mn.us/waters/watermgmt_section/critical_area/mrcca_rules.pdf)

Comment #5

PG. 142 – Vegetation Restoration Priorities

- “The areas are largely located on existing industrial properties...”
  - While some of the areas identified as potential vegetation restoration priorities are on industrial properties, there is an opportunity to identify the new proposed park and island, the four public parks and overlooks along the river, and the shoreline/SIZ. These are all areas identified on the Vegetation Restoration Priorities map and all represent fantastic restoration opportunities.

Comment #6

PG. 146 – There is reference to Grey Cloud Township’s goals and policies. This should be corrected to reference Newport’s goals and policies.

Comment #7

PG. 148 – Policy 4.2 – The term bluff impact zones is capitalized. It should not be.

Comment #8

PG. 148 – Policy 4.4 – The term “nature drainage routes” should be corrected to “natural drainage routes.”

Comment #9

PG. 149 – Policy 5.3

- This policy reads as though the SWWD is the only organization the City will work with on habitat restoration projects. There are numerous other organizations that the City could partner with including the National Park Service, Mississippi Park Connection (MPC), and Friends of the Mississippi (FMR). We co-operate a habitat restoration program with MPC in which we partner with municipalities up and down the river providing resources and over 6,000 volunteers annually to help improve parks for both wildlife habitat and recreational uses.
  - The policy could be amended to read as, “The City will work with the SWWD and other partners...”

Comment #10

PG. 150 – Policy 6.3 – The City of Newport’s Heritage Preservation Commission should be included.

Comment #11

PG. 153 – Public River Corridor Views (PRCVs)

- We appreciate the time and effort the City’s Planning Commission and staff committed towards physically getting out on and experiencing the river to identify the community’s public river corridor views.

Comment #12

PG. 153 – Public River Corridor Views (PRCVs)

- PG. 154 – The city has proposed a new riverfront park and island and envisions the park to include “largely passive uses such as trails, picnic areas and green space.” Part of the attraction of recreating on the island will be the view from the island towards the shoreline of the City of Newport.
  - A PRCV from the island should be identified and described.

- PG. 154 - PRCVs are separated into two primary categories. One of those categories is described as "views toward bluffs from the ordinary high water level of the opposite shore."
  - While Newport does not contain many natural bluffs, those that exist should be displayed on the PRCVs map and described as PRCVs.

Comment #13

PG. 155 – There a few references to the "historic Red Rock" throughout the plan, but it is not described.

- Include a description of the "historic Red Rock."

Comment #14

PG. 159 – The underline for "Description" bleeds into the paragraph.

Comment #15

PG. 159 – The first sentence in the "Values" section is incomplete.

Comment #16

PG. 159 – The word "additional" should be capitalized.

Comment #17

PG. 161 – Value

- Selective vegetation removal and trimming that would not impact the bluffs or cause erosion is possible.<sup>4</sup>

Comment #18

PG. 161 – Potential threats

- The potential threats to the Oliver Overlook PRCV is described as unknown.
  - We think potential threats could include the disposal of the park/overlook and poor vegetation management.

Comment #19

PG. 162 – The word "urban" should be capitalized.

Comment #20

PG. 163 - Potential threats

- The potential threats to the Pioneer Park PRCV is described as none known.
  - We think potential threats could include the disposal of the park/overlook, loss of public access to the river from the park, and poor vegetation management.

Comment #21

PG. 164 – Other Public River Corridor Views

- As described in Comment #10, views toward the bluffs from the opposite shore towards Newport could be described here.

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<sup>4</sup> Mississippi National River and Recreation Area Comprehensive Management Plan, 170, Vegetation could be selectively pruned to improve views of the river and to open key scenic vistas, but the pruning should not alter the character or massing of the vegetation.  
<https://www.nps.gov/miss/learn/management/loader.cfm?csModule=security/getfile&PageID=3202395>

Comment #22

PG. 166 – There is reference to Grey Cloud Township’s goals and policies. This should be corrected to reference Newport’s goals and policies.

Comment #23

PG. 166 – “Policy 1.5: The City recognizes that views of the bluffs and other features of the shoreline are valued by other communities, and will work to protect these views using its ordinances, permits, and communication with other jurisdictions.”

- This provides further justification for identifying PRCVs from the opposite shore towards the bluff and shoreline areas in the City of Newport. This further supports our comments in Comment #10 and #19.

Comment #24

PG. 166 - Policy 1.3 – Using the City’s subdivision and zoning ordinance is appropriate provided they are updated to be consistent with the MRCCA rules.

Comment #25

PG. 167 – MRCCA RESTORATION PRIORITIES

- This section, again, states that the majority of the identified areas are privately owned industrial uses and that “None of the existing landowners have indicated that redevelopment is likely through 2040.”
  - None of the landowners may anticipate redevelopment by 2040, but this is a long range planning document and the City of Newport should be prepared in the event that redevelopment opportunities do arise.
  - There is an opportunity to identify the new proposed park and island, the four public parks and overlooks along the river, and the shoreline/SIZ. These are all areas identified on the Vegetation Restoration Priorities map and all represent fantastic restoration opportunities.
  - See Comment #5.

Comment #26

PG. 172 – There should be a space in “riverfrontpark.”

Comment #27

PG. 172 – The word “river” should be capitalized when used as a noun such as Mississippi River.

Comment #28

PG. 172 – The Mississippi National River and Recreation Area is referenced inconsistently throughout the plan.

- References include Mississippi National River and Recreation Area, MNRRA, National Park Service, and national park.
  - The first reference in the document should be “Mississippi National River and Recreation.” The acronym “MNRRA” should be used thereafter.

Comment #29

PG 174 – There is reference to the “Holiday Tank Farm.” In other parts of the plan there is reference to “a petroleum Tank Farm”, and “the tank farm.”

- Are these tank farms all the same?
  - If so, they should be referenced consistently.

Comment #30

PG. 175 – The word “propose” should be corrected to “proposed.”

Comment #31

PG. 176 – There is reference to the “City’s older sewage treatment facility” located on the riverfront south of 2<sup>nd</sup> Street, and it is indicated that it is no longer being used.

- Does this present a potential restoration/redevelopment opportunity?

Comment #32

PG. 178 – “Newport’s key issues and opportunities in the MRCCA districts through 2040 include the following:”

- The word “districts” should be dropped from the sentence.

Comment #33

PG. 178 – Manage potential impacts to the river and bluffs by updating and enforcing the City’s ordinances.

- This is adequate provided the City’s ordinances are updated to be compliant with the MRCCA rules.

Comment #34

PG. 179 – There is reference to “national park.”

- See comment #26.

Comment #35

- The date of MRCCA rule adoption is referred to as 2016 numerous times in Chapter 11. The MRCCA rules were officially adopted in 2017.
  - References to 2016 should be changed to 2017.

## Sherri A. Buss

---

**From:** Radel, Jamie (CI-StPaul) <jamie.radel@ci.stpaul.mn.us>  
**Sent:** Wednesday, May 09, 2018 6:11 PM  
**To:** Sherri A. Buss  
**Cc:** Thompson, Lucy (CI-StPaul)  
**Subject:** St. Paul Comments on Newport Plan

Sherri-

The following are St. Paul's comments on Newport's Comp Plan update.

**Parks:**

- On Figure 7-1, the following trails are shown as "existing trails" and appear to not be completed yet and may be more appropriately designated as "proposed trails": 4th Ave, 7th Ave south of the pedestrian bridge, 10th Ave, and the trail along the west side of Loveland Park
- On numbered page 93 there are references to Figures 6-7 and 7-2 which do not appear in the plan

**Transportation:**

On p. 103 there is an outdated reference to "(a) regional commuter rail connection between Saint Paul and Hastings is being discussed." They're looking at BRT instead now, as is correctly noted later in the chapter.

Please contact me if you have any questions.

Regards,  
Jamie

Jamie Radel, Senior Planner  
Department of Planning & Economic Development

651-266-6614  
[jamie.radel@ci.stpaul.mn.us](mailto:jamie.radel@ci.stpaul.mn.us)

May 15, 2018

Sherri Buss, Senior Planner  
City of Newport  
TKDA, 444 Cedar Street, Suite 1500  
St. Paul, MN 55101

**RE: Preliminary Review of the City of Newport 2040 Comprehensive Plan Update**

Dear Ms. Buss:

Metropolitan Council staff have reviewed the preliminary draft of the City of Newport's 2040 Comprehensive Plan Update (Plan), received on March 28, 2018. In the preliminary review, staff focused on whether the draft Update appeared to be complete and contained any major system issues or policy conflicts. Time did not permit as thorough of a review as will occur when the Update is officially submitted for Council review. A more detailed review may reveal other important matters that were not identified during this preliminary review.

When addressing the matters in this letter, City staff are advised to refer to the City's Checklist of Minimum Requirements in the Community pages of the online Local Planning Handbook and the City's System Statement:

City of Newport's Checklist of Minimum Requirements:

[https://metro council.org/Handbook/Files/Checklist/02395227\\_Newport\\_Checklist.aspx](https://metro council.org/Handbook/Files/Checklist/02395227_Newport_Checklist.aspx)

City of Newport's Community Page:

<https://phonline.metc.state.mn.us/CommPage?ctu=2395227&applicant=Newport>

City of Newport's System Statement:

[https://metro council.org/Communities/Planning/Local-Planning-Assistance/System-Statements/System-Statements/02395227\\_Newport\\_2015SS.aspx](https://metro council.org/Communities/Planning/Local-Planning-Assistance/System-Statements/System-Statements/02395227_Newport_2015SS.aspx)

Staff offers the following preliminary review comments for your consideration.

**Complete for Review**

Our preliminary review evaluated if the Plan appears to be complete for review for specific components of the Update. The Plan appears complete for review for the following areas: Regional Parks and Trails, Surface Water Management, SSTS, Aggregate Resources, Solar, Implementation, and Economic Competitiveness. We offer the below *advisory comments* for your consideration.

**Regional Parks and Trails** (Raya Esmaeili, 651-602-1616)

The Plan is **complete** for regional parks and trails review. Staff offer additional advisory comments for your consideration:

- Ensure all references to the Mississippi River Regional Trail Search Corridor are consistent and refer to this regional park system component as a search corridor. The alignment for this trail has not been approved as part of a master plan, and therefore it should remain as a Regional Trail Search Corridor on the parks map.

### **Surface Water Management** (*Jim Larsen, 651-602-1159*)

The Local Surface Water Management Plan (LSWMP) largely meets the requirements for a local water management plan and is generally consistent with Council policies and the Council's 2040 Water Resources Policy Plan.

#### Advisory Comments

The following are minor comments on the draft LSWMP:

- Minnesota Rules 8410.0160, Subpart 3, Section C guidance for local plan content states that: "Drainage areas and the volumes, rates, and paths of storm water runoff must be defined." Section E of Subpart 3 requires local plans to include: "areas and elevations for storm water storage adequate to meet performance standards or official controls established in the organization plan." These requirements are usually addressed through hydrologic/hydraulic modeling of a city. If the City or Watershed has done such modeling, it should be stated in the LSWMP.
- In Section 3, Water Resource Issues and Responsibilities, under impaired waters, the text refers to Table A.1. This table appears to be missing in the LSWMP.
- Section 6, Implementation Plan, repeatedly refers to the South Washington Watershed District's 2007 Watershed Management Plan. This Plan was updated in 2016. These references should be revised to cite the current watershed plan.

We encourage the City to make any necessary changes to address or clarify these items in the plan they will submit for formal review. It is up to City whether the LSWMP plan is submitted ahead of the comprehensive plan update, or simultaneously.

### **Special Resource Protection** (*Raya Esmaeili, 651-602-1616*)

On page 10-7 under Cultural Resources, the Plan references Figure 10.2 for the identified structure to be placed on the National Register of Historic Places. The referenced figure is not included in the Plan. Please ensure that all figures are included in Plan and numbered correctly.

### **Solar Resource Protection** (*Cameran Bailey, 651-602-1212*)

The Solar Resource Protection & Development component of the Plan is complete and well developed.

The following are advisory comments for your consideration:

- Staff suggest setting a goal to geo-spatially analyze, identify, and prioritize the protection and development of solar energy systems in the areas of the City, where the solar resource is most abundant and there is not mature tree coverage and woodlands, such as the major commercial corridor buffering the intersection of Trunk Highway 61 and I-494, as well as running south on Trunk Highway 61 from said intersection.
- In addition, staff suggest the City do a comparative analysis between its already-completed Xcel Energy Profile Report, and its Solar Calculations to inform an additional goal, policy, and/or strategy. By doing so, the City may strategically match and maximize its solar generation potential with its community's energy use. For example, according to these two data sets, if the City realized only half of its rooftop solar generation potential, it could offset 90% of its Business Sector's Energy Consumption, 114% of its Residential Sector's Energy Consumption, or 50% of the city's overall energy consumption.



City of Newport Community Energy Profile Report:

[https://www.xcelenergy.com/working\\_with\\_us/municipalities/community\\_energy\\_reports](https://www.xcelenergy.com/working_with_us/municipalities/community_energy_reports)

Metropolitan Council – Applying Rooftop Generation Potential to Your Community:

<https://metro council.org/Handbook/Files/Resources/Fact-Sheet/RESILIENCE/Solar-Resource-Protection-Requirement.aspx>

**Implementation** (*Raya Esmaeili, 651-602-1616*)

The City is encouraged to include descriptions of all zoning categories in the implementation section of the Plan.

### **Incomplete for Review**

Staff have identified the following Plan sections that are **incomplete** for review: Wastewater, Water Supply, Transportation, MRCCA, Forecasts, Land Use, and Housing. Changes in the Plan are needed before it is submitted to the Council for formal review.

**Wastewater** (*Roger Janzig, 651-602-1119*)

The Wastewater Chapter in the Plan is **incomplete** for review. The following items will need to be addressed for the Plan to be complete for review.

- Include an electronic map or maps (GIS shape files or equivalent) showing the following information:
  - Existing sanitary sewer system.
    - Lift stations.
    - Existing connections points to the metropolitan disposal system.
    - Future connection points for new growth if needed.
    - Local sewer service districts by connection point.
    - Intercommunity connections.
    - Maps were not legible; therefore, higher quality maps are needed.
- The Plan references the intercommunity service agreement; however, Exhibit A is missing from the submitted Plan document.
- A table or tables that provide the following local system information:
  - Capacity and design flows for existing trunk sewers and lift stations.
  - Assignment of 2040 growth forecasts by Metropolitan interceptor facility.
- Define your community's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) in the local municipal (city) and private (private property) sanitary sewer systems.
  - Include a summary of activities or programs intended to mitigate I/I from both public and private property sources.
- Describe the requirements and standards in your community for minimizing inflow and infiltration.
  - Include a copy of the local ordinance or resolution that prohibits discharge from sump pumps, foundation drains, and/or rain leaders to the sanitary sewer system.
  - Include a copy of the local ordinance or resolution requiring the disconnection of existing foundation drains, sump pumps, and roof leaders from the sanitary sewer system.
- Describe the sources, extent, and significance of existing inflow and infiltration in both the municipal and private sewer systems. The following should be addressed:

- Include a description of the existing sources of I/I in the municipal and private sewer infrastructure.
- Include a summary of the extent of the systems that contributes to I/I such as locations, quantities of piping or manholes, quantity of service laterals, or other measures. If an analysis has not been completed, include a schedule and scope of future system analysis.
- Include a breakdown of residential housing stock age within the community into pre- and post- 1970 era, and what percentage of pre-1970 era private services have been evaluated for I/I susceptibility and repair.
- Include the measured or estimated amount of clearwater flow generated from the public municipal and private sewer systems.
- Include a cost summary for remediating the I/I sources identified in the community. If previous I/I mitigation work has occurred in the community, include a summary of flow reductions and investments completed. If costs for mitigating I/I have not been analyzed, include the anticipated wastewater service rates or other costs attributed to inflow and infiltration.
- For quantifying I/I, some communities have used the EPA guidance to determine the annual I/I and peak month I/I  
<https://www3.epa.gov/region1/ssw/pdfs/Guide4EstimatingInfiltrationInflow.pdf>
- Describe the implementation plan for preventing and eliminating excessive inflow and infiltration from entering both the municipal and private sewer systems.
  - Include the strategy for implementing projects, activities, or programs planned to mitigate excessive I/I from entering the municipal and private sewer systems.
  - Include a list of priorities for I/I mitigation projects based on flow reduction, budget, schedule, or other criteria.
  - Include a schedule and the related financial mechanisms planned or needed to implement the I/I mitigation strategy.
- Include map or maps showing the location of nonconforming systems or systems with problems. Washington County can provide this information.

#### **Water Supply** (*Lanya Ross, 651-602-1803*)

The Plan is **incomplete** for transportation and transit review. The community has prepared a Local Water Supply Plan in 2017 that was submitted to both the Minnesota Department of Natural Resources and Metropolitan Council and reviewed under a separate cover. Metropolitan Council comments were shared with the Minnesota DNR on July 7, 2017.

At that time, we found the water supply plan to be incomplete in regard to the key information requested by the Council. To complete the local water supply plan, the following information should be revised:

- Extended water demand projections in Table 7 of the water supply plan, which are inconsistent with population forecasts in the community's system statement.
- Table 10, which should be completed correctly.

All of the information included in the body of the comprehensive plan should be consistent with the information provided in the local water supply plan template, which must be submitted to the Department of Natural Resources (DNR) and Council through the Minnesota Permitting and Reporting System (MPARS).

#### **Transportation** (*Russ Owen, 651-602-1724*)

The Plan is **incomplete** for transportation and transit review. The following items need to be addressed for the Plan to be complete for review:

- Table 8-1 should show 2040 traffic projections.
- Discuss pedestrian system needs in relationship to your Community Designation.
- Describe and map existing and planned bike facilities proposed for Tier 1/2 RBTN corridors.
- The City is within the influence area of South St. Paul Airport. Please describe the existing and future functional and operational characteristics of the airport.
- The Plan should identify any local roadway issues or problem areas for goods movement. If none exist, please state explicitly.

