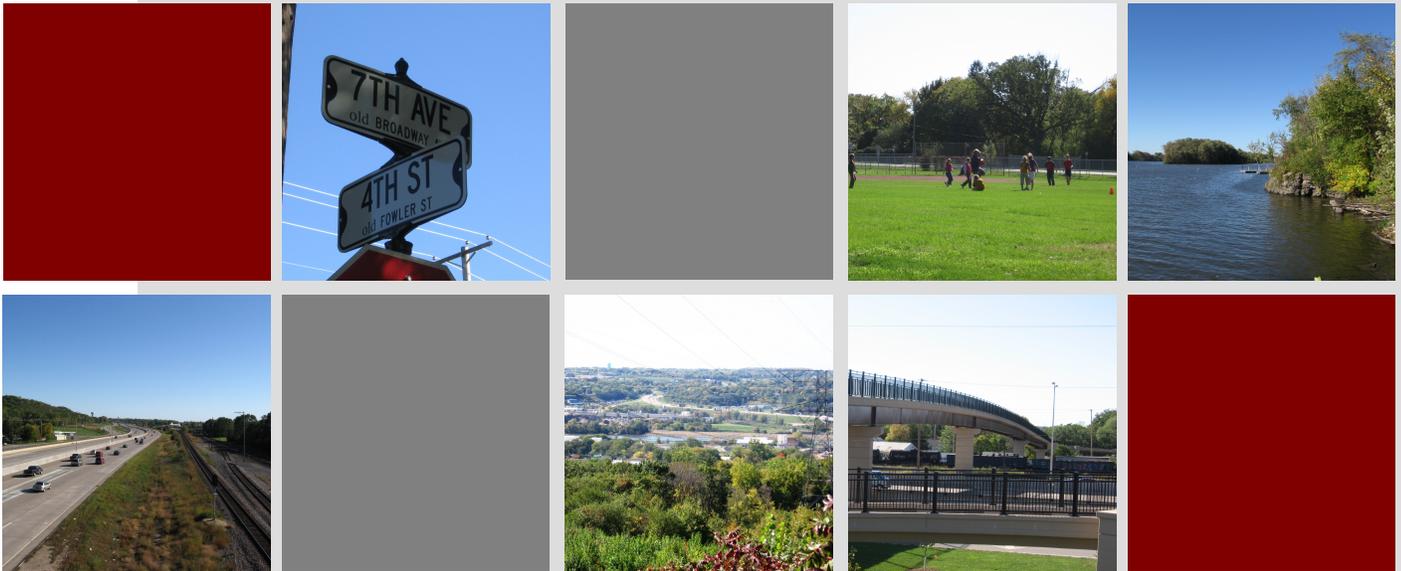


# 2030 COMPREHENSIVE PLAN UPDATE

ADOPTED JANUARY 21, 2010



*City of Newport, Minnesota*

TKDA Project No. 14073.000



# TKDA

ENGINEERS • ARCHITECTS • PLANNERS

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

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## **A. AUTHORITY TO PLAN**

The City of Newport is required to complete and periodically update a Comprehensive Plan by the Minnesota Land Planning Act of 1976 and subsequent amendments to that act. 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.

The City of Newport is designated as a “developed community” in the *2030 Regional Development Framework* developed by the Metropolitan Council. The Regional Development Framework 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 the policies included in the Regional Framework and in the regional *Transportation Policy Plan*, *Water Resources Management Policy Plan* and *Regional Parks Policy Plan*.

## **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, park 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 Minnesota Land Planning Act made comprehensive planning mandatory for local communities in the Metropolitan Area in 1976. Plans must be updated every ten years. The Council completed its most recent update of the *Regional Development Framework* and system

plans in 2005, and issued individualized system statements to each community in the region. The Metropolitan Council required most communities to submit updated local comprehensive plans to the Council for review by the end of 2008. The City of Newport received an extension of the deadline to May, 2009.