#### Advisory Comments

- Table 8-1 shows most A-minor arterials, except for 21<sup>st</sup> Street. It is unclear whether all of the roadways are included. Staff recommends denoting number of lanes on a map.
- Staff suggests the Plan specify if there are any future rights-of-way to preserve or planned improvements to principal arterials.
- While Newport Transit Station is acknowledged in the Plan, staff suggests highlighting it on a map and in the transit section.
- Discuss ongoing station-area planning efforts and provide a general competition timeline.
- There are duplicative paragraphs on pages 99 and 103.
- The bottom paragraph of page 105 references Figure 8-5. This should be Figure 8-6.
- On page 105, "Metropolitan Transit Taxing District" should be "Transit Capital Levy District".
- Text on page 106 is out-of-date. The Plan mentions South Washington County Circulator that is no longer there and should be Transit Link.
- In section G, staff suggests providing additional detail on the Red Rock corridor, including the latest status and any known next steps for the corridor.

#### **Mississippi River Corridor Critical Area/MRCCA** (*Matt Bauman, MnDNR, 651-259-5710*)

The Plan is **incomplete** for elements related to MRCCA. The following needs to be addressed for the final plan to be approved by MN Department of Natural Resources:

- Address the maintenance aspect of locally created open space and recreational facilities.

#### Advisory Comments

- Minnesota Rules 6120.5000 defining floodplains and wetlands is not referenced accurately on page 136.
- Reference relevant transportation maps from transportation and public facilities section in other places in the Plan as well.
- Ensure that the City is referenced consistently throughout the Plan. It is referenced as township in a few places.

#### **Forecasts** (*Dennis Farmer, 651-602-1552*)

Forecast-related material within Newport's Comprehensive Plan Update is **incomplete** for review due to the Transportation Analysis Zone (TAZ) forecasts.

The Plan contains most of the required forecast materials (including sewer-serviced forecasts), and these forecasts are consistent with Metropolitan Council forecasts (shown in the table on next page).

	2010	2020	2030	2040
<b>Population</b>	3,435	3,600	4,050	4,450
<b>Households</b>	1,354	1,530	1,840	2,100
<b>Employment</b>	1,605	1,990	2,070	2,100

Table 8-3 in the Transportation section provides TAZ forecasts, but this table includes forecasts for portions of TAZs outside of Newport. Newport shares some of its TAZs with neighboring communities. For completeness, the TAZ table needs to detail TAZ forecasts for just those portions of TAZs inside the city boundaries. For consistency, the TAZ forecasts in this table need to add up to the City's forecasts (shown above). For inclusion in text, the City can download a spreadsheet with the Council's draft TAZ forecasts by community from the following page:

<https://gisdata.mn.gov/dataset/us-mn-state-metc-trans-anlys-zones-frcst-taz-com>

Forecasts for just those portions of TAZs inside Newport can be obtained by filtering on the "Name" section of the spreadsheet. If the City agrees with these TAZ forecasts, they could use these Newport-specific forecasts in place of the TAZ totals currently in Table 8-3. Council staff also encourage the City to look over the forecasts in this spreadsheet and make any desired corrections based on growth expectations or local knowledge. If the City wants to make any corrections, they could include those revised forecasts in Table 8-3.

#### Advisory Comments

- Table 3-2 contains a table comparing the City's 2040 population growth with surrounding communities. The figure listed in the "2040 Population Estimate" incorrectly shows Newport's 2020 population forecast. Newport's 2040 population forecast is a 4,450.

#### **Land Use** (*Raya Esmaeili, 651-602-1616*)

The Plan is **incomplete** for Land Use review. There is insufficient information in tables, and associated information in the Plan. The following text describes areas where additional information is needed for completeness and clarity.

#### Future Land Use

- The text description for definitions for the land use categories and the Future Land Use map should be consistent. Institutional and Park/Parkway/Open Space land use categories on the Future Land Use map are not included in category definitions, and Water category is not shown on the map.
- Future Land Use table (Table 4-3) should include total acres and percent of total acres for each land use category for each 10-year planning period.

#### Advisory Comments

- For existing land use, use the map and land use table (acres) with the most updated data of 2016. This data can be found on Newport's Community Page.
- Ensure that calculations in Table 4-4 for new units developed for each decade is based on the minimum density allowed and net residential developable acres. Currently the number of units and densities identified in this table are not consistent with Council's method of density calculation.

### **Housing** (Tara Beard, 651-602-1051)

The Plan is **incomplete** for housing related content. The following items should be addressed for the Plan to be considered complete.

- While some of the tools the City could consider to address housing needs are described, many tools that could be used to address identified housing needs are not specified. On page 122 there is a blank cell in the Available Tools column to address workforce and other types of affordable housing. This could be where many of these unmentioned tools could be added. Tools to consider include: tax abatement, housing bonds, Minnesota Housing's consolidated request for proposals (including support of LIHTC applications), Washington County's GROW fund, Livable Communities Act programs, community land trusts, preservation tools (including 4d tax incentives ([http://www.lisc.org/media/filer\\_public/9b/7f/9b7f5f6e-ae71-4276-b0cd-07dd04c336bc/bpp4drpt.pdf](http://www.lisc.org/media/filer_public/9b/7f/9b7f5f6e-ae71-4276-b0cd-07dd04c336bc/bpp4drpt.pdf)), Greater Minnesota's NOAH Impact Fund, and MN Housing programs), and a local Fair Housing policy.
- The Future Land Use map on page 35 does not align with the Table 4-4. These must be consistent to adequately determine if sufficient land is guided to address the City's allocated affordable housing need. In the Table, two areas are noted as having minimum densities of 30 and 50 to support affordable housing between 2021 and 2030. In the Future Land Use map, there is only one land use type with a minimum density that would support affordable housing: Commercial Residential (which has a minimum of 20 units/acre). It is not clear which land uses in the map make up the growth areas in the Table or what the true minimum densities are in a variety of areas within a future land use in the map.

### Advisory Comments

- Regarding a local Fair Housing policy: to receive Livable Communities grants in the future, Cities will need to adopt their own Fair Housing policy. Furthermore, a local fair housing policy ensures the City is aware of fair housing requirements and resources enough to support and refer residents who feel their fair housing rights have been violated. To learn more and review a template local fair housing policy developed with Council funding, check out this webinar: <https://www.youtube.com/watch?v=38JY4pNGnZ8&feature=youtu.be>, and review these best practices (<https://metro council.org/Handbook/PlanIt/Files/Webinar-Fair-Housing-Handout2.aspx>) and policy template (<https://metro council.org/Handbook/Training/Webinars.aspx>) handout 1 under the Implementing A Local Fair Housing Policy at the bottom of the screen).
- For clarity, staff recommends using the minimum densities allowed in the table and narrative that addresses Newport's allocation of affordable housing need (page 118-119). This is how the Council tracks land to address the need, and it would be helpful if the Council's documentation and the City's comprehensive plan were consistent.
- All of the existing housing data sourced from the Metropolitan Council has been updated with 2016 data. Staff recommends reviewing the updated Existing Housing Assessment on Newport's community page in the Local Planning Handbook and updating any relevant data.
- On page 15, the goal regarding multigenerational housing appears to be duplicated.
- Staff encourages the City to consider accessible dwelling units, mixed income housing policy, and local fee waiver policies to further address their future affordable housing needs.
- On page 122, two cells in a row in the Tools column cite Site Assembly, but the first one appears to describe a brownfield clean up tool.
- On page 123, the City's EDA is noted to address housing needs through "business assistance." Please clarify this point with further information.

In summary, the submitted draft Update is missing a number of items and may require revision. If you have any questions or need further information regarding the comments in this letter, please contact Raya Esmaeili, Principal Reviewer at 651-602-1616.

Sincerely,

A handwritten signature in blue ink, appearing to read 'LisaBeth Barajas', with a long horizontal flourish extending to the right.

LisaBeth Barajas, Manager  
Local Planning Assistance

CC: Richard Kramer, Metropolitan Council District 13  
Patrick Boylan, Sector Representative  
Raya Esmaeili, Principal Reviewer/ Reviews Coordinator

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## Sherri A. Buss

---

**From:** Michael Martin <michael.martin@maplewoodmn.gov>  
**Sent:** Friday, June 01, 2018 3:39 PM  
**To:** Sherri A. Buss  
**Subject:** RE: Draft Newport 2040 Comprehensive Plan Affected Jurisdictions Review

Hi Sherri,

The city of Maplewood has reviewed Newport's draft 2040 Comprehensive Plan and does not have any comments.

Thank you.



Michael Martin | 651-249-2303

**From:** Sherri A. Buss [<mailto:sherri.buss@tkda.com>]  
**Sent:** Wednesday, March 28, 2018 8:58 AM  
**To:** John Burbank <[jburbank@cottage-grove.org](mailto:jburbank@cottage-grove.org)>; [ahunting@invergroveheights.org](mailto:ahunting@invergroveheights.org); Michael Martin <[michael.martin@maplewoodmn.gov](mailto:michael.martin@maplewoodmn.gov)>; Peter Hellegers <[phellegers@southstpaul.org](mailto:phellegers@southstpaul.org)>; [bruce.corrie@ci.stpaul.mn.us](mailto:bruce.corrie@ci.stpaul.mn.us); [kwalsh@stpaulpark.org](mailto:kwalsh@stpaulpark.org); [eric.searles@woodburymn.gov](mailto:eric.searles@woodburymn.gov); Chatfield, Kurt ([KURT.CHATFIELD@CO.DAKOTA.MN.US](mailto:KURT.CHATFIELD@CO.DAKOTA.MN.US)) <[KURT.CHATFIELD@CO.DAKOTA.MN.US](mailto:KURT.CHATFIELD@CO.DAKOTA.MN.US)>; [molly.ORourke@co.washington.mn.us](mailto:molly.ORourke@co.washington.mn.us); [d.bentdahl@sowashco.org](mailto:d.bentdahl@sowashco.org); [joe.barten@co.dakota.mn.us](mailto:joe.barten@co.dakota.mn.us); [tina.carstens@rwmwd.org](mailto:tina.carstens@rwmwd.org); Loomis, John ([john.loomis@woodburymn.gov](mailto:john.loomis@woodburymn.gov)) <[john.loomis@woodburymn.gov](mailto:john.loomis@woodburymn.gov)>; [tod.sherman@state.mn.us](mailto:tod.sherman@state.mn.us); 'Petrik, Daniel (DNR)' <[daniel.petrik@state.mn.us](mailto:daniel.petrik@state.mn.us)>; John Anfinson <[john\\_anfinson@nps.gov](mailto:john_anfinson@nps.gov)>  
**Cc:** Deb Hill <[dhill@newportmn.com](mailto:dhill@newportmn.com)>; Travis Brierley ([tbrierley@newportmn.com](mailto:tbrierley@newportmn.com)) <[tbrierley@newportmn.com](mailto:tbrierley@newportmn.com)>  
**Subject:** Draft Newport 2040 Comprehensive Plan Affected Jurisdictions Review

All,

The City of Newport has completed the Draft of its 2040 Comprehensive Plan. Your organization is on the list of Affected Jurisdictions that the Metropolitan Council provided to the City to review all or part of the Draft 2040 plan. The Local Water Management Plan and MRCCA Plan are included as chapters within the Draft Plan.

The City requests that the appropriate person(s) in your organization review the plan, and send comments or questions to Sherri Buss, the City Planner. The City's Planning Commission and Staff will review all comments and respond to them. If you do not have any comments, please send an email to me to let us know that, so we know that you have taken this opportunity to review the draft plan.

Your organization has up to six months from the date of this email to review Grey Cloud Island's Draft 2040 Comprehensive plan. We hope that you will be able to complete your review within a month or two, so that the City may proceed to revising the plan as needed and submit it to the Metropolitan Council early in 2018.





**Board of Commissioners**

Fran Miron, District 1  
Stan Karwoski, District 2  
Gary Kriesel, Chair, District 3  
Jack Lavold, District 4  
Lisa Weik, District 5

May 22, 2018

Sherri A. Buss, Senior Planner/Manager  
444 Cedar Street, Suite 1500  
Saint Paul, MN 55101

**RE: Review of the draft Newport Comprehensive Plan**

Dear Ms. Buss,

Washington County appreciates the opportunity to review the draft Newport Comprehensive Plan. These comments are intended to be supportive and constructive in nature. The county recognizes the city's authority to adopt its plan and commends the city on the work performed to-date.

County staff from the departments of Administration, Public Health and Environment, and Public Works, and staff from the Washington County Community Development Agency have reviewed the draft plan. Comments are included as an attachment to this letter.

The comments provided are intended to identify opportunities to improve the draft plan, and provide additional information or context. The comments should be construed as suggestions for the city to consider as it works to finalize its comprehensive plan.

Again, we appreciate the opportunity to review the draft Newport Comprehensive Plan and look forward to working with the city to create a common vision for the future of the county.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Kriesel", with a large, stylized loop at the end.

Commissioner Gary Kriesel  
Washington County Board Chair

*A great place to live, work and play...today and tomorrow*

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Telephone: 651-430-6001 • Fax: 651-430-6017 • TTY: 651-430-6246

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## Washington County Comments

### Draft Newport Comprehensive Plan

#### II. Community Assets and Challenges for Planning Through 2040

- Page 11:
  - Please reconsider characterization of the Recycling and Energy Center (R&E Center) owned and operated by the Ramsey/Washington Recycling & Energy Board (R&E Board) as an issue that detracts from the city's image. If the city chooses to describe the R&E Center as an issue of concern, the city should consider acknowledging the important regional value the R&E Center brings to the environment, the solid waste industry, and the local economy. The R&E Center diverts waste produced in Ramsey and Washington counties from landfilling, including all the waste generated by citizens and businesses within the City of Newport, and instead produces refuse-derived fuel for electricity production. The R&E Center also provides local economic benefit as an employer in the community (a top 5 employer according to table 3-3), as well as serving an important role in the larger solid waste industry. In addition, the R&E Board voluntarily makes payments in lieu of taxes (PILT) to local government entities with taxing jurisdiction in amounts equal to the taxes that would be applicable to the R&E Center if it were classified as commercial/industrial property privately owned. The city is estimated to receive over \$65,000 for 2017 PILT. Lastly, the R&E Board voluntarily hosts a representative from the city as an ex officio member of the R&E Board to attend board meetings to keep the city informed of operational issues and improvements, but also to engage with the city as a community partner.
  - Please also change the language as it appears on page 11 for the Resource Recovery Facility to Recycling and Energy Center.

#### III. Background, Demographics and Trends for Planning

- Page 16:
  - The county is encouraged by the city's consideration of making a property-assessed clean energy (PACE) program available for conservation and renewable energy. The city should be aware the county has an agreement with the Saint Paul Port Authority to provide the PACE funding and administration of the program for non-residential entities (commercial, industrial, nonprofit, or multi-housing property owners). The county's role is limited to placing the assessment on the property, collecting payments each year, and passing the money back to the Port Authority. Because the county has a PACE program available, a non-residential property within the county may qualify. More information is available here: <https://www.co.washington.mn.us/2462/Clean-Energy-Financing---PACE>
  - The county is also encouraged by the city's consideration to promote the development or use of community solar gardens and also the city's participation in federal, state, and local utility programs incentivizing implementation of wind and solar power generations. We look forward to partnering with the city where and when opportunities arise to promote energy conservation and alternative energy.

- Page 24:
  - Red Rock Corridor is now a 20-mile (not 30-mile) transitway. Please update references to the transitway to reflect this change.
  - The Alternatives Analysis Update (AAU), which was completed at the end of 2014, determined the mode as bus rapid transit (BRT) and the updated route alignment. The Implementation Plan completed in 2016 created financial, development, and service plans to provide better transit connections between corridor communities and the regional network. Please update language to show the AAU was completed in 2014 or the Implementation Plan, which was complete in 2016, recommended steps to improve transit in the corridor to support eventual buildout of full BRT service.
  - Please consider adding Metro Transit Routes 364 and 365 to the services described as available at Newport Transit Station.
- Page 28:
  - The county is encouraged by the city's recent acquisition of additional parks and open space for nature observation. Consider expanding waste and recycling stations to include the three recently developed Mississippi River Overlook sites and fourth public access site as part of the Parks and Trails waste management system.

#### IV. Land Use

- Pages 32-35: The county encourages the city to promote shared waste enclosure and waste collection opportunities amongst commercial businesses to increase efficiencies, save space, reduce truck traffic and lower costs of disposal for businesses.
- Page 40: Consider removing the duplicate page.

#### VI. Public Facilities and Services (includes Wastewater System, Municipal Water System, etc.)

- Page 74:
  - Please consider modifying the second sentence of the fourth paragraph as follows: "Washington County administers a SSTS program on behalf of the City of Newport, utilizing County Ordinance 196. This program includes oversight of permitting of new or replacement systems, requiring compliance inspections for property transfer, determination of compliance, and monitoring the maintenance of systems (i.e. pumping of septage).
  - Consider modifying the fifth/last paragraph as follows: "As the SSTS permitting agency, the County maintains records of known nonconforming systems and systems with problems. Please refer to the county's comprehensive plan, which includes a map of systems that have been ordered to be replaced."

#### VII. Parks and Open Space Plan

- Page 91: Please update the name "Mississippi River Regional Trail Corridor" to "Mississippi River Regional Trail Search Corridor" and the alignment to that presented in the system statement.
- Page 93:

- Please update the text to acknowledge the Point Douglas Regional Trail is no longer a search corridor, but an existing regional trail. Also, please clarify that the Point Douglas Regional Trail connects to the Mississippi River Regional Trail Search Corridor in Denmark Township, not Saint Paul.
- Consider updating the language to clarify that the Mississippi River Regional Trail Search Corridor does not cross the Mississippi River at I-494. Instead, the Mississippi River Regional Trail Search Corridor crosses I-494 at the County Road 18 overpass as it extends into Saint Paul.