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:

- Establishes the community's vision for its future
- Guides development and redevelopment efforts.
- Preserves desired qualities and resources
- Enhances efficiency of public expenditures
- Sparks interest in new investment and reinvestment
- Coordinates development and growth with other governments

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

This update of Newport's Comprehensive Plan began in the spring of 2008. The timing coincided with an important turning point in the community's history. Since completion of the previous Comprehensive Plan, changes to Interstate 494, the Wakota Bridge, Highway 61 and related frontage roads have eliminated congestion and train conflicts and improved circulation for cars, bikes and pedestrians within Newport. These changes to the transportation system have reshaped the community, and have created both challenges and opportunities for local residents and businesses. With these changes to the regional transportation network largely completed by 2008, the City of Newport can move forward to plan and build for the future

In 2007, the City completed a planning process called "Revisioning Newport." The process looked at eleven areas within the City. The City Council and Planning Commission developed a consensus on the future elements and character of each of these districts. A summary of the elements of "Revisioning Newport" is included in Chapter 5. The results of this process provided a vision to guide development of the Comprehensive Plan.

The 2008 Comprehensive Plan process started with the consensus developed in the "Revisioning Newport" process. A Comprehensive Planning Task Force that included the City Council and members of the City's Planning Commission, Park Board, Heritage Preservation Commission and local business community representatives guided the Comprehensive Plan process. The Task Force identified the priority

areas for implementation of the Revisioning Newport recommendations by 2030, determined the goals and policies at the heart of the plan, and reviewed and discussed the draft chapters of the plan.

Three public “open house” meetings were held early in the Comprehensive Plan process. The open house meetings included information on the comprehensive plan, and presented the results of the Revisioning Newport process to the community. The meetings included comments and feedback from the residents and businesses on local issues, priorities and strategies for implementing the elements of Revisioning Newport. The Task Force used this information to determine the priorities included in this plan, and to shape the community’s goals and policies. Chapter 5 reflects the decisions of the Task Force and the input received from the community at the open house meetings.

Following the completion of the draft comprehensive plan update, a public hearing was held on December 11, 2008. The City Council approved the draft plan for submission to the Metropolitan Council on January 22, 2009, and approved a final Land Use Plan on March 5, 2009.

## II. Community Assets and Guiding Principles for the Comprehensive Plan

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At the beginning of the 2030 Comprehensive Plan process, the City of Newport determined that it would focus on the community's assets and implementation of the vision identified in *Revisioning Newport* in developing the City's 2030 Comprehensive Plan. The Comprehensive Plan Task Force updated the Guiding Principles used in the previous Comprehensive Plan to provide further guidance for this plan.

The City's key assets for shaping its future include the following:

### A. COMMUNITY ASSETS

***A sense of community and 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, from teenagers to senior citizens, know one another and interact in community activities. Today, 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 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 strategically located along the Mississippi River, a major resource for recreation and simply visual enjoyment. Newport is also located along a major rail corridor, providing opportunities for commerce and transit alternatives.

***Significant Natural Features:*** The Mississippi River, mature tree canopy in much of the Old Town, and the bluff areas are strong assets to the community and provide for recreation, visual relief from an urban setting and a desirable setting for residential neighborhoods.

***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. 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 ensures a diverse, healthy tax base.

***Anticipated growth:*** With the completion of major transportation projects such as Highway 61, I-494, and the Wakota Bridge, Newport is positioned for future growth. The community has identified vacant and developable land in its residential areas as well as commercial areas. The Metropolitan Council's projections indicate positive growth in population and households between 2010 and 2030 in Newport.

## **B. GUIDING PRINCIPLES**

The guiding principles reflect the City's values and vision for the future. The Comprehensive Plan Task Force revised these principles from the previous Comprehensive Plan, to reflect the principles the community will use to guide growth through 2030.

1. *A proactive position on future growth and redevelopment:* Newport is positioning itself to grow and redevelop. The Comprehensive Plan, land use plan, and the community's codes and ordinances will be used to implement the City's vision for the future, by identifying preferred locations, land uses and forms of expected growth and redevelopment. New growth should be phased to maintain pace with the services and facilities necessary for its support.
2. *An identity and image that reflects the place:* Newport is proud of its "small town" character, and seeks to maintain its small town look and functions as key areas of the community redevelop or experience infill development. Important elements of this small town character include the scale of and design of buildings and streets, walkability, safety, streetscape elements such as streetlights and trees, and parks and green spaces. The City's history is also a special element of its character. Redevelopment and new development in the community should incorporate streetscape elements, architectural design, and other design elements that reflect the community's character, history, and identity.
3. *Protection of natural resources and connections to natural features:* Newport recognizes that its natural resources, including its wooded bluffs, the Mississippi River shoreline and natural areas 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. 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.