### VIII. Transportation

- Page 98:
  - Consider updating language in the document where it may read like the Wakota Bridge project is still in progress.
  - Consider the use of updated traffic counts and projected volumes. Washington County staff are able to provide information to assist with this update.
- Page 103: Please remove the following paragraph from the Railroads section as the Red Rock Corridor is now under development for BRT.
  - “A regional commuter rail connection between Saint Paul and Hastings is being discussed; Newport is equidistant between the two communities and would provide a logical site for a commuter stop and integrated park and ride facility.”
- Page 104:
  - Consider updating language from “trail” to “transportation” for the Regional Bicycle Transportation Network (RBTN). The network specifically focuses on the development of a bicycle transportation system and is not limited to trails only.
  - Please update text to reflect Bailey Road as an *existing* Tier 2 alignment on the RBTN, not proposed. County has trails along this alignment.
- Pages 106-107: The South County Circulator is no longer operating. Please update content to reflect the general public dial-a-ride service known as Transit Link that is available throughout Washington County. This service is provided by the Metropolitan Council, and is available for trips that can’t be accomplished on regular transit routes.
- Page 108:
  - The county is grateful to the city for its contribution to our joint transitway planning efforts and looks forward to continued collaboration in support of the Newport Transit Station and Red Rock Corridor Commission.
  - Red Rock Corridor is now a 20-mile (not 30-mile) transitway. Please update references to the transitway to reflect this change.
  - The AAU, which was completed at the end of 2014, determined the mode as BRT and the updated route alignment. The Implementation Plan completed in 2016 created financial, development, and service plans to provide better transit connections between corridor communities and the regional network. Please update language to show the AAU was completed in 2014 or the Implementation, which was complete in 2016, recommended steps to improve transit in the corridor to support eventual buildout of full BRT service.

- Page 112:
  - The county appreciates and acknowledges the city for referencing the county's access management guidelines.
  - The county supports the city's plan for a mix of uses and greater density around the Newport Transit Station.

#### IX. Housing

- Page 115: Consider modifying comment about the 2017 work force housing to indicate that "(In 2017, 42 units ... utilizing federal housing tax credits categorizing them as publicly-subsidized, were constructed ... Table 9-3.)" to clarify the connection to the data of Table 9-3 since "work force" housing is not defined in the plan.
- Page 117: It is unclear if Metropolitan Council would adjust the Affordable Housing Need Allocation once Red Rock Square was included in the calculation but it may be worth noting that the new workforce housing units are affordable to households between 51-80% AMI.
- Page 121-122: The Washington County Community Development Agency (CDA) appreciates seeing the connection drawn between the city's identified needs and the services provided by the CDA.

#### X. Economic Development and Resilience

- Page 128: The county was encouraged by the city's participation in the South Washington Watershed District's resilience workshop in 2017, and to see results of that participation appear in their comprehensive plan. As the city works to address the recommendations from this workshop, consider how the identified climate hazards might disproportionately affect vulnerable populations – including the elderly, disabled, or low income households.

Healthy Communities – Please note: The City does not include a component on Healthy Communities in its draft comprehensive plan, but it is a component of the Resiliency and Sustainability chapter of the draft Washington County Comprehensive Plan.

- The county is encouraged by the city conducting community input sessions and a resident survey for viewpoints to incorporate into the 2040 plan. Further comments expanding on the success of the survey (such as a goal or percentage of residents reached) and ways to reach diverse populations for ongoing input could enhance this section.
- The county is also encouraged by the city recognizing healthy assets within their community including:
  - Small town identity and connectedness of residents
  - Proximity to the metro area for jobs and shopping
  - Affordability and quality of housing through supporting zoning ordinances
  - Prospects for multigenerational housing
  - Newport Transit Station and the Red Rock gateway plans
  - Page 16: Trends for Planning and the support for adopting Complete Streets policies that will improve safety and mobility for all road users
  - Current and future city parks and trails with proximity to neighborhoods
  - Connection to the Mississippi River and regional trails

- Protection of natural resources
- Attention to the needs of the aging population
- Considerations for what attracts families to the community
- Areas for consideration to promote health include the following:
  - Continue to address health concerns which are attributed to odors from certain businesses and the proximity of residential, schools and open space to industrial sites.
  - Revisit Safe Routes to School efforts with the South Washington County School District for the area around Newport Elementary <http://www.sowashco.org/services/transportation/safe-routes-school>.
  - Consider other ways to attract families and economic development through increasing services such as health care providers, access to healthy foods or urban agriculture.
- Areas not addressed in the plan:
  - Page 86: Consider incorporating additional information on Americans with Disabilities Act (ADA) accessibility in planning, adaptive playground equipment and tobacco free recreation space.
  - Access to healthy food through options for shopping, farmers markets or mobile markets, and other community supported agriculture as suggested in the Minnesota Food Charter [www.mnfoodcharter.com](http://www.mnfoodcharter.com).

#### Appendix 2 – Local Water Management Plan

- Page 3: Soils and Geology. Consider linking to the Geologic Atlas, providing a map as an attachment, or providing a citation.
- Page 6: Figure A-1. The Minnesota Land Cover Classification System (MLCCS) is identified in Figure A-1. In 2017 the county partnered with the Washington Conservation District (WCD) to update the MLCCS. Please check with the WCD to verify you have the most recent information.
- Page 14: The county adopted an updated Groundwater Plan in 2014. Please change the reference to refer to the “2014-2024 Washington County Groundwater Plan.”

#### General/Overall

- Consider refining quality of the maps and labels to improve readability.
- Consider having the final version of the plan as a searchable PDF, to improve navigation and readability by interested stakeholders.

## I. Local Water Management Plan – Appendix 2

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### 1. EXECUTIVE SUMMARY, AGREEMENTS AND AMENDMENTS

The Purpose of this plan is to provide guidance and standards to the City of Newport for conserving, protecting and managing the water and related land resources of the City. This plan is intended to meet or exceed the requirements of Minnesota Statute 103B.235, Minnesota Rules 8410, and Metropolitan Council's Water Resources Management Policy Plan, and be consistent with the Council's Thrive MSP 2040. The plan also conforms to the requirements of the South Washington Watershed District Watershed Management Plan, 2016, as approved under Minnesota Statute 103B.231.

The plan has been developed as a part of the City's 2040 Comprehensive Plan Update.

The City is included within the South Washington Watershed District (SWWD). The District's Watershed Management Plan's inventory, goals, policies and standards was referenced extensively to develop several sections of this plan and assure consistency with the Watershed Plan.

The plan includes an inventory of surface waters and natural resources within the City. Most of the core of Newport is fully-developed or in the process of redevelopment. Significant natural resources include the Mississippi River, which borders the City on the west, and the bluffs that form the eastern border of Newport and extend to the north and south. The LSWMP, Comprehensive Plan and Mississippi River Critical Area Plan include goals, policies and strategies to protect Newport's significant land and water resources as development and redevelopment occur within the City during the next 20 years.

The plan includes a discussion of existing water quantity and quality concerns within the City, identified by the City and the Watershed District. It describes the actions the City will take to address these concerns.

The goals and policies and implementation plan note that the City continues to have the primary role in permitting for surface water management and the Wetland Conservation Act (WCA). The City will also work cooperatively with the Watershed District, Washington County, and other agencies on water management issues of a regional, statewide, and national concern. The City has an approved MS4 Permit and current Storm Water Pollution Prevention Plan (SWPPP) that are consistent with this plan. The documents are available from the City by request.



# Summary of Comments on 2040NewportCompPlanDraftMarch2018.pdf

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Page: 201

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Number: 1      Author: john.loomis      Subject: Sticky Note      Date: 7/12/2018 11:00:43 AM  
SWWD is the WCA LGU for wetlands in Newport.

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### Water Resource Management Related Agreements:



The City of Newport is the LGU and responsible for permits and administering the Minnesota Wetland Conservation Act (WCA). The City contracts annually with the Washington Conservation District for assistance in implementation of the Wetland Conservation Act (MN Rule 8420).

### LWMP Plan Amendments and Updates

City Comprehensive Plans are updated every ten years. Local Surface Water Management Plans must be updated within 2 years of completion of Watershed Organization Management Plans. The City will update its Local Surface Water Plan along with its Comprehensive Plan, or as needed to comply with state rules related to LSWMP updates to be consistent with the Watershed Plan. The SWWD Plan was last updated in 2016.

Substantive revisions to the goals and objectives, the adoption of new or revised standards or rules, and major revisions to the CIP or administrative procedures, will require an amendment to this plan and must be approved by the City Council.

Annual work plans completed during the beginning of the calendar year by the City Council will serve to guide the immediate activities of the City. The periodic work plan and annual budget updates will help focus the work plans by identifying projects requiring substantial planning and financial resources for successful completion. Capital storm water improvements may be proposed by other local, state and federal agencies as well. The City has partnered with the SWWD to complete stormwater projects and improvements, and will continue to partner and seek cost-share funding from the District in order to implement this plan.

## **2. PHYSICAL ENVIRONMENT AND LAND USE**

### Land and Water Resources Inventory:

The sections that follow summarize the land and water resources inventory for the City of Newport. Much of this information was derived from the South Washington Watershed District Watershed Management Plan (2016). For more detailed resource inventory information, please refer to the SWWD Watershed Management Plan 2007, Chapter 8 as well as the SWWD Watershed Management Plan 2016, Part I.

#### **i. Topography and Drainage**

The topography of Newport varies from the bluffs east of Highway 61 to relatively flat topography west of Highway 61 and



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Number: 1      Author: john.loomis      Subject: Sticky Note      Date: 7/12/2018 11:01:25 AM  
SWWD is the WCA LGU. City no longer contracts with WCD.

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along the Mississippi River. The bluffs contain steep slope areas and are heavily vegetated.

The City of Newport is largely fully-developed. Much of the drainage occurs within the City's storm sewer system. The existing system is shown on Figures A-2A and A-2B. Overland drainage flows generally from the bluff areas toward the Mississippi River.

ii. Soils and Geology

Soils within Newport are generally of moderate to high permeability (soils groups A and B) in bluff areas, and low permeability (soil group D) in the lower areas west of Highway 61. Detailed soil maps are shown on Figure A-3.

The bedrock geology of Newport is characterized by sedimentary rock formations established during the paleozoic era, over 250 million years ago. Glacial processes modified the sedimentary rock formations to create the current subsurface geology of the area. Bedrock is close to the surface many areas of Newport's Old Town area, west of Highway 61, and presents a challenge for infrastructure, surface water management and construction.

The Washington County Geologic Atlas Plate 2 includes detailed schematics of the bedrock layers in Newport and the surrounding area.

iii. Surface Waters, Public Waters, and Impaired Waters

The Public Waters in Newport include:

Mississippi River – Public Water 19-5

Ria Lake – Public Water 82-98

Each of these water bodies has an associated Shoreland area that is governed by the City's Shoreland Overlay Ordinance, updated in December, 2017 and approved by the Minnesota DNR. A portion of the shoreland area of La Lake (Public Water 82-97) is also located within Newport.

The Mississippi River is of national significance. It has been identified in the past by the MPCA as an Impaired Water (delisted in 2014). In the area near Newport, the river is impaired for Aquatic consumption and Aquatic life. Key



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Number: 1 Author: john.loomis Subject: Sticky Note Date: 7/12/2018 11:02:40 AM  
Should clarify that only impairment that was delisted were for PFOS. Still impaired for TSS/Turbidity and subject to South Metro Miss River  
Turbidity TMDL.

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County Biological Survey identified some woodland communities of high quality on the bluffs. The bluff area is currently protected by the City's Bluffs Area Overlay Ordinance. The City has adopted a "cluster" or open space ordinance to provide permanent protection to bluffs, steep slopes and woodland areas in the Conservation Zones identified in the Land Use Plan.



- *Wetlands.* A limited number of wetlands remain in Newport, within floodplain areas along the Mississippi River and in the bluffs area. Federal, state, and local wetland rules protect these resources. The City is responsible for permitting under the Minnesota Wetland Conservation Act.
- *Tree canopy.* The Old Town and floodplain areas of the community contain a significant tree canopy that includes large bur oaks and other native tree species. The canopy provides temporary habitat for migrating birds and a variety of other benefits.

#### vii. Land Use

Land use in Newport is dominated by urban along and west of Highway 61 and by larger-lot residential uses in the bluffs areas. Chapter IV of the City's 2040 Comprehensive Plan provides a detailed discussion of existing and planned future land uses in Newport. The chapter notes the following:

- Potential changes in the area west of the bluffs include the potential for redevelopment of some significant sites with a mix of residential and commercial uses.
- Little change or expansion is predicted in the Industrial zoning districts in Newport.
- The City is extending municipal sewer and water services to portions of the bluffs area, and these areas are expected to develop with residential uses and mixed residential/commercial uses at urban densities.

Figure 4-2 from the City's 2040 Comprehensive Plan shows the City's proposed 2040 Land Use Plan from the Comprehensive Plan.



### 3. **WATER RESOURCES ISSUES AND RESPONSIBILITIES**

The City of Newport has identified the following water resources issues and problems affecting the community:

- Flooding in areas adjacent to the Mississippi River
- Surface water degradation and impairment
- Watershed alteration (wetlands, erosion and sediment)
- Groundwater sustainability
- Natural resources protection
- Information and education

The sections below discuss the major state and local programs and responsibilities that currently address the issues identified. The next section includes the City's goals and policies that are proposed to address the local surface and groundwater issues identified in this plan through 2040.

#### Impaired Waters

Section 303(d) of the federal Clean Water Act requires states to identify waters that do not meet applicable water quality standards or do not fully support their designated uses. Waters failing to attain their designated use are defined as impaired. Each state determines the cause for impairment. Impaired waters are placed on a list and subject to completion of a Total Maximum Daily Load (TMDL) analysis. A TMDL analysis consists of many steps, but the process is intended to identify ways to restore impaired waters to their full beneficial uses. The implementation of load reduction efforts identified in a TMDL analysis may have future bearing on other activities of City of Newport.



A reach of the Mississippi River is on the DRAFT 2018 303(d) impaired waters list as having been delisted in 2014. Table A.1 lists the section of the Mississippi River and the impairments. This is the only pseudo Impaired Water within Newport and its drainage area.

The City of Newport may choose to participate in a TMDL analysis for water bodies with drainage areas solely or largely within their municipality. It is preferable that local government units and the SWWD coordinate so as not to perform duplicate TMDL analyses for the same receiving water. The City and other local governments will be required to comply with load reductions and other elements of the TMDL implementation plan through the enforcement of various point source and non-point source permits.





- a) The status of compliance with Permit conditions;
- b) Assessment of appropriateness of BMPs;
- c) Progress towards achieving the measurable goals for each of the minimum control measures;
- d) Stormwater activities planned for the next reporting cycle;
- e) A change in any BMP or measurable goals for any of the minimum control measures; and
- f) A notice that the City is relying on another entity to satisfy some of the Permit obligations (if applicable).

A copy of the MS4 permit can be found on the Minnesota Stormwater Manual website at [https://stormwater.pca.state.mn.us/index.php?title=Category:MS4 Permits](https://stormwater.pca.state.mn.us/index.php?title=Category:MS4_Permits).

### Wetland Conservation Act

Minnesota's Wetland Conservation Act (WCA) was enacted in 1991. The overall goal of the WCA is no net loss of wetlands. Generally under WCA, activities such as draining, excavating, or filling of wetlands is regulated by law. WCA does not apply to public waters wetlands, which are regulated by the Minnesota Department of Natural Resources. The local government unit (LGU) has the primary responsibility for administering WCA and for making key determinations.



The City of Newport is the Local Governmental Unit (LGU) for implementation of the Wetland Conservation Act. The City relies on assistance from the Washington Conservation District for administration of the WCA. The City's standards conform to the wetland standards set forth by the SWWD (based on the draft Comprehensive Wetland Management Plan).



The Washington Conservation District provides technical assistance to the City on wetland issues and permitting, based on an agreement between the District and City of Newport.




### Surface Water Management Planning

The SWWD is responsible for periodically updating its Watershed Management Plan. This Watershed Management Plan, and its contents, is in compliance with the requirements. The SWWD is responsible for review and approval of the Local Water Management Plans prepared by the Cities and Township.

Within two years of plan adoption by the District, local government units are required to adopt local plans which address the regulations and performance standards set forth in this plan. Local plans must be consistent with the District WMP covering the same area. (Local plans should address the expanded list of requirements under Minnesota Rule



## Page: 213

	Number: 1	Author: john.loomis	Subject: Sticky Note	Date: 7/12/2018 11:05:02 AM
	Newport is a member of EMWREP (since 2015) which fulfills portions of multiple MCMs under the MS4 permit.			
	Number: 2	Author: john.loomis	Subject: Sticky Note	Date: 7/12/2018 11:05:14 AM
	SWWD is the WCA LGU.			
	Number: 3	Author: john.loomis	Subject: Sticky Note	Date: 7/12/2018 11:05:27 AM
	City no longer contracts with WCD for wetland assistance.			

**Policy:** Maintain the post-development 2-year, 10-year and 100-year peak rate of runoff at the pre-development level for the critical duration precipitation event, both on-site and at key regional locations identified by the City.



**Action:** Complete hydrologic and hydraulic modeling when needed to identify flood prone areas and assess potential damages in cooperation with the SWWD.

**Action:** Require hydrologic and hydraulic analysis for developments 1-acre or greater in size. This requirement does not apply to the development of a single residence, however if the development includes two (2) or more lots for future development, this may be required.

**Policy:** Reduce the probability of downstream flood damages through the use of maximum allowable inter-city / inter-jurisdictional peak discharges and runoff volumes.

**Action:** Participate in hydrologic and hydraulic modeling to identify maximum allowable discharges between cities in cooperation with the SWWD.

**Policy:** Protect natural waterways from channel instability induced by additional runoff.

**Action:** Adopt the SWWD design method / standard which can be used to gage the response of natural waterways to the rate of runoff.

**Policy:** Along with SWWD and Washington County, incorporate Emergency Response Planning into the stormwater management program for flood-prone areas.

**Action:** Along with SWWD and Washington County All Hazard Mitigation Plan, incorporate Emergency Response Planning into City planning.

**Action:** Work with the SWWD to evaluate the siltation occurring along the Mississippi River shoreline in Newport and identify options to maintain habitat and recreational use of the river.

### 3) Surface Water Degradation and Impairment: Protect Water Quality

---

*Goal: Maintain, or where practical improve, the water quality of wetlands and water bodies within the City.*

---

**Policy:** Use design criteria and performance standards to ensure appropriate best management practices (BMP's) for mitigating development impacts to surface and groundwater resources.

---

Number: 1 Author: John.Loomis Subject: Sticky Note Date: 7/12/2018 11:07:13 AM

SWWD completed a XPSWMM model for all of Newport in 2017. That modeling was the basis of SWWD's subsequent retrofit analysis work which generated the list of potential improvements throughout the City.

**Action:** Use National Urban Runoff Program water quality improvement practices as the minimum requirement.

**Action:** Establish additional measures necessary to protect unique or high quality water resources within the City.

**Action:** Establish collaborative efforts when needed for addressing non-point source pollution with regulated NPDES Phase II MS4<sup>1</sup> communities, or communities with impaired waters.