4. *Promote a multi-modal transportation system that improves accessibility, sustainability and safety:* Recent improvements to the Highway 61/I494/Wakota Bridge corridor have improved Newport's connections to the greater Metropolitan area, and provided new access points within the community. New pedestrian bridges crossing Highway 61 have improved connections between the east and west neighborhoods within the City. The proposed Red Rock Commuter Rail line from St. Paul to Hastings offers a new option to improve access and may spark redevelopment within Newport near the transit station. The City can build on the new and proposed transportation infrastructure to benefit residents and businesses, and encourage new development and redevelopment.
5. *A new Mainstreet and commercial and residential redevelopment:* Newport should continue to encourage development that is consistent with its vision for a "Mainstreet" area on Hastings Avenue. The proposed new City Hall and community center can help to anchor the Mainstreet area and redevelopment east of Highway 61. Improvements to Highway 61 and proposed commuter rail station will create opportunities for commercial and residential development and redevelopment both east and west of Highway 61. These areas may include housing, commercial, office, service, warehouse and light industrial uses. Attractive streetscapes and infrastructure improvements will support redevelopment in both areas, help to maintain the character of the community, and link new and existing neighborhoods.
6. *Efficient infrastructure:* Newport should improve its existing infrastructure system and maintain high quality, efficient municipal utilities, transportation infrastructure and service delivery systems to serve the current and future needs of the community. Proposed new development, in-fill in existing neighborhoods and redevelopment will promote more efficient use of existing infrastructure. Infrastructure systems should minimize negative impacts to the natural environment and reduce potential conflicts between residential and business uses through good site planning and design practices.
7. *Life-cycle housing:* Revisions to the City's land use plan and zoning map are designed to provide a diversity of housing

opportunities within the community, while protecting the quality of natural resources and the character of existing neighborhoods. The City will facilitate redevelopment of severely deteriorating or non-conforming housing units and promote the rehabilitation of aging structures. Housing is the root of the community and investment in housing and neighborhoods is an investment in the future of the community.

8. *Healthy and Fun Activities for all ages:* The City's parks and trails and community facilities will provide opportunities for residents of all ages to maintain good health and build relationships with other community residents, while connecting neighborhoods. The City's Park Board updated the communities park and trails plans for this Comprehensive Plan, to take advantage of the new pedestrian linkages across Highway 61 and showcase the community's special parks, including three river overlooks and large parks in its bluff areas.
9. *A well-balanced tax base:* Newport should preserve its fiscal integrity by maintaining a mix of land uses that result in a balanced tax base. A healthy diversity of uses in the community will provide desired employment, goods and services while maintaining manageable residential tax rates.

### **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 southern and western Washington County. Originally settled along the Mississippi River, Newport takes advantage of being in a prime location along a major river and at an intersection of two major regional roadways, Highway 61 and Interstate 494. Its proximity also makes it close to the Minneapolis St. Paul International Airport and St. Paul Downtown Airport.

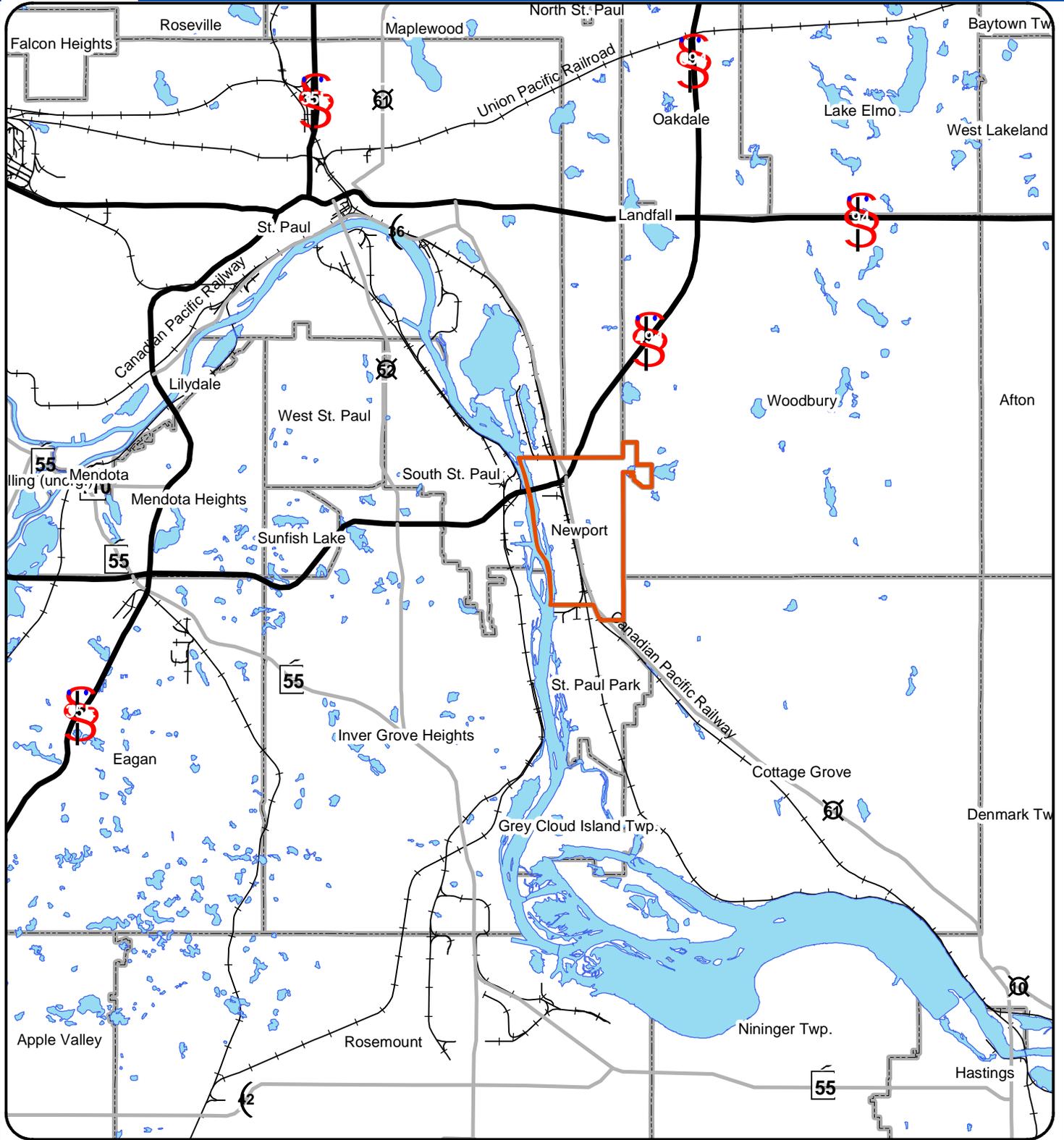
Newport shares its suburban setting with Maplewood and Woodbury to the north/northeast and Cottage Grove and St. Paul Park to the south/southeast. The City of St. Paul also shares Newport's northern border. Today the area of Newport generally west of the bluff line is part of the area served by municipal utilities (sanitary sewer and water) although the whole community is within the area known as MUSA, the Metropolitan Urban Service Area.

Aside from the Mississippi River many regional park and recreation areas are located within a short distance of Newport including Cottage Grove Regional Park, Battle Creek Regional Park, and the Mississippi National River and Recreation Area.



# City of Newport Regional Setting

## Comprehensive Plan - DRAFT



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Data sources include the MN Department of Natural Resources, City of Newport, Metropolitan Council and TKDA.