**Action:** Evaluate issues associated with the nondegradation of receiving waters from stormwater runoff in cooperation with the SWWD.

**Action:** Develop a BMP selection process and require the use of BMP tools to mitigate stormwater impacts in cooperation with the SWWD.

#### 4) Watershed Alteration: Wetlands

---


*Goal: Manage the quantity and quality of wetlands within the City for their best function in a rapidly urbanizing environment.*

---

**Policy:** Use a functional assessment approach to define a wetland's best value allowing for multiple or singular use.

**Action:** Inventory the wetland resources within the City using a functions and values assessment, in cooperation with the SWWD. Defer to the SWWD for completion of the wetland assessment and wetland management plan and standards.

**Action:** Require the completion of functions and values assessments of wetlands that have not been assessed by the SWWD as part of development applications. The assessment will be required to use MnRAM version 3.0 or the most current version.

 **1 Policy:** Act as the responsible local governmental unit (LGU) for wetland permitting activities. Participate in wetland permitting activities.

 **2 Action:** Maintain current agreement with the Washington Conservation District for assistance implementing wetland laws.

#### 5) Watershed Alteration: Erosion and Sediment Control

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*Goal: Control erosion and sedimentation to avoid or mitigate impacts to water bodies from sedimentation.*

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<sup>1</sup> The Newport MS4 Permit is included in the Appendix of the Comprehensive Plan.

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Number: 1	Author: john.loomis	Subject: Sticky Note	Date: 7/12/2018 11:07:32 AM
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SWWD is the WCA LGU.

Number: 2	Author: john.loomis	Subject: Sticky Note	Date: 7/12/2018 11:07:41 AM
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No longer contract with WCD.

**Action:** Work with the SWWD to integrate natural resources protection and stormwater management features into the new Master Plan for the proposed riverside park and updates of other Newport community park master plans.

#### 8) Information and Education

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*Goal: Heighten the awareness of key constituencies within the City, sufficient to modify behavior to improve the recognition and implementation of District and City policies, programs, and activities.*

---



**Policy:** Maximize the use of shared education resources and joint participation in educational activities with the SWWD. Provide information and education through the City's website, newsletter, and communications with local residents regarding the new rules for the MRCCA.

**Action:** Participate in partnerships between public and private entities within the County, to implement educational programs and projects in cooperation with the SWWD.

### **6. IMPLEMENTATION PLAN**

Newport will complete the following specific actions listed below to implement this Local Water Management Plan:




- The City will adopt this LWMP after approval by the SWWD and Metropolitan Council. The City concurs with and adopts by reference the SWWD's Water Management Plan and rules.
- In accordance with Minnesota Statutes section 103B.211, subd. 1(a)(3)(iii), the City defers exercise of regulatory authority over the activities subject to the SWWD's rules to the SWWD. The Township will update and enforce its Zoning and Subdivision Ordinances to support implementation of the SWWD rules and standards.
- The City will apply the standards to new development activities during the development review process. The City expects that new developments will incorporate the minimum requirements of the current NPDES Phase II General Permit for construction site activities into their site design.




- The City will serve as the LGU for the Minnesota Wetland Conservation Act.



- The City will cooperate with the SWWD and other agencies as they develop and implement TMDL studies for the Mississippi River.

	Number: 1	Author: john.loomis	Subject: Sticky Note	Date: 7/12/2018 11:08:18 AM
	Newport is a current member of EMWREP.			
	Number: 2	Author: john.loomis	Subject: Sticky Note	Date: 7/12/2018 11:08:28 AM
	SWWD is WCA LGU.			
	Number: 3	Author: john.loomis	Subject: Sticky Note	Date: 7/12/2018 11:08:51 AM
	Subject to S Metro Mississippi Turbidity TMDL.			

- The City will work with the SWWD, neighboring communities, and other agencies to address the impacts of climate change and build resilience into plans, projects, and ordinance standards.
- Newport is working with the SWWD to complete the table of Implementation Actions. A final table will be included in the draft of the Plan that will be submitted to the Metropolitan Council.

<b>Implementation Action</b>	<b>Date for Completion</b>	<b>Cost</b>	<b>Funding Source</b>
Adopt Local Water Management Plan, including adoption of SWWD Water Management Plan and Rules by reference	Early 2019, after District and Metro Council approval of LWMP	None	City Council Action
Update Zoning and Subdivision Ordinances to be consistent with 2040 Comprehensive Plan and LWMP	Within 9 months of approval of 2040 Comprehensive Plan by the Metro Council and adoption by the Town Board	\$3,000	City
Implement LWMP and Zoning and Subdivision Ordinances	Ongoing	Unknown	Cost of Zoning and Subdivision applications charged to applicants
City serves as the LGU for wetland regulation. 	Ongoing	Unknown	Costs of delineations charged to property owners
Cooperate with SWWD and other agencies on TMDL	Ongoing		



SWWD is WCA LGU.



report. In conjunction with the SWWD, additional educational efforts will be provided through the East Metro Water Resources Education Program. The City of Newport will consider future participation in this program.

In cooperation with the SWWD, a watershed water quality monitoring network will annually evaluate improvements resulting from watershed and city programs and projects. The monitoring report is published by the SWWD and is located on the SWWD web site at [www.swwdmn.org](http://www.swwdmn.org).

#### Issues Identified in Subwatershed Areas

The City will work with the SWWD and other agencies identified in the Assessment of Problems and Corrective Actions to implement the corrective actions and projects identified in each subwatershed area.

### **7. ADMINISTRATION AND AMENDMENTS**

The City will provide draft copies of this Local Surface Water Management Plan to the SWWD for review and comment. The plan will be submitted to the Metropolitan Council as part of the City's Comprehensive Plan, and will be adopted by the City when approved by the Council.

Any amendments to the plan will follow the same procedures that are used to amend the City's Comprehensive Plan.

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Number: 1      Author: john.loomis      Subject: Sticky Note      Date: 7/12/2018 11:09:49 AM  
Newport is a current member of EMWREP.

---

## Sherri A. Buss

---

**From:** Peter Hellegers <phellegers@southstpaul.org>  
**Sent:** Monday, July 30, 2018 11:31 AM  
**To:** Sherri A. Buss  
**Subject:** Newport Comp Plan Update 2040

Sherri,

Thank you for the opportunity to review the Newport Comprehensive Plan. The City of South St. Paul does not have any comments on the proposed Newport Comprehensive Plan Update.

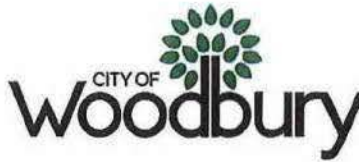
Sincerely,



Peter

**Peter Hellegers, AICP, EDFP | Planning Division Manager | City of South St. Paul**

125 Third Avenue North | South St. Paul, MN 55075  
p. 651.554.3217 | f. 651.554.3271 | [www.southstpaul.org](http://www.southstpaul.org)



8301 Valley Creek Road • Woodbury, MN 55125-3330 • woodburymn.gov  
(651) 714-3500 • TDD (651) 714-3568 • FAX (651) 714-3501

August 17, 2018

Sheri Buss, Senior Planner  
TKDA  
444 Cedar Street, Suite 1500  
Saint Paul, MN 55101

RE: City of Newport Draft 2040 Comprehensive Plan

*Transmitted via e-mail*

Dear Ms. Buss:

Thank you for providing Woodbury city staff with a copy of the City of Newport's draft 2040 Comprehensive Plan. The City of Woodbury has the following comments.

1. Within the transportation element, please consider goals or discussions regarding acquiring public right-of-way with development activity.
2. Within the transportation and/or parks elements, please consider including additional mapping or context regarding connections to future and current trails in adjacent communities.
3. Within the various infrastructure elements, please consider Newport's position on working with adjacent communities to provide water and sewer service to landowners that are outside of your corporate boundary.
4. Separate from this comment letter, Woodbury looks forward to continued dialogue with the City of Newport regarding water resources and the 3M settlement.

Please feel free to reach out to me via [karl.batalden@woodburymn.gov](mailto:karl.batalden@woodburymn.gov) or (651) 414-3438 should you have any questions or concerns regarding Woodbury's comments.

Good luck with the remainder of your 2040 Comprehensive Plan cycle.

Regards,

Karl Batalden,  
Housing and Economic Development Coordinator

cc: Deb Hill, City Administrator

## Sherri A. Buss

---

**From:** Travis Brierley <[tbrierley@newportmn.com](mailto:tbrierley@newportmn.com)>  
**Sent:** Thursday, August 23, 2018 12:45 PM  
**To:** Sherri A. Buss  
**Subject:** FW: Newport 2040 Comprehensive Plan Update

FYI.

Travis Brierley  
Assistant to the  
City Administrator  
City of Newport, MN  
Direct: 651-556-4601  
Fax: 651-459-9883



---

**From:** Barten, Joe [<mailto:Joe.Barten@CO.DAKOTA.MN.US>]  
**Sent:** Thursday, August 23, 2018 12:40 PM  
**To:** Travis Brierley  
**Subject:** RE: Newport 2040 Comprehensive Plan Update

Hi Travis,

The Lower Mississippi River WMO will not be providing review and comments on the plan.

Thank you,

### Joe Barten

Resource Conservationist | Dakota County Soil and Water Conservation District  
Administrator via Dakota County SWCD | Lower Mississippi River WMO  
Office: (651) 480-7784 | [joe.barten@co.dakota.mn.us](mailto:joe.barten@co.dakota.mn.us)  
4100 220<sup>th</sup> Street West, Suite 102 | Farmington, MN 55024

**Dakota County SWCD - Partners in Land and Water Conservation**

---

**From:** Travis Brierley [<mailto:tbrierley@newportmn.com>]  
**Sent:** Thursday, August 23, 2018 10:44 AM  
**To:** John Burbank; [ahunting@invergroveheights.org](mailto:ahunting@invergroveheights.org); [michael.martin@maplewoodmn.gov](mailto:michael.martin@maplewoodmn.gov); Peter Hellegers; [bruce.corrie@ci.stpaul.mn.us](mailto:bruce.corrie@ci.stpaul.mn.us); [kwash@stpaulpark.org](mailto:kwash@stpaulpark.org); [eric.searles@woodburymn.gov](mailto:eric.searles@woodburymn.gov); Chatfield, Kurt; [molly.ORourke@co.washington.mn.us](mailto:molly.ORourke@co.washington.mn.us); [d.bentdahl@sowashco.org](mailto:d.bentdahl@sowashco.org); Barten, Joe; [tina.carstens@rwmwd.org](mailto:tina.carstens@rwmwd.org); Loomis, John ([john.loomis@woodburymn.gov](mailto:john.loomis@woodburymn.gov)); [tod.sherman@state.mn.us](mailto:tod.sherman@state.mn.us); 'Petrik, Daniel (DNR)'; John Anfinson  
**Cc:** Deb Hill; Sherri A. Buss  
**Subject:** Newport 2040 Comprehensive Plan Update

Good Morning,

The City of Newport has completed an updated Draft of its 2040 Comprehensive Plan. Your organization is on the list of Affected Jurisdictions that the Metropolitan Council provided to the City to review all or part of the Draft 2040 plan. The Local Water Management Plan and MRCCA Plan are included as chapters within the Draft Plan.

The Metropolitan Council gives communities the option to upload the draft plan onto their websites, and email jurisdictions to request plan review, rather than sending digital or hard copies to each of you. The City has chosen this option, and has placed the Draft Plan on the Home Page of its website, <http://www.ci.newport.mn.us>.

There will be a public hearing held on Thursday, September 13, 2018 in order to receive public comment regarding the plan. Comments from affected jurisdictions are due no later than September 28, 2018. Comments can be submitted to Sherri Buss at [sherri.buss@tkda.com](mailto:sherri.buss@tkda.com). If you do not have any comments, please email myself or Sherri Buss to let us know you have reviewed the plan.

Thank you.

Travis Brierley  
Assistant to the  
City Administrator  
City of Newport, MN  
Direct: 651-556-4601  
Fax: 651-459-9883



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*Note: This email and its attachments may contain information protected by state or federal law or that may not otherwise be disclosed. If you received this in error, please notify the sender immediately and delete this email and its attachments from all devices.*



**Physical Development Division**  
Steven C. Mielke, Director

Dakota County  
Western Service Center  
14955 Galaxie Avenue  
Apple Valley, MN 55124-8579

952.891.7000  
Fax 952.891.7031  
[www.dakotacounty.us](http://www.dakotacounty.us)

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**Transportation**  
*Highway  
Surveyor's Office  
Transit Office*

August 29, 2018

Sherri Buss, Newport City Planner  
TKDA  
444 Cedar Street, Suite 1500  
Saint Paul, MN 55101

Dear Ms. Buss:

Thank you for the opportunity to review the 2040 Comprehensive Plan for the City of Newport. Dakota County staff reviewed the Plan for consistency with the County's Comprehensive Plan and policies and we have no formal comments.

Sincerely,

A handwritten signature in blue ink, appearing to read "Erin Stwora", with a stylized flourish at the end.

Erin Stwora  
Assistant Director, Physical Development Division

Cc: Commissioner Kathleen Gaylord, District 2  
Commissioner Joe Atkins, District 4  
Matt Smith, County Manager  
Patrick Boylan, Metropolitan Council Sector Representative



## Sherri A. Buss

---

**From:** Vogel, Mike <MVogel@sowashco.org>  
**Sent:** Tuesday, September 04, 2018 1:52 PM  
**To:** Sherri A. Buss  
**Subject:** RE: City of Newport Comprehensive Plan--2nd request for comments from Affected Jurisdictions

Ms. Buss:

I have reviewed the City of Newport 2040 Draft Comprehensive Plan on behalf of the South Washington County School District and have no comments on the plan. Please let me know if you need further documentation in this regard.

---

**From:** Sherri A. Buss [<mailto:sherri.buss@tkda.com>]  
**Sent:** Tuesday, September 04, 2018 10:02 AM  
**To:** John Burbank; Kevin Walsh; Vogel, Mike; [tina.carstens@rwmwd.org](mailto:tina.carstens@rwmwd.org); Petrik, Daniel (DNR)  
**Subject:** City of Newport Comprehensive Plan--2nd request for comments from Affected Jurisdictions

All,

On March 28, 2018, the City of Newport sent the attached emails to your organizations requesting comments on its 2040 Draft Comprehensive Plan. The 6-month deadline for comments ends on September 28, and the City will hold its Public Hearing on the plan on September 13.

Please provide your comments, or let me know if you have no comments, by September 13. As noted in the email, the Draft plan is available on the City's website for review.

Thanks, Sherri



**Sherri A. Buss, RLA, AICP** | Senior Planner, Planning Group Manager



444 Cedar Street, Suite 1500, Saint Paul, MN 55101  
P 651.292.4582 | C 651.368.0665

**TKDA** [sherri.buss@tkda.com](mailto:sherri.buss@tkda.com)  
[tkda.com](http://tkda.com)



# Community of Newport

## 2040 Comprehensive Plan Update

### Adjacent and Affected Jurisdiction Review and Comment Form

Attn: Sherri Buss, City Planner

Date: Sept. 6, 2018

Adjacent or Affected Jurisdiction Name: MN DNR

Please check the appropriate box:

- ☐ We have reviewed the proposed Plan Update and offer the following comments (attach additional sheets if necessary)

As the agency charged with a mission of working with citizens to conserve and manage the state's natural resources, to provide outdoor recreation opportunities and to provide for commercial uses of natural resources in a way that creates a sustainable quality of life, the DNR's Central Region office appreciates the opportunity to provide comments on your draft plan. We support Newport's commitment to recognize and protect its natural resources. The following comments outline other ways to further these goals:

**Rare Species.** For further conservation planning and to ensure compliance with the Minnesota Endangered Species Act, the DNR encourages communities to check the NHIS Rare Features Data for known occurrences of state-listed species. The NHIS Rare Features Data contains nonpublic data and can only be accessed by submitting a License Agreement Application Form for a GIS shapefile or by submitting a NHIS Data Request Form for a database printout. Both of these forms are available at [the NHIS webpage](#). The plan should include a list state-listed species found in the area and the habitats they use. For more information on the biology, habitat use, and conservation measures of these rare species, please visit [the DNR Rare Species Guide](#).

**Wildlife.** Consider adding policies that take wildlife into consideration as transportation and redevelopment projects occur. To enhance the health and diversity of wildlife populations, encourage private and public developments to retain or restore natural areas planted with native species. One larger area is better than several small "islands" or patches; and connectivity of habitat is important. Animals such as frogs and turtles need to travel between wetlands and uplands throughout their life cycle. Consult [DNR Best Practices for protection of species](#) for self-mitigating measures to incorporate into design and construction plans. Examples of more specific measures include:

- Preventing entrapment and death of small animals especially reptiles and amphibians, by specifying biodegradable erosion control netting ('bio-netting' or

'natural netting' types (category 3N or 4N)), and specifically not allow plastic mesh netting. (p. 25)

- Providing wider culverts or other passageways under paths, driveways and roads while still considering impacts to the floodplain.
- Including a passage bench under bridge water crossings. (p. 17) because typical bridge riprap can be a barrier to animal movement along streambanks.
- Curb and stormwater inlet designs that don't inadvertently direct small mammals and reptiles into the storm sewer. (p. 24).
- Using Smart salting practices to reduce impacts to downstream mussel beds, as well as other species. Our records show that native mussels have been observed in your city's Mississippi River area. Cities can improve mussel recovery by their efforts to improve stormwater quality, particularly implementing policies that reduce the amount of salt in stormwater. Mussel data collected is managed in the DNR's Natural Heritage Information System (NHIS).

**Restoration.** We suggest adding in language about restoring native plant communities, as well as protecting existing plant communities, much as your MRCCA plan lays out. When discussing protection of the tree canopy, (in the Natural and Physical Features Description) some discussion of the importance of protecting or restoring native understory and groundcover (also critical for migrating songbirds) would be a positive addition. The vegetation restoration analysis described for the MRCCA corridor would also be beneficial for guidance during development throughout the entire city.

**Community Forestry.** Consider addressing the loss of trees canopy due to threats such as emerald ash borer and oak wilt has a negative impact on your community's health and environment. The first step to achieving a resilient community forest that provides numerous benefits to the community and citizens is conducting a Tree Inventory. The next step is developing a Community Forestry Management Plan that includes how your community will manage trees, especially ash, and encourage a diverse tree canopy on private and public lands. Perhaps your community has taken these steps already, but if not, the [DNR's Community Forestry webpage](#) is a good resource for information on community tree ordinances, policies and other programs such as Tree City USA.

**Conservation Zones.** The surface water plan chapter, 5 states "The City has adopted a "cluster" or open space ordinance to provide permanent protection to bluffs, steep slopes and woodland areas in the Conservation Zones identified in the Land Use Plan." These conservation zones do not appear to be shown or addressed in the Land Use Plan.

**Park Plan.** Natural resource protection goals would be furthered if there was a discussion of potential open spaces/natural areas in new residential areas and on the map, symbols indicated general locations for potential open spaces/natural areas or corridors, especially in the Southern Buff area.

**Groundwater.** As noted in your surface water management appendix document, the city is in area with high sensitivity to groundwater pollution. We suggest including a map in the main body of the

plan, showing areas of pollution sensitivity to provide context to your groundwater and surface water policies. We also suggest that the Comprehensive Plan also includes a reference to the North and East Metro Groundwater Management Plan.

MRRCA. The previous comments do not assess whether the draft comprehensive plan complies with the [MRCCA plan minimum requirements](#). If you are interested in a further review of your MRCCA chapter for consistency with the MRCCA plan minimum requirements, please [submit it to the Metropolitan Council](#). The Metropolitan Council will then forward the plan to the appropriate DNR staff for preliminary review.

Name of Reviewer : Keith Parker, Regional Director    Date Sept. 6, 2018

Signature of Reviewer 



## Sherri A. Buss

---

**From:** Vickery, Martha L (DNR) <martha.vickery@state.mn.us>  
**Sent:** Friday, September 21, 2018 4:36 PM  
**To:** Sherri A. Buss  
**Cc:** Bonsignore, Gina (DNR)  
**Subject:** FW: Newport Plan comments

Dear Ms. Buss:

We were requested by our non-game specialist to send a correction to our Newport Comprehensive Plan review comments. Apparently, it is not necessary for you to include a list of state-listed species in your plan (see lined-out phrase below). Is it sufficient just to send you this. It is a small but important comment, as it may save someone from your staff a little work.

Thanks again for the opportunity to comment.

### Martha Vickery

Central Region Operations Coordinator | Lands and Minerals Division

#### Minnesota Department of Natural Resources

1200 Warner Road

St. Paul, MN 55106

Phone: 651-259-5792

Fax: 651-772-7977

Email: [martha.vickery@state.mn.us](mailto:martha.vickery@state.mn.us)

[mndnr.gov](http://mndnr.gov)



**From:** Bonsignore, Gina (DNR)  
**Sent:** Monday, September 17, 2018 5:01 PM  
**To:** Vickery, Martha L (DNR) <martha.vickery@state.mn.us>  
**Subject:** Newport Plan comments

Martha,

Luke Groff, non-game specialist, got his comments to me after we sent them to Newport. He requested we send a correction. In our rare species comment, we included a recommendation that is not appropriate for city-scale comprehensive plans (rather a county level) plan. See below.

*Rare Species. For further conservation planning and to ensure compliance with the Minnesota Endangered Species Act, the DNR encourages communities to check the NHIS Rare Features Data for known occurrences of state-listed species.*

*The NHIS Rare Features Data contains nonpublic data and can only be accessed by submitting a License Agreement Application Form for a GIS shapefile or by submitting a NHIS Data Request Form for a database printout. Both of these forms are available at [the NHIS webpage](#). ~~The plan should include a list state-listed species found in the area and the habitats they use.~~ For more information on the biology, habitat use, and conservation measures of these rare species, please visit [the DNR Rare Species Guide](#).*

This change needs to be communicated to Newport. I have made note of this change for future reviews.

Gina

**Gina Bonsignore**

Regional Planner, Central Region (R3) | Operation Services

**Minnesota Department of Natural Resources**

1200 Warner Rd

St Paul, MN, 55106

Phone: 651-259-5809

Email: [gina.bonsignore@state.mn.us](mailto:gina.bonsignore@state.mn.us)

[mndnr.gov](http://mndnr.gov)



September 12, 2018

TKDA Consultants  
Attention: Ms. Sherri Buss  
444 Cedar Street, Suite 1500  
Saint Paul, MN 55101

**RE: City of Newport – Draft 2040 Comprehensive Plan**

Dear Ms. Buss:

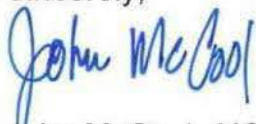
The City of Newport's draft 2040 Comprehensive Plan was distributed to City of Cottage Grove departments for review and comment. To date, our office has not received any comments from those other departments.

Our office found the City of Newport's draft 2040 Comprehensive Plan for that area in the southeast quadrant of Newport's municipal boundary compatible with the City of Cottage Grove's 2040 Future Land Use Map. We agree with your comments dated August 15, 2018, that both communities will continue to work together in the future for potential connections with existing and planned trails, common transportation issues for Century Avenue, and related infrastructure issues as future residential development is contemplated for these areas where both communities abut.

The City of Cottage Grove thanks the City of Newport in participating in the costs, roadway design, and reconstruction for that segment of Geneva Avenue/Century Avenue south of 65th Street (CSAH 74). If roadway improvements for Century Avenue north of 65th Street are contemplated in the future, we are optimistic that a similar resolution can be reached.

Please contact me at 651-458-2874 or [jmccool@cottagegrovemn.gov](mailto:jmccool@cottagegrovemn.gov) if you have any questions.

Sincerely,



John McCool, AICP  
Senior Planner

## Sherri A. Buss

---

**From:** Nate Sparks <nsparks@nacplanning.com>  
**Sent:** Tuesday, September 18, 2018 3:41 PM  
**To:** Sherri A. Buss  
**Subject:** RE: City of Newport Comprehensive Plan--2nd request for comments from Affected Jurisdictions

Sherri,

The City of St Paul Park has no comments on the Newport Comprehensive Plan. It looks like Newport has a very well done 2040 Comp Plan.

Nate Sparks  
City Planner  
City of St Paul Park  
651-726-7297

---

**From:** Sherri A. Buss [<mailto:sherri.buss@tkda.com>]  
**Sent:** Tuesday, September 4, 2018 10:02 AM  
**To:** John Burbank; Kevin Walsh; [mvogel@sowashco.org](mailto:mvogel@sowashco.org); [tina.carstens@rwmwd.org](mailto:tina.carstens@rwmwd.org); Petrik, Daniel (DNR)  
**Subject:** City of Newport Comprehensive Plan--2nd request for comments from Affected Jurisdictions

All,

On March 28, 2018, the City of Newport sent the attached emails to your organizations requesting comments on its 2040 Draft Comprehensive Plan. The 6-month deadline for comments ends on September 28, and the City will hold its Public Hearing on the plan on September 13.

Please provide your comments, or let me know if you have no comments, by September 13. As noted in the email, the Draft plan is available on the City's website for review.

Thanks, Sherri



**Sherri A. Buss, RLA, AICP** | Senior Planner, Planning Group Manager



444 Cedar Street, Suite 1500, Saint Paul, MN 55101  
P 651.292.4582 | C 651.368.0665



[sherri.buss@tkda.com](mailto:sherri.buss@tkda.com)  
[tkda.com](http://tkda.com)



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Summary of Comments and Newport Responses

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444 Cedar Street, Suite 1500  
Saint Paul, MN 55101  
651.292.4400  
tkda.com

## Memorandum

<b>To:</b>	Newport Planning Commission	<b>Reference:</b>	2040 Comprehensive Plan Public Hearing
<b>Copies To:</b>	Deb Hill, City Administrator Travis Brierley, Assistant to the Administrator		
<b>From:</b>	Sherri Buss, RLA AICP, City Planner	<b>Project No.:</b>	16296.000
<b>Date:</b>	September 5, 2018	<b>Routing:</b>	

The Planning Commission will hold the public hearing for the draft 2040 Comprehensive Plan at its meeting on September 13.

The Commission will hear comments from the public at the hearing, discuss the comments, and recommend any changes to the draft plan based on the comments. The Commission will recommend the draft plan to the City Council for submission to the Metropolitan Council for regional review.

The City notified Affected Jurisdictions about the draft on March 28, 2018, and has received the comments listed below. *Responses are shown in italics.*

- City of Inver Grove Heights (April 3, 2018)
  - The land use mix and MRCCA Chapter do not create an conflicts with land use along the river in Inver Grove Heights
- Minnesota Department of Transportation (April 16, 2018)
  - Suggested some updates to sections on Transit and updates to traffic projections. *The City's Engineer has completed the updates.*
- U.S. Department of the Interior (April 30, 2018)
  - The majority of the comments suggested minor edits to the text such as capitalization or different punctuation. *Administrative assistants have completed the minor edits.*
  - Several comments suggested changes to text or maps that were provided by the Minnesota DNR for inclusion in the chapter. *The suggested changes were not made based on DNR direction for this Chapter and DNR text that was provided to MRCCA communities.*
  - Several comments expressed concerns that the city may "dispose" of its public overlooks, which has not been proposed by the City. *The overlook areas are classified as parks on the City's land use plan. It would be nearly impossible for the City to convert these areas to another use based on state statutes, and Newport has no plans to do so.*

- Suggested use of native vegetation in the new riverfront park. *This has already been included in the draft Master Plan for the riverfront park.*
  - Suggested that the City complete master planning for conversion of industrial areas along the river to other uses. *The City has communicated recently with these landowners. None anticipate change in use of their parcels prior to 2040. Zoning changes or master planning will be completed for future Comprehensive Plans if change in use is likely.*
- City of St. Paul (May 9, 2018)
  - Suggested some updates to the trail plan and text related to BRT service at the Newport Transit Station. *Updates have been completed.*
- Metropolitan Council Preliminary Review (May 15, 2018)
  - Requested minor updates to trail maps. *Staff have completed the changes.*
  - Suggested updates to the Local Water Management Plan text. *Staff have completed the changes.*
  - Solar Resources Protection – suggested that the City complete a detailed GIS analysis of potential solar locations, well-beyond what is required for the Comprehensive Plan. *Site level analysis should be done by individual landowners or potential developers for their properties if interested in solar potential.*
  - Required several updates to the Wastewater, Water Supply, and Transportation chapters. *The City Engineer has added the required information.*
  - Suggested a few updates to the MRCCA chapter. *Staff have completed the changes.*
  - Required additional information in the Future Land Use tables. *Staff have added this information.*
  - Required some additions to the housing tables and land use map. *Staff have completed the required changes.*
- City of Maplewood (June 1, 2018)
  - No comments
- Washington County (letter dated May 22 and received September 4, 2018)
  - Requested changing references to the Recycling and Energy Center to state that the center does not have negative impacts on the community and instead provides benefits to Newport. *This change was not made. The City has concluded that the odors generated by the Center continue to be a problem for the City and its residents, and negatively impact redevelopment potential of portions of the community. The City has recently adopted an odor ordinance to address its concerns.*
  - Most of the County's comments support the goals and policies in the Comp Plan.
  - Requested updates to the section on the Red Rock Corridor to reflect recent County Board actions. *The City Engineer has updated those sections.*
  - Requested some changes to the SSTS sections to reflect the county's SSTS program and permitting. *Staff will update this information.*
  - Requested some changes to the sections on the proposed regional trail. *Staff will update this information.*
  - Requested some additions related to public health promotion. *Staff will add those comments.*
  - Requested some minor updates to the Local Water Management Plan. *Staff will make the changes.*
- South Washington Watershed District (July 12, 2018)

- Suggested several minor changes to the maps and text of the Local Water Management Plan. *The City Engineer has completed the changes and the SWWD Board will approve the plan at its September meeting.*
- City of South St. Paul (July 30, 2018)
  - No comments
- City of Woodbury (August 17, 2018)
  - Suggested that the transportation and parks maps should include mapping connections to trails in adjacent communities. *The City will add this info to its detailed Parks and Trails plans.*
  - Suggested that the infrastructure chapters should discuss Newport's policies for providing water and sewer services to residents in adjacent communities. *This policy will be added to the plan text.*
  - Noted that the City looks forward to working with Newport and other adjacent communities regarding water resources and the 3M Settlement. *Text regarding the settlement and cooperative work with area communities has been added to the plan.*
- Lower Mississippi River Water Management Organization (August 23, 2018)
  - No comments.



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651.292.4400  
tkda.com

## Memorandum

<b>To:</b>	Newport Planning Commission	<b>Reference:</b>	2040 Comprehensive Plan Public Hearing--update
<b>Copies To:</b>	Deb Hill, City Administrator Travis Brierley, Assistant to the Administrator		
<b>From:</b>	Sherri Buss, RLA AICP, City Planner	<b>Project No.:</b>	16296.000
<b>Date:</b>	October 2, 2018	<b>Routing:</b>	

The Planning Commission held a public hearing for the draft 2040 Comprehensive Plan at its meeting on September 13. The Commission heard comments from the public and reviewed the comments submitted by the affected jurisdictions at the public hearing. The Commission will discuss the public comments on October 11 along with additional comments from Affected Jurisdictions, and recommend any changes to the plan. The Commission may recommend the draft plan to the City Council for submission to the Metropolitan Council for regional review.

The City received the following comments from Affected Jurisdictions after the public hearing. Responses to the comments are shown in italics.

- Dakota County (August 29, 2018)
  - No comments
- Minnesota DNR (dated September 6 and received September 13, 2108; correction received September 21, 2018)
  - Rare species—the DNR comment on Sept. 21 noted that it is optional for the City to include a list of rare species in its Comprehensive Plan, not required as stated in the first letter dated September 13. *The plan includes general information about the rare natural communities in the bluff area, but does not include a list of rare species in order to protect those locations.*
  - Included recommendations for policies to protect wildlife and habitat and encourage restoration of native plant communities—the Planner added the *suggested policies to the section on Natural Resources.*
  - Includes recommendations for a local tree inventory and management plan related to emerald ash bore and oak wilt. *The Plan will note that the city has completed an inventory and has ongoing efforts to address the issues.*
  - Included recommendations to identify Conservation Zones—the City's existing *Conservation Residential and Bluffland overlay districts address this comment.*
  - DNR recommendations for the Park Plan—the DNR suggested that the City consider adding new park areas within the bluffs. *The City has extensive park and open space areas within the blufflands (Bailey Forest and Loveland Park)*

*and is not proposing new parks in this area at this time. As development occurs in this area, the City will consider new trails or park dedication to meet the needs of new residents.*

- Comments on Groundwater to add maps and reference to other planning—the maps of groundwater-sensitive areas are included in the County Groundwater Plan. A reference to the North and East Metro Plan will be added to the Water Supply chapter as suggested by the DNR.
- City of Cottage Grove (September 12, 2018)
  - Comments note that the proposed land use and other chapters of Newport's plans for the southeast area of Newport with a common boundary with Cottage Grove are compatible with Cottage Grove's Plan.
  - Cottage Grove agreed with Newport's comments that the communities should work together on common trail planning and transportation issues for abutting areas.
  - Cottage Grove thanked Newport for its participation in the costs, design and Construction for Geneva Avenue/Century Avenue south of 65<sup>th</sup> Street.
- South Washington Watershed District (September 12, 2018)
  - SWWD's Board of Managers approved the City of Newport Local Water Management Plan on September 11, 2018.
- City of St. Paul Park (September 13, 2018)
  - The City of St. Paul Park has no comments on the Newport Plan, and noted that Newport has a well-done Comprehensive Plan.

The City received the following comment at the Public Hearing:

- A resident commented that there should be less emphasis on affordable housing in the Comprehensive Plan, and more emphasis on "move-up" housing.
- The Planner added a draft Goal #2 below to address the comment:
  1. Preserve and enhance the quality of the residential neighborhoods and the housing stock, including housing affordable to residents of all ages and income levels.
  2. **Provide areas for new market-rate housing to diversify the housing stock in Newport, attract new residents, and provide new opportunities for current residents.**
  3. Provide access to financial resources for housing maintenance and improvement needs and to preserve the City's historic housing.
  4. To provide an adequate supply of affordable housing that meets the needs of multigenerational households.
  5. To provide locations for new market-rate and affordable owner-occupied and rental housing in areas targeted for redevelopment and for new development in the Comprehensive Plan, including neighborhoods near the Newport Transit Station.

The Planner added the following text in **Bold** type in the Natural Resources Goals and Policies in the draft plan to address the DNR's comments:



### ***Natural Resource Goals***

1. Protect and **where possible restore** the unique natural resources in Newport, including the Mississippi River, bluffs, woodlands and natural communities, lakes and wetlands.
2. Recognize the nature resources and features of the community as an asset for the community and future development and redevelopment.
3. Complete clean-up and reclamation of sites for redevelopment.

### ***Natural Resource Policies***

1. Implement the updated Shoreland Management Ordinance adopted in December, 2017.
2. Update the City's Zoning Ordinance, Critical Area Overlay District regulations, and River Redevelopment Overlay District regulations to be consistent with the new rules for the Mississippi River Corridor Critical Area (MRCCA) and the MRCCA chapter. This will include requirements for natural resource and natural community conservation, restoration, and protection.
3. Update the Zoning Ordinance and Stormwater Ordinance to incorporate the goals and policies included in the Local Water Management Plan.
4. Establish a new park on the Mississippi River, as identified in the Parks and Trails element of this plan, including protection and **restoration** of natural resources and native plant communities.
5. Encourage private and public developments to retain existing natural community areas and wildlife habitat and/or restore natural areas and plant native species, and incorporate best management practices recommended by the Minnesota DNR in design and construction plans.
6. Support and encourage the efforts of residents to control exotic species such as buckthorn, and improve the ecological quality of their yards.
7. Continue to implement its Parks and Trails plan, to give residents and visitors opportunities to experience the special natural resources located in the community, in ways that are compatible with the protection of those resources.
8. **Use the City's tree inventory** to create a forestry management plan and to encourage **re-forestation and restoration of natural communities and address tree loss caused by Emerald Ash Bore and Oak Wilt**. Require tree planting along street rights-of-way and within other publicly owned land.

9. Encourage implementation of the "cluster" or "conservation development" option in the Zoning Ordinance within the **Conservation Residential District and MRCCA zoning districts.**
10. Enforce federal, state and local wetland rules and regulations.