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Miles

## **B. COMMUNITY HISTORY**

The ancestors of modern-day American Indians probably first appeared in what is now 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 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 townsite on the broad terrace a little ways 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 disastrous 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, however, 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 townsite 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 reflecting the vernacular cottage and bungalow modes, 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 neighborhoods commons 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 city-wide, with most new homes built on urban lots skipped over by earlier development. The 1990 population was 3,720, up from 1,672 in 1950.

## **C. NATURAL AND PHYSICAL FEATURES**

Many physical and natural features have shaped Newport.

### **1. *The 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 used primarily for recreational use with 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 and identified a fourth public access site, to improve public access to this significant natural resource. For detailed planning on the river see the Critical Area Plan Chapter 11.

### **2. *The Bluff***

This area forms the eastern border of the community as the top of the bluff abuts Cottage Grove and Woodbury. The bluff contains extremely steep sloped areas and is heavily vegetated. It generally spans the entire City and into St. Paul following the Mississippi River. The bluff area is currently protected by the City's Bluffland Overlay District Ordinance. The area includes parkland and open space as well as residential development. A significant amount of undeveloped land remains on the bluffs. Chapter V discusses tools to protect natural resources in these areas while allowing some additional development.

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

Soils, wetlands and tree canopy are all significant features to maintaining a healthy environment. By looking at aerial photography, United States Geological Survey (USGS) maps and the Soil Survey of Washington County, one can see where the sensitive soils, wetlands and tree canopy features of the community are. These areas have been preserved through local planning efforts and ordinances in recent years.

#### **4. *The Highway Corridor***

One of the physical features that shaped the development of Newport is Highway 61/10, originally known as Territorial Road. This roadway is a major figure in transportation to the southeast metropolitan area serving the cities of Cottage Grove, St. Paul Park, Grey Cloud Township, Hastings and Prescott, Wisconsin. A development pattern of commercial and industrial uses intertwined with residential spans the highway through Newport.

With the completion of improvements to Highway 61/10, I494, and the Wakota Bridge, the City is planning for redevelopment in the mixed use areas on the east and west sides of Highway 61. Three new crossings of the highway will provide better connections between the east and west neighborhoods in Newport for cars, bikes and pedestrians.

#### **5. *The Railroad and Proposed Commuter Rail***

A second physical force that has shaped the Newport community is the railroad. Currently owned and operated by Burlington Northern Santa Fe Railroad Company, this 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 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 to take advantage of the railroad tracks. Spurs serve such businesses as Marathon Oil (previously Ashland Oil), Newport Cold Storage and the Red Rock Industrial Park businesses.