### **Next Steps**

The Planning Commission may consider the proposed changes to the plan based on comments received at the October meeting. It should consider recommending the Plan to the City Council for approval to submit the Plan to the Metropolitan Council. The full plan is available for review on the City's website.

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City Council Resolution to Submit Comprehensive Plan – October 18, 2018

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City of Newport, MN  
Resolution No. 2018-61

**A Resolution Approving The Newport 2040 Comprehensive Plan To The  
Metropolitan Council For Review And Approval**

**WHEREAS**, all counties, cities, and townships in the Twin Cities Metropolitan Area are required to adopt a 2040 Comprehensive Plan; and

**WHEREAS**, the Newport Planning Commission held monthly meetings during 2017 and 2018 to develop the Draft 2040 Comprehensive Plan, including the Local Water Management Plan and Mississippi River Corridor Critical Area (MRCCA) Plan, and involved other City commissions, the public and the City Council in the development of the Plan throughout the process; and

**WHEREAS**, the City submitted its Draft 2040 Comprehensive Plan in March 2018 to affected jurisdictions for review and comment and to the Metropolitan Council for preliminary review, and updated the plan to respond to the comments; and

**WHEREAS**, the City submitted its Local Water Management Plan, a chapter of the Comprehensive Plan, to the South Washington Watershed District and the District Board approved the Plan on September 11, 2018.

**WHEREAS**, the Newport Planning Commission held a public hearing on September 13, 2018, to receive public comments on the plan; and

**WHEREAS**, the City addressed the comments received from its residents, City commissions, the affected jurisdictions, and the Metropolitan Council, and has completed the plan so that it is consistent with regional policies and plans and meets the needs of the Township; and

**NOW, THEREFORE, BE IT RESOLVED**, that it does hereby submit the 2040 Comprehensive Plan to the Metropolitan Council for review and approval.

Adopted this 18<sup>th</sup> Day of October, 2018 by the Newport City Council

Motion by: Sumner,   Seconded by: Chapdelaine

VOTE:	Lund	Aye
	Rahm	Absent
	Sumner	Aye
	Johnson	Aye
	Chapdelaine	Aye

Signed: \_\_\_\_\_

Dan Lund, Mayor

ATTEST: \_\_\_\_\_

Deb Hill, City Administrator

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Metropolitan Council Community Development Committee Memo



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### Environment Committee

Meeting of March 26, 2019

### Community Development Committee

Meeting of April 1, 2019

For the Metropolitan Council meeting of April 10, 2019

**Subject:** City of Newport 2040 Comprehensive Plan, Review File 21915-1 Comprehensive Sewer Plan

#### Proposed Action

That the Metropolitan Council adopt the attached Advisory Comments and Review Record and take the following actions:

#### Recommendations of the Community Development Committee

1. Authorize the City of Newport to place its 2040 Comprehensive Plan into effect.
2. Revise the Community Designation for the City from Urban to Suburban in *Thrive MSP 2040*.
3. Advise the City to:
  - a. Send the date that the City adopts its Local Water Management Plan to the Council.
  - b. Adopt the Mississippi River Corridor Critical Area component of their 2040 Comprehensive Plan within 60 days after receiving final approval from the Minnesota Department of Natural Resources (DNR); and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within ten days after the adoption.
  - c. Implement the advisory comments in the Review Record for Transportation, Surface Water Management, Land Use, and Housing.

#### Recommendation of the Environment Committee

1. Approve the City of Newport's Comprehensive Sewer Plan component of the City's 2040 Comprehensive Plan.

#### Summary of Committee Discussion/Questions

##### *Environment Committee*

Question was raised as to whether the regional wastewater system had sufficient capacity to serve the City's projected growth. Staff confirmed that it did.

Staff clarified that St. Paul Park is an emerging suburban edge community which allows for an overall lesser residential density development than does Newport which is proposed to be a suburban community. Motion carried.

##### *Community Development Committee*

Several Council Members asked for clarifications on the process of determining and changing Community Designations, the impacts of a change, how a community initiates a change, and which Council committees review changes. Barajas and Torres responded with a discussion of the analysis used to determine Community Designations, the engagement of communities throughout development of *Thrive MSP 2040*, and local drivers that may initiate a change to the designation, which is not uncommon as part of the Plan review process. Torres explained that the impact of the change is largely related to the density

requirements. Barajas added that forecasted growth and the allocation of affordable housing need do not change with the Designation change. Torres stated that communities typically make the request through their 2040 Plan review process or have previously made the request prior to the adoption of Thrive. The Community Development Committee is the only committee that reviews all Plans although the Environment Committee also reviews Plans for communities that have a wastewater treatment system.

Council Member Atlas-Ingebretson requested background on the adoption of the Minnesota River Critical Corridor Area (MRCCA). Torres clarified that the Council coordinates review of some plan components with other state agencies. The Department of Natural Resources approves the MRCCA plan component of the comprehensive plan. The Council considers the Plan complete after the DNR's approval. The Plan can then move forward through the Council's review process.

Council Member Cummings asked about comments from neighboring communities on the Community Designation change. Torres responded explaining the affected jurisdiction review process in general and that the City's Plan didn't include comments from neighboring communities objecting to the Community Designation change. Objections would be included in the staff report if known.

## Environment Committee

Meeting date: March 26, 2019

## Community Development Committee

Meeting date: April 1, 2019

For the Metropolitan Council meeting of April 10, 2019

**Subject:** City of Newport 2040 Comprehensive Plan, Review File 21915-1  
Comprehensive Sewer Plan

**District(s), Member(s):** District 13, Chai Lee

**Policy/Legal Reference:** Metropolitan Land Planning Act (Minn. Stat. § 473.175), Minn. Stat. § 473.513

**Staff Prepared/Presented:** Patrick Boylan, Planning Analyst, Local Planning Assistance (651-602-1438)

Angela R. Torres, Local Planning Assistance Manager (651-602-1566)  
Kyle Colvin, Engineering Programs, Manager (651-602-1151)

**Division/Department:** Community Development / Regional Planning  
Environmental Services / Technical Services

### Proposed Action

That the Metropolitan Council adopt the attached Advisory Comments and Review Record and take the following actions:

### Recommendations of the Community Development Committee

1. Authorize the City of Newport to place its 2040 Comprehensive Plan into effect.
2. Revise the Community Designation for the City from Urban to Suburban in *Thrive MSP 2040*.
3. Advise the City to:
  - a. Send the date that the City adopts its Local Water Management Plan to the Council.
  - b. Adopt the Mississippi River Corridor Critical Area component of their 2040 Comprehensive Plan within 60 days after receiving final approval from the Minnesota Department of Natural Resources (DNR); and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within ten days after the adoption.
  - c. Implement the advisory comments in the Review Record for Transportation, Surface Water Management, Land Use, and Housing.

### Recommendation of the Environment Committee

1. Approve the City of Newport's Comprehensive Sewer Plan component of the City's 2040 Comprehensive Plan.

### Advisory Comments

The following Advisory Comments are part of the Council action authorizing the City of Newport to implement its 2040 Comprehensive Plan (Plan).

### Community Development Committee

1. As stated in the *Local Planning Handbook*, the City must take the following steps:
  - a. Adopt the Plan in final form after considering the Council's review recommendations as contained in the body of this report.
  - b. Submit one hard copy and one electronic copy of the Plan to the Council. The electronic copy must be submitted as one unified file.
  - c. Submit to the Council a copy of the City Council resolution evidencing final adoption of the Plan.
2. The *Local Planning Handbook* also states that local governments must formally adopt their comprehensive plans within nine months after the Council's final action. If the Council has recommended changes to the Plan, local governments should incorporate those recommended changes into the Plan or respond to the Council before "final adoption" of the comprehensive plan by the governing body of the local governmental unit. (Minn. Stat. § 473.858, subd. 3)
3. Local governments must adopt official controls as identified in their 2040 comprehensive plans and must submit copies of the official controls to the Council within 30 days after the official controls are adopted. (Minn. Stat. § 473.865, subd. 1)
4. Local governmental units cannot adopt any official controls or fiscal devices that conflict with their comprehensive plans or which permit activities in conflict with the Council's metropolitan system plans (Minn. Stat. §§ 473.864, subd. 2; 473.865, subd. 2). If official controls conflict with comprehensive plans, the official controls must be amended within 9 months following amendments to comprehensive plans (Minn. Stat. § 473.865, subd. 3).

### Environment Committee

1. The Council-approved Comprehensive Sewer Plan becomes effective only after the City adopts the 2040 Plan in final form. After the City adopts the final Plan and the Comprehensive Sewer Plan component of the City's Plan becomes effective, the City may implement its Plan to alter, expand, or improve its sewage disposal system consistent with the Council-approved Sewer Plan.
2. A copy of the City Council resolution adopting its 2040 Plan, including its Comprehensive Sewer Plan component, must be submitted to the Council.

## Background

Newport is located in southwest of Washington County. It is surrounded by the communities of St. Paul, Maplewood, Woodbury, Cottage Grove, St. Paul Park, Inver Grove Heights, and South St. Paul.

The City submitted its 2040 Comprehensive Plan (Plan) to the Council for review to meet the Metropolitan Land Planning Act requirements (Minn. Stat. §§ 473.851 to 473.871) and the Council's 2015 System Statement requirements.

## Review Authority & Rationale

Minn. Stat. § 473.175 directs the Metropolitan Council to review a local government's comprehensive plan and provide a written statement to the local government regarding the Plan's:

- **Conformance** with metropolitan system plans
- **Consistency** with the adopted plans and policies of the Council
- **Compatibility** with the plans of adjacent governmental units and plans of affected special districts and school districts

By resolution, the Council may require a local government to modify its comprehensive plan if the Council determines that "the plan is more likely than not to have a substantial impact on or contain a substantial departure from metropolitan system plans" (Minn. Stat. § 473.175, subd. 1).

Each local government unit shall adopt a policy plan for the collection, treatment, and disposal of sewage for which the local government unit is responsible, coordinated with the Metropolitan Council's plan, and may revise the same as often as it deems necessary (Minn. Stat. § 473.513).

The attached Review Record details the Council's assessment of the Plan's conformance, consistency, and compatibility, and is summarized below.

Review Standard	Review Area	Plan Status
Conformance	Regional system plan for Parks	Conforms
Conformance	Regional system plan for Transportation, including Aviation	Conforms
Conformance	Water Resources (Wastewater Services and Surface Water Management)	Conforms
Consistency with Council Policy	Thrive MSP 2040 and Land Use	Consistent, with the proposed change to Community Designation
Consistency with Council Policy	Forecasts	Consistent
Consistency with Council Policy	2040 Housing Policy Plan	Consistent
Consistency with Council Policy	Water Supply	Consistent
Consistency with Council Policy	Community and Subsurface Sewage Treatment Systems (SSTS)	Consistent
Compatibility	Compatible with the plans of adjacent and affected governmental districts	Compatible

## Thrive Lens Analysis

The proposed 2040 comprehensive plan is reviewed against the land use policies in *Thrive MSP 2040*. To achieve the outcomes identified in Thrive, the metropolitan development guide defines the Land Use Policy for the region and includes strategies for local governments and the Council to implement. These policies and strategies are interrelated and, taken together, serve to achieve the outcomes identified in Thrive.

## Funding

The Metropolitan Council awarded the City a Planning Assistance Grant of \$32,000 to complete its 2040 comprehensive plan. The first half of this grant was paid to initiate the local planning process. The

second half of the grant will be paid after Council authorization of the City's plan, local adoption, and the City's submittal of final reporting requirements.

### **Known Support / Opposition**

There is no known local opposition to the 2040 comprehensive plan.

# REVIEW RECORD

## City of Newport 2040 Comprehensive Plan

### Review File No. 21915-1, Business Item No. 2019-60

The following Review Record documents how the proposed Plan meets the requirements of the Metropolitan Land Planning Act and conforms to regional system plans, is consistent with regional policies, and is compatible with the plans of adjacent and affected jurisdictions.

### Conformance with Regional Systems

The Council reviews plans to determine conformance with metropolitan system plans. The Council has reviewed the City's Plan and finds that it conforms to the Council's regional system plans for Regional Parks, Transportation (including Aviation), and Water Resources.

#### *Regional Parks and Trails*

*Reviewer: Colin Kelly, Community Development (CD) – Regional Parks (651-602-1361)*

The Plan conforms to the *2040 Regional Parks Policy Plan (RPPP)*. The Plan acknowledges and plans for the regional parks and trails system components in the City. The proposed Mississippi River Regional Trail runs through the City, which will travel north into St. Paul and south to connect to the proposed Grey Cloud Island Regional Trail in Cottage Grove.

#### *Regional Transportation, Transit, and Aviation*

*Reviewer: Russ Owen, Metropolitan Transportation Services (MTS) – (651-602-1724)*

The Plan conforms to the *2040 Transportation Policy Plan (TPP)* adopted in 2015. The Plan accurately reflects transportation system components of the TPP as well as applicable land use policies for regional transitways. The Plan is also consistent with Council policies regarding community roles, the needs of non-automobile transportation, access to job concentrations, and the needs of freight.

### Roadways

The Plan conforms to the Roadways system element of the TPP. The City's Plan accurately accounts for the metropolitan highway system of principal arterials. The City's Plan accurately reflects the regional functional classification map of A-minor arterials and has delineated major and minor collectors.

The Plan identifies all the required characteristics of the City's roadways. The Plan also includes guidelines on how access will be managed for local, county and state highways, including adherence to MnDOT and Washington County access management policies on state and county highways to the greatest extent possible.

### Transit

The Plan conforms to the Transit system element of the TPP. It shows the location of existing transit routes and facilities and acknowledges the City is within Transit Market Area III.

The Plan incorporates the Red Rock Corridor, a transitway that is part of the Increased Revenue Scenario in the TPP. The Plan's narrative acknowledges the uncertainty of this transitway.

### Bicycling and Walking

The Plan is consistent with the Bicycling and Pedestrian chapter of the TPP. The Plan identifies existing and future segments of and connections to the Regional Bicycle Transportation Network (RBTN) and regional trails.



## Freight

The Plan is consistent with Freight policies of the TPP. The Plan acknowledges river and rail facilities and acknowledges a lack of freight-related issues.

## Transportation Analysis Zones (TAZs)

The Plan conforms to the TPP regarding TAZ allocations. The City's TAZ allocations for employment, households, and population appropriately sum to the Council's citywide forecast totals for all forecast years.

### Advisory Comments

Table 8-1 shows most A-minor arterials, but does not show 21<sup>st</sup> Street/Maxwell Road. Council staff assume that these are shown as part of 7th Avenue and/or Bailey Road. The Plan does not clearly identify all the A-minor arterial roadways. Council staff suggest denoting the number of lanes on a map.

For section G of the Plan, Council staff suggest providing more detail on the Red Rock Corridor, including the latest status as some of text in the Plan is outdated.

Consider updating Figure 8-5 to include RBTN Trails and consider mapping sidewalks and pedestrian facilities.

## Water Resources

### Wastewater Service

*Reviewer: Kyle Colvin, Environmental Services (ES) – Engineering Programs, (651-602-1151)*

### Comprehensive Sewer Plan Comments

The Plan conforms with the *2040 Water Resources Policy Plan* (WRPP). The Plan represents the City's guide for future growth and development through the year 2040. It includes growth forecasts that are consistent with the Council's forecasts for population, households, and employment.

Current wastewater treatment services are provided to the City by Metropolitan Council Environmental Services (MCES). All wastewater generated within the City is conveyed to Council Interceptor 7102 and treated at the Council's Metropolitan Wastewater Treatment Plant in St. Paul. The Plan projects that the City will have 1,790 sewer households and 2,100 sewer employees by 2040. The Metropolitan Disposal System with its scheduled improvements has or will have adequate capacity to serve the City's forecasted growth.

The Plan provides sanitary flow projections in 10-year increments. The rationale for the projections is given in the Plan and determined appropriate for planning local services. The Council is committing to provide the level of wastewater service based on the sewer forecasts as stated in the sewer element of the Plan.

The Plan defines the community's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) in the local municipal (city) and private (private property) sanitary sewer systems; including a summary of activities or programs intended to mitigate I/I from both public and private property sources. The Plan states that the availability of financial funding sources would assist the City in increasing its efforts in mitigating private property I/I sources.

The Plan describes the requirements and standards for minimizing inflow and infiltration; and includes a copy of the local ordinance that prohibits discharge from sump pumps, foundation drains, and/or rain leaders to the sanitary sewer system. It also states that the City plans to "expand upon the current ordinance with the assistance of the I/I model ordinance prepared by the League of MN Cities."

The Plan describes the sources, extent, and significance of existing I/I in both the municipal and private sewer systems; and provides a description of an implementation plan for preventing and eliminating excessive I/I from entering both the municipal and private sewer systems.

**Sewer Element Comments**

The Sewer Element of the Plan has been reviewed against the requirements for Comprehensive Sewer Plans for Suburban communities. It was found to be complete and consistent with Council policies and the regional wastewater system plan. Upon adoption of the Plan by the City, the action of the Council to approve the Comprehensive Sewer Plan becomes effective. At that time, the City may implement its Plan to alter, expand, or improve its sewage disposal system consistent with the approved Comprehensive Sewer Plan. A copy of the City Council Resolution adopting its Plan needs to be submitted to the Metropolitan Council for its records.

**Surface Water Management**

*Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)*

The Plan is consistent with Council policy requirements and in conformance with the Council’s 2040 Water Resources Policy Plan for local surface water management. The Plan satisfies the requirements for 2040 comprehensive plans. Newport lies within the oversight boundaries of the South Washington Watershed District. The City submitted a Local Water Management Plan (LWMP) in July 2018. Council Water Resources staff reviewed and commented on the draft LWMP to the City and Watershed District in a letter dated August 16, 2018. South Washington Watershed District approved the LWMP on September 11, 2018. The Plan incorporates the final LWMP in Appendix 6.

**Advisory Comment**

When available, the City needs to provide the date it adopts the final LWMP.

**Consistency with Council Policies**

The Council reviews plans to evaluate their apparent consistency with the adopted plans of the Council. Council staff have reviewed the City’s Plan and find that it is consistent with the Council’s policies, with the proposed change to the City’s Community Designation, and as detailed below.

**Forecasts**

*Reviewer: Paul Hanson, CD – Research (651-602-1642)*

The Plan is consistent with Council policies for forecasts. The Plan includes the Council forecasts for the City.

**Table 1 City of Newport Forecasts**

	Census 2010	Estimated 2017	Council Forecasts		
			2020	2030	2040
Population	3,435	3,578	3,600	4,050	4,450
Households	1,354	1,417	1,530	1,840	2,100
Employment	1,605	2,039	1,990	2,070	2,100

The Plan shows the ability to accommodate Council forecasts. Table 4-5 describes employment-bearing land use intensity; and Table 6-3 delineates the City’s forecast by sewer and unsewered households, and totals add up to the Council forecasts.

The allocation of population, households and jobs into individual Transportation Analysis Zones (Table 8.3) for years 2020, 2030, and 2040, add up to the City totals.

## Thrive MSP 2040 and Land Use

Reviewer: Patrick Boylan, CD – Local Planning Assistance (651-602-1438)

The Plan is consistent with *Thrive MSP 2040* (Thrive). The Plan acknowledges the Thrive community designation of Urban (Figure 2 below), but is requesting a change to the Community Designation from Urban to Suburban. Thrive describes Urban communities as those that developed primarily during the economic prosperity between the end of World War II and the economic recession of 1973-75. Urban communities are directed to target opportunities for more intensive development near regional transit investments and also identify areas for redevelopment, particularly areas that are well-served by transportation options and nearby amenities and that contribute to better proximity between jobs and housing. Further, Thrive directs Urban communities to plan for new development and redevelopment at densities of at least 10 units per acre.

During the development of their local Plan, the City initiated discussion with Council staff regarding a change to their community designation. Future residential development densities in portions of the City are significantly limited by the existing steep slopes (geography of the Mississippi River bluff), lakes, and shoreland areas as shown in Figure 3. In addition, there are significant market and accessibility differences between the river area of the City and the areas east of the river bluff which make it difficult to attain an overall net density of 10 units per acre.

Council staff find that the City's request to change its community designation to be reasonable and supports the City's request for a change in community designation from Urban to Suburban.

### Suburban Community Designation

The Plan is consistent with Thrive for land use and residential density policies for a Suburban designation. Thrive calls for Suburban communities to plan for forecasted population and household growth at overall average densities of at least 5 units per acre, and target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the 2040 Transportation Policy Plan.

The Plan identifies four "Development and Redevelopment Priorities Through 2040" which call for new urban development areas, a commercial redevelopment improvement area, and transit station redevelopment.

Most of the existing commercial and industrial areas are along the freight rail and U.S. Highway 61 corridor, with scattered multifamily and single family residential development throughout the remainder of the City. Generally, most of the City's future residential growth, as well as commercial and business development, is planned for the areas nearest freight and highway corridors. Some residential and commercial growth is planned east of the Mississippi River bluff at densities similar to neighboring Woodbury, but much of this area is already subdivided in large lots to accommodate the topographic and environmental features in the area. See Figure 1: Location Map with Regional Systems, and Figure 3: Existing Land Use below.

The Plan identifies new growth areas at densities that exceed Suburban density policy minimums. The expected overall density of the new residential growth is 6.3 units per acre as shown in Table 2 below. This is consistent with regional Suburban community policies that require an average net residential density of at least 5 units per acre in areas of new development and redevelopment.

**Table 2. Planned Residential Density, City of Newport**

Category	2020-2040 Change				
	Density		Net Acres		
	Min	Max			
	Min Units	Max Units			

Mixed Residential	5	20	88	440	1760
Mixed Commercial/Residential Station Area	20	50	26	312	780
Mixed Commercial/Residential	8	30	27	130	486
<b>TOTALS</b>	<b>141</b>			<b>882</b>	<b>3,026</b>
<b>Overall Density</b>				<b>6.3</b>	<b>21.5</b>

“Mixed Commercial Residential” and “Mixed Commercial/Residential Station Area” are expected to be a 60/30/10 mix of residential/commercial/office land uses in the Mixed Commercial/Residential areas.

### Station Area Planning

The *2040 Transportation Policy Plan* (TPP) calls for Suburban communities, with planned highway bus rapid transit (BRT), to guide a minimum of 10 residential units per acre and target 20-40+ units per acre within the BRT transitway station area (area within 10-minute walk or ½ mile).

The City has completed a Master Plan for redevelopment in the Newport Red Rock Redevelopment Area around the Newport Transit Station. The Master Plan identifies a mix of high-density housing, commercial, office, and business uses in this area to build on the available transit resources and to support new jobs and housing. The Future Land Use Map guides that the area around the Newport Transit Station guided as Mixed Commercial Residential land use category that would permit densities between 20-50 units per acre (see Figure 4: 2040 Planned Land Use).

### Housing

*Reviewer: Hilary Lovelace, CD – Housing (651-602-1555)*

The Plan is substantially consistent with the *2040 Housing Policy Plan*. The City is a community of more than 1,400 households, where nearly 960 units are owned and more than 500 are rented. Most of the community housing stock, including single family properties, is affordable to households earning 80% of Area Median Income (AMI), however, more than 350 households earning below 80% of AMI pay more than 30 percent of their income toward housing costs. The Plan identifies existing housing needs including preservation of affordable housing, housing maintenance, and providing additional housing to meet the City’s allocation of affordable housing need. The City is home to 120 subsidized affordable units, 78 of which are age-restricted for older adults.

The Plan acknowledges the 2021-2030 affordable housing need allocation of 78 units; 38 of which are needed at prices affordable to households earning 30% of AMI or less, and 40 of which are needed at prices affordable to households earning between 51 and 80% AMI.

The Plan guides sufficient land expected to develop at a minimum of eight units per acre to allow for development of at least 104 new housing units. The housing implementation plan component of the Plan describes that the City will continue to work in close partnership with Washington County Community Development Agency housing programs and will consider the use of tax increment financing (TIF) to meet the City’s housing needs. The Plan also states that the City will consider adopting a fair housing policy, continue supporting development of accessory dwelling units, and promote projects that add to the diversity of the housing supply. The City is also plans for some new housing development to occur near future transit stations.

While the Plan provides for the use of a number of tools, it would be fully consistent with Council housing policy if it considered all widely accepted tools to address the City’s identified housing needs. The *2040 Housing Policy Plan* requires that the Plan include consideration of all tools (p. 113), even if they are tools the City does not plan to use.

### Advisory Comments

Council staff strongly encourage the City to address all widely known tools in order to be fully consistent with Council housing policy. The following tools should be considered in the Plan before final adoption:

- City applications to Washington County Community Development Block Grant and HOME funds
- Effective referrals to partner organizations that can meet identified housing needs
- Participation in housing related collaboratives, initiatives, or other efforts to support staff knowledge of housing strategies
- Specific tools that can be used to preserve naturally occurring affordable housing (NOAH), including Housing Improvement Areas, partnership with NOAH acquisition funders/developers, and local 4d tax incentives
- Support for the creation of Land Trust units with Two Rivers Community Land Trust

## **Water Supply**

*Reviewer: Brian Davis, Environmental Services – Water Supply Planning (651-602-1519)*

The Plan is consistent with *Water Resources Policy Plan (WRPP)* policies related to water supply, including the policy on sustainable water supplies, the policy on assessing and protecting regional water resources, and the policy on water conservation and reuse.

The community prepared a Local Water Supply Plan in 2017 that was submitted to both the Minnesota Department of Natural Resources and the Council, and reviewed under separate cover. Council comments were shared with the Minnesota Department of Natural Resources on July 7, 2017.

## **Community and Subsurface Sewage Treatment Systems (SSTS)**

*Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)*

The Plan indicates there are 78 individual SSTS operating primarily above the bluff line along the eastern boundary of the City. There are no public or private Community Wastewater Treatment systems in operation in the City. Washington County administers the SSTS program and oversees the installation, operation, and maintenance management of SSTS within the City. Newport has adopted the Minnesota Pollution Control Agency (MPCA) Chapter 7080-7083 Rules by reference. Washington County Ordinance #206 is consistent with MPCA Rules and Council *2040 Water Resources Policy Plan* requirements.

## **Special Resource Protection**

### **Mississippi River Corridor Critical Area**

*Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)*

The Plan includes a Mississippi River Corridor Critical Area Plan (MRCCA Plan) element that was reviewed by Minnesota Department of Natural Resources (DNR) staff and found to be substantially consistent with Minnesota Statutes Chapter 116G and Minnesota Rules Chapter 6106. Council staff also find the MRCCA Plan element to be consistent with *Thrive MSP 2040* land use policies and Minnesota Rules Chapter 6106. The DNR's January 10, 2019, conditional approval letter is attached (Figure 5: "MRCCA Letter of Approval from DNR"). Final DNR approval of the MRCCA Plan will be sent to the City after the Council authorizes the City to put the final comprehensive plan into effect.

### **Advisory Comment**

Within 60 days after receiving DNR final approval, the City must adopt the MRCCA Plan, and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within 10 days after the adoption.

### **Solar Access Protection**

*Reviewer: Cameran Bailey, CD – Local Planning Assistance (651-602-1212)*

The Plan is complete and consistent with statutory requirements (Minn. Stat. § 473.859) and Council policy regarding planning for the protection and development of access to direct sunlight for solar energy systems as required by the Metropolitan Land Planning Act (MLPA).



## Aggregate Resource Protection

*Reviewer: Jim Larsen, CD – Local Planning Assistance (651-602-1159)*

The Plan identifies, consistent with the Council's aggregate resources inventory information contained in *Minnesota Geological Survey Information Circular 46*, that there are scattered aggregate resource deposits within the City. However, there are no current extraction operations within the City, and the remaining aggregate resources tend to either be overlain by sensitive environmental resources or are in already urbanized areas and unlikely to be extracted.

## Historic Preservation

*Reviewer: Patrick Boylan, CD – Local Planning Assistance (651-602-1438)*

The Plan contains a section on Historic Preservation and has goals for protection in the Plan's land use goals, as required by the Metropolitan Land Planning Act. The Plan also provides the conceptual framework for linking individual buildings, sites, structures, objects, and districts to the most important broad themes in Newport history, which starts with American Indian Cultural Traditions, 10,000 BCE to AD 1862 to "Mid-20<sup>th</sup> Century Suburban Development" of 1935 to 1975. Newport established its municipal heritage preservation program in 1992 and established the Heritage Preservation Commission (HPC) and the Newport Heritage Landmarks registry. The Plan details goals and policies related to historic preservation, which include partnering with organizations that want to preserve historically significant areas in the City.

## Implementation

*Reviewer: Patrick Boylan, CD – Local Planning Assistance (651-602-651-602-1438)*

The Plan includes a description of and schedule for any necessary changes to the capital improvement program, the zoning code, the subdivision code, the SSTS code, and the housing implementation program.

The Plan, with supplemental materials, describes the official controls and fiscal devices that the City will employ to implement the Plan. Specific implementation strategies are contained in individual chapters of the Plan, with capital improvements planning detailed in the Appendix.

## Compatibility with Plans of Adjacent Governmental Units and Plans of Affected Special Districts and School Districts

The Plan is compatible with the plans of adjacent jurisdictions. No compatibility issues with plans of adjacent governmental units, plans of affected special districts, and school districts were identified.

## Documents Submitted for Review

In response to the 2015 System Statement, the City submitted the following documents for review:

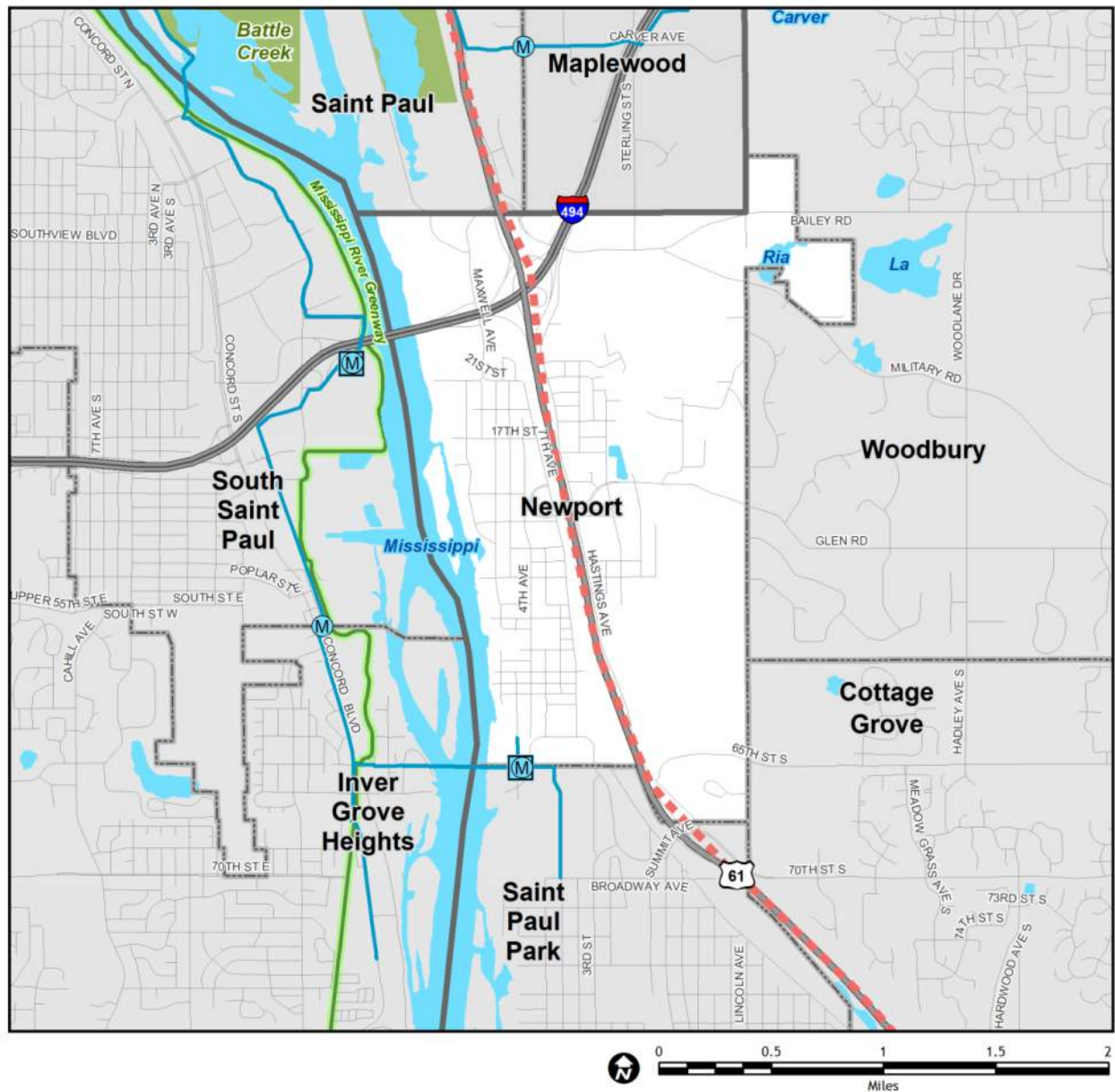
- March 28, 2018: Newport 2040 Preliminary Draft Comprehensive Plan
- July 17, 2018: Local Surface Water Management Plan
- November 1, 2018: Newport 2040 Comprehensive Plan
- November 19, 2018: Local Water Supply Plan
- December 4, 2018: Updated Plan Responding to Council Completeness for housing and land use.
- December 13, 2018: Updated Plan Responding to Council Completeness for transportation and wastewater.
- December 20, 2018: GIS Shapefiles for Sanitary Sewer Requirements
- January 25, 2019: Submission of SSTS data

## Attachments

Figure 1: Location Map with Regional Systems

- Figure 2: *Thrive MSP 2040* Community Designations
- Figure 3: Existing Land Use
- Figure 4: 2040 Planned Land Use
- Figure 5: MRCCA Letter of Approval from DNR
- Figure 6: Land Guided for Affordable Housing

Figure 1. Location Map with Regional Systems



#### Regional Systems

- Planned Fixed Guideway Stations
- Existing Fixed Guideway Stations
- Regional Transitways
  - Existing Fixed Guideway
  - Planned Fixed Guideway
  - Existing Bus Rapid Transit
  - Planned Bus Rapid Transit
- Wastewater Treatment
  - Meters
  - Lift Stations
  - MCES Interceptors
  - MCES Treatment Plants

#### Regional Highway System

- Interstates
- US Highways
- State Highways
- County Roads
- Ncompass Street Centerlines

#### Regional Parks and Trails

- Existing (Open to Public)
- In Master Plan (Not Open to Public)
- Planned Units
- Existing Regional Trails
- Planned Regional Trails



Figure 2. Thrive MSP 2040 Community Designations

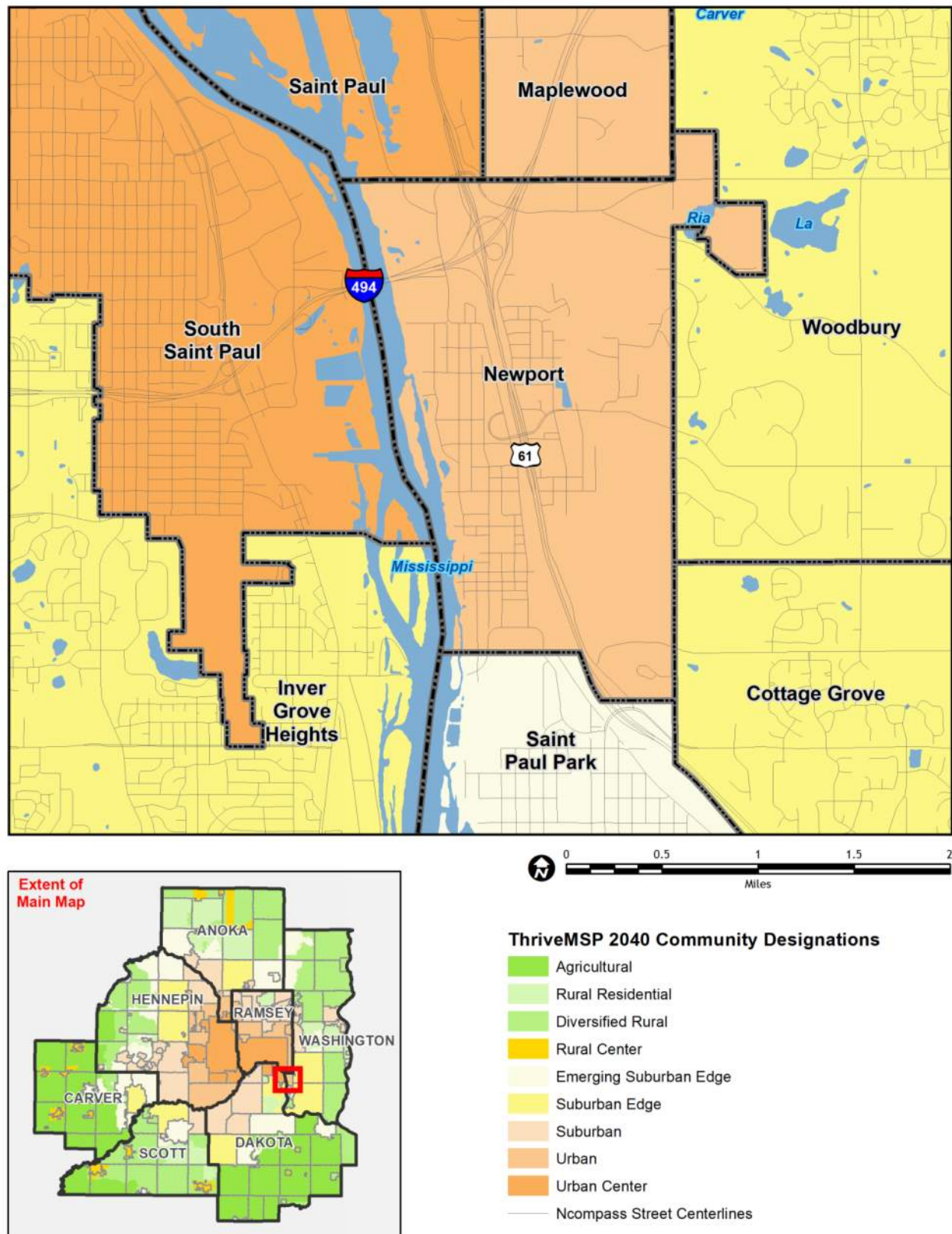
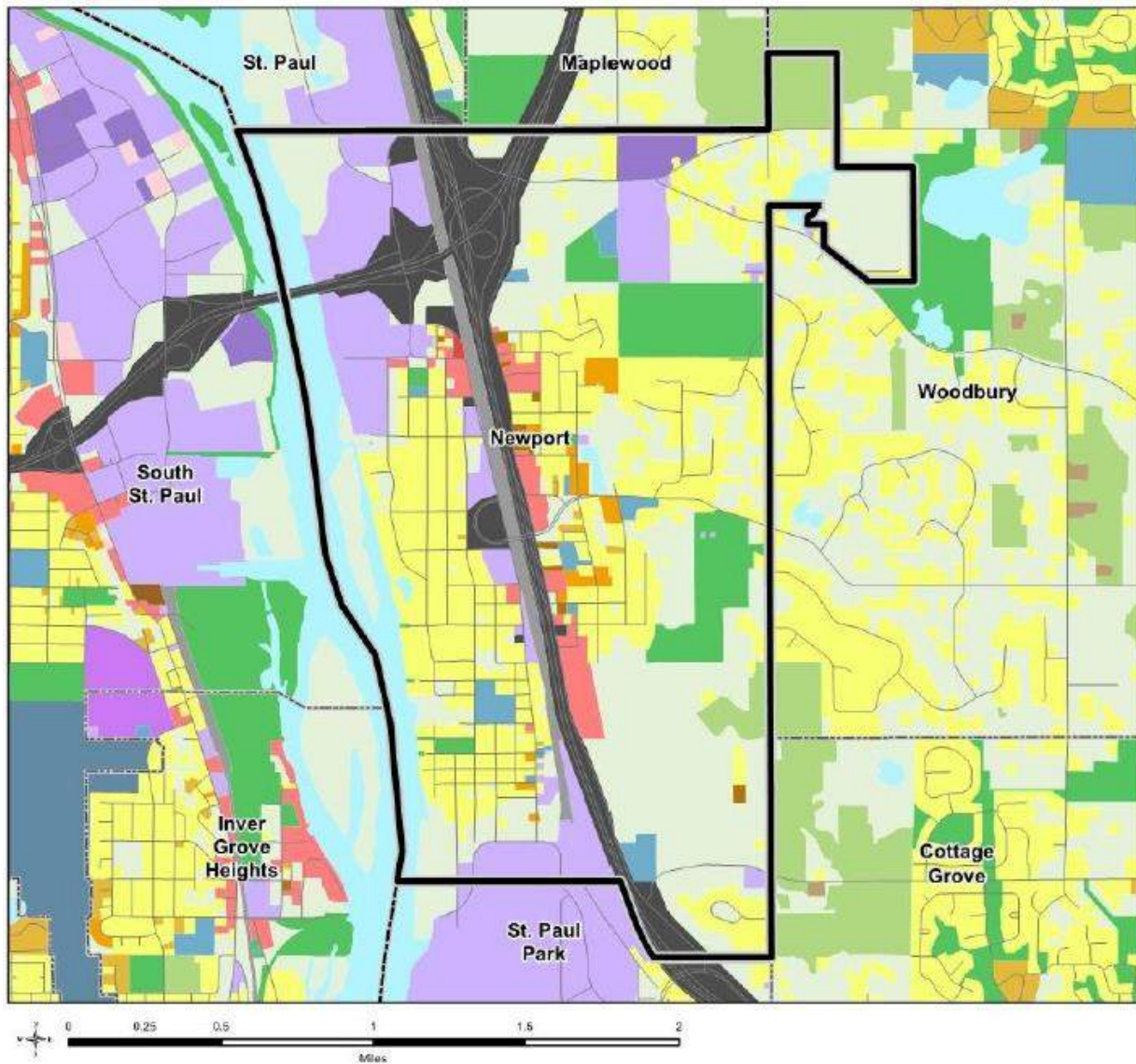


Figure 3. Existing Land Use



### 2016 Generalized Land Use

Farmstead	Mixed Use Residential	Major Highway
Seasonal/Vacation	Mixed Use Industrial	Railway
Single Family Detached	Mixed Use Commercial and Other	Airport
Manufactured Housing Park	Industrial and Utility	Agricultural
Single Family Attached	Extractive	Undeveloped
Multifamily	Institutional	Water
Retail and Other Commercial	Park, Recreational or Preserve	County Boundaries
Office	Golf Course	City and Township Boundaries
		NCompass Street Centerlines



Figure 4. 2040 Planned Land Use

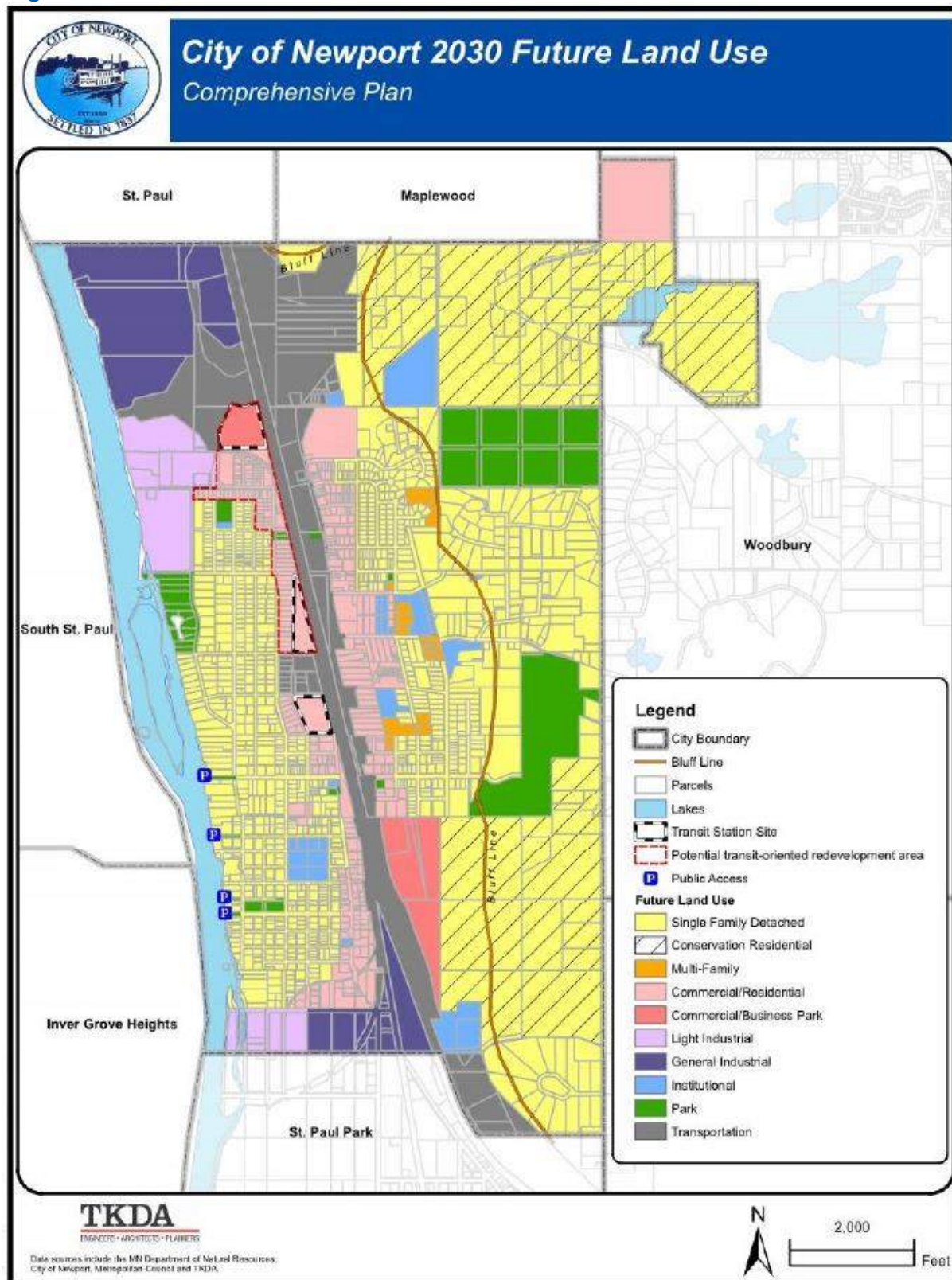


Figure 5. MRCCA Letter of Conditional Approval from DNR



January 10, 2019

Deb Hill  
City of Newport  
596 7<sup>th</sup> Avenue  
Newport, MN 55055

**Re: Conditional Approval of Newport MRCCA Plan**

Dear Ms. Hill:

I am pleased to inform you that the Minnesota Department of Natural Resources (DNR) conditionally approves the Newport Mississippi River Corridor Critical Area (MRCCA) Plan.

We reviewed the MRCCA plan chapter of your 2040 comprehensive plan submitted to the Metropolitan Council on November 1, 2018. We have found that the MRCCA plan is substantially consistent with Minnesota Statutes, §116G, and Minnesota Rules, chapter 6106. We will send final approval of your MRCCA plan after the Metropolitan Council authorizes the City of Newport to put the comprehensive plan into effect. Within 60 days of receiving DNR final approval, the City of Newport must adopt the MRCCA plan. The city must then submit a copy of the final adopted plan, with evidence of adoption, to the DNR, the Metropolitan Council, and the National Park Service within ten days of the adoption.

Only MRCCA plans and plan amendments approved by the DNR have the force and effect of law. Once in effect, local governments must implement and enforce the DNR-approved plans.

We appreciate your efforts to develop and adopt the MRCCA plan, which provides a solid basis for future ordinance amendments and MRCCA management. Please contact Matt Bauman at 651-259-5710 or at [matthew.bauman@state.mn.us](mailto:matthew.bauman@state.mn.us) if you have any questions about next steps.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jenny Shilcox', written over a light blue horizontal line.

Jenny Shilcox  
Land Use Unit Supervisor

c: Sherri Buss, Senior Planner - TKDA  
Raya Esmaeili, Metropolitan Council  
Rory Stierler, National Park Service  
Jenifer Sorensen, DNR Region 3 Area Hydrologist  
Matt Bauman, DNR Land Use Unit

Minnesota Department of Natural Resources • Division of Ecological and Water Resources  
500 Lafayette Road, Box 25, Saint Paul, MN 55155-4025

Figure 6. Land Guided for Affordable Housing

## Land Guided for Affordable Housing 2021-2030

### Newport

Washington County

2021-2030 share of regional need for Affordable Housing: **78 units**

2021-2030 total regional need for Affordable Housing: **37,900 units**

	<b>Available Acres</b>	<b>×</b>	<b>Minimum Density</b> <i>(units per acre)</i>	<b>×</b>	<b>Expected % Residential</b> <i>(if mixed use)</i>	<b>=</b>	<b>Minimum Units Possible</b>
<b>Mixed Commercial/Residential 8-30 U/A</b>	13		8		100%		104
<b>Mixed Commercial/Residential 20-50 U/A</b>	0		20		100%		0
<b>Total</b>	<b>13</b>						<b>104</b>

Sufficient/(insufficient) units possible against share of regional need: **26**

Affordable units built since 2021: **0**

Sufficient/(insufficient) units possible adjusted for affordable units built: **26**

Number of Comp Plan Amendments approved since Comp Plan Update: **0**



Metropolitan Council Comp Plan Approval – April 11, 2019

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April 11, 2019

Ms. Deb Hill, City Administrator  
City of Newport  
596 7<sup>th</sup> Avenue  
Newport, MN 55055

**RE: City of Newport 2040 Comprehensive Plan Update - Notice of Council Action**  
Metropolitan Council Review File No. 21915-1  
Metropolitan Council District 13, Chai Lee

Dear Ms. Hill:

The Metropolitan Council reviewed the City of Newport's 2040 Comprehensive Plan (Plan) at its meeting on April 10, 2019. The Council based its review on the staff's report and analysis (attached).

The Council found that the City's Plan meets all Metropolitan Land Planning Act requirements; conforms to the regional system plans including transportation, aviation, water resources management, and parks; is consistent with *Thrive MSP 2040*; and is compatible with the plans of adjacent jurisdictions.

In addition to the Advisory Comments and Review Record, the Council adopted the following recommendations.

**Recommendations of the Community Development Committee**

1. Authorize the City of Newport to place its 2040 Comprehensive Plan into effect.
2. Revise the Community Designation for the City from Urban to Suburban in *Thrive MSP 2040*.
3. Advise the City to:
  - a. Send the date that the City adopts its Local Water Management Plan to the Council.
  - b. Adopt the Mississippi River Corridor Critical Area component of their 2040 Comprehensive Plan within 60 days after receiving final approval from the Minnesota Department of Natural Resources (DNR); and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within ten days after the adoption.
  - c. Implement the advisory comments in the Review Record for Transportation, Surface Water Management, Land Use, and Housing.

**Recommendation of the Environment Committee**

1. Approve the City of Newport's Comprehensive Sewer Plan component of the City's 2040 Comprehensive Plan.

Please consult the attached staff report for important information about the City's next steps. Of particular importance are the Council's actions, listed on page 1, general Advisory Comments listed on page 3, and the specific comments for technical review areas, which are found in the



Ms. Deb Hill  
April 11, 2019  
Page 2

body of the report. The final copy of the Update needs to include all supplemental information/changes made during the review.

Congratulations on completing this important project. It was a pleasure to work with the City's staff and consultants throughout the review process.

Sincerely,



Angela R. Torres, AICP, Manager  
Local Planning Assistance

*Attachment*

cc: Sherri Buss, City Planning Consultant  
Matt Bauman, Minnesota Department of Natural Resources  
Steve Johnson, National Parks Service  
Tod Sherman, Development Reviews Coordinator, MnDOT Metro Division  
Chai Lee, Metropolitan Council, District 13  
Patrick Boylan, Sector Representative/Principal Reviewer  
Raya Esmaeili, Reviews Coordinator

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## Appendix 15

City Council Adoption of Plan – May 2, 2019

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**City of Newport, MN  
Resolution No 2019-14**

**Resolution of the City Council Of The City Of Newport, Washington County,  
Minnesota, Adopting The Newport 2040 Comprehensive Plan,  
Local Water Management Plan, And Mississippi River Corridor Critical Area  
(MRCCA) Plan**

**WHEREAS**, all counties, cities, and townships in the Twin Cities Metropolitan Area are required to adopt a 2040 Comprehensive Plan; and

**WHEREAS** the Newport Planning Commission held monthly meetings during 2017 and 2018 to develop the Draft 2040 Comprehensive Plan, including the Local Water Management Plan and Mississippi River Corridor Critical Area (MRCCA) Plan, and involved other City commissions, the public and the City Council in the development of the Plan throughout the process; and

**WHEREAS**, the City submitted its Draft 2040 Comprehensive Plan in March 2018 to affected jurisdictions for review and comment and to the Metropolitan Council for preliminary review, and updated the plan to respond to the comments; and

**WHEREAS**, the City submitted its Local Water Management Plan, a chapter of the Comprehensive Plan, to the South Washington Watershed District and the District Board approved the Plan on September 11, 2018 and the City Council adopted the Local Water Management Plan on January 3, 2019.

**WHEREAS**, the Newport Planning Commission held a public hearing on September 13, 2018, to receive public comments on the plan; and

**WHEREAS**, the City addressed the comments received from its residents, City commissions, the affected jurisdictions, and the Metropolitan Council, and has completed the plan so that it is consistent with regional policies and plans and meets the needs of the City; and

**WHEREAS**, the City submitted the Draft 2040 Comprehensive Plan to the Metropolitan Council on November 1, 2018; and

**WHEREAS**, the Minnesota DNR provisionally approved the City's MRCCA plan on January 10, 2019; and

**WHEREAS**, the Metropolitan Council approved the City's 2040 Comprehensive Plan on April 10, 2019; and

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of Newport, Washington County, Minnesota that it does hereby adopt the 2040 Comprehensive Plan, including the Local Water Management Plan and Mississippi River Corridor Critical Area (MRCCA) Plan, which are chapters in the Comprehensive Plan.

Adopted by the City Council of Newport this 2<sup>nd</sup> day of May 2019.

Motion by: Chapdelaine, Seconded by: Elliott

VOTE:	Lund	Aye
	Chapdelaine	Aye
	Sumner	Aye
	Elliott	Aye
	Ingemann	Aye

ATTEST:

  
Deb Hill, City Administrator

Signed:

  
Dan Lund, Mayor