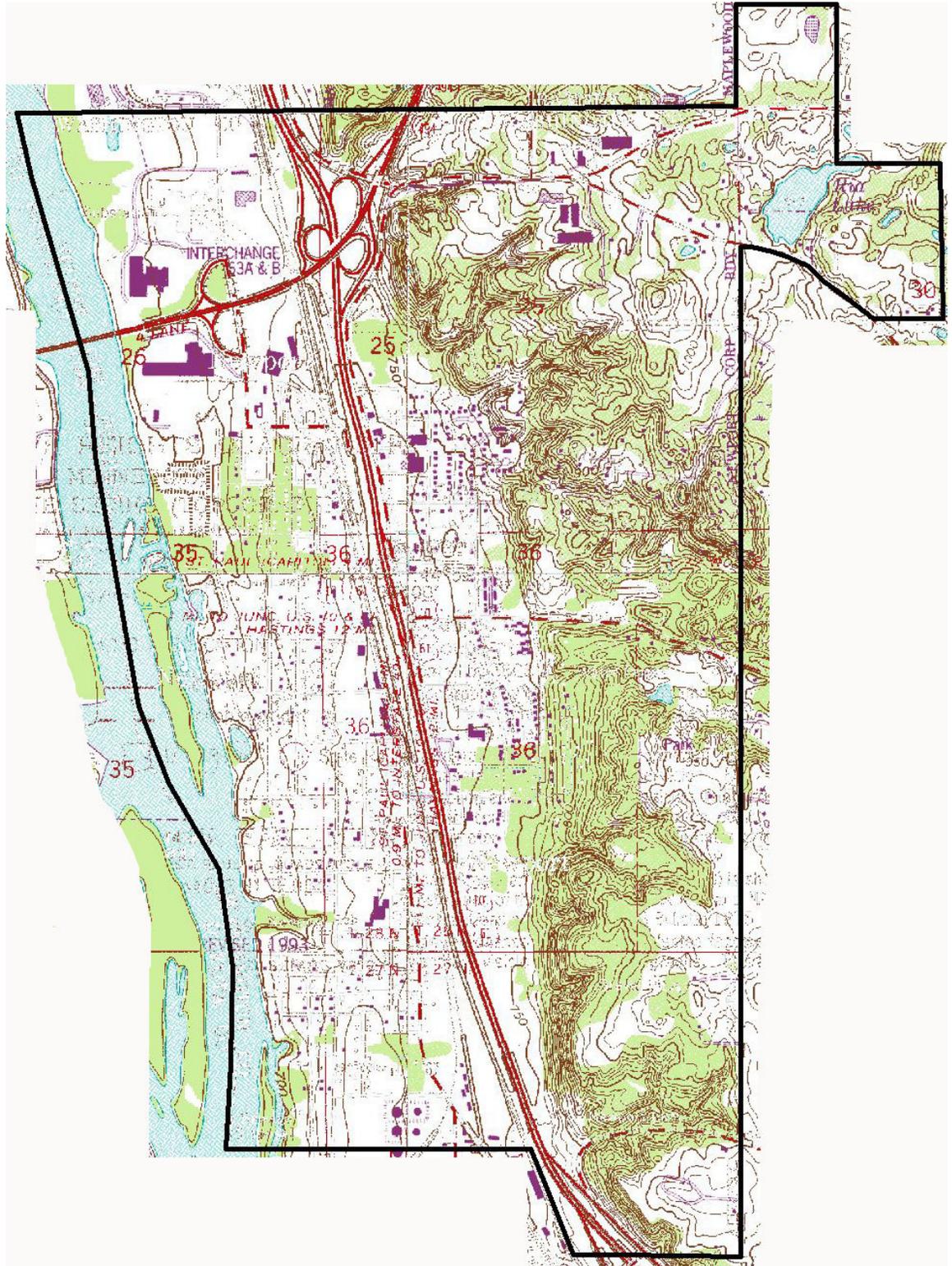
Development of the Red Rock Commuter Rail route is proposed for the stretch of rail from Hastings to St. Paul through Newport. The plan includes a stop in Newport. The City's "Revisioning Newport" plan and Chapter V of this plan include options for a transit stop and redevelopment of the surrounding area. The potential stop will be a priority area for redevelopment during the next 20 years.

#### **6. *Neighborhoods***

Newport has identified its neighborhood areas in its recent Revisioning Newport process. That process and the open houses completed for the Comprehensive Plan have identified the vision

for the future of each of the neighborhood areas in the City. The recommendations are discussed in Chapter IV of this plan.

**Figure 3 - 2:  
USGS Map of Newport**



## D. DEMOGRAPHICS

### 1. Population

The following table details population and household growth in the City of Newport from 1960 to the present, and projects growth through 2030.

The City's growth has leveled off in recent years, but the Metropolitan Council is projecting additional growth between 2010 and 2030 of approximately 1000 people, and 550 households.

Average household size is expected to continue to decline, while the number of households grows.

**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 (proj.)	3,800	2.3%	1,580	11.4%	NA
2020 (proj.)	4,400	15.8%	1,850	17.0%	NA
2030 (proj.)	4,890	11.1%	2,130	15.1%	NA

*Source: US Census, Metropolitan Council*

While it appears that the population of Newport has stabilized and will grow moderately through 2030, some of its neighbors will grow more rapidly. The communities of Cottage Grove, Woodbury, Inver Grove Heights and other communities still have land available for development. Table 3-2 represents a regional perspective of population growth since 2000.

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

<b>Community</b>	<b>2000 Population</b>	<b>2010 Population Estimate</b>	<b>% Growth</b>
Saint Paul	287,151	305,000	6.2%
Newport	3,715	3,800	2.3%
Saint Paul Park	5,070	7,650	51.0%
Cottage Grove	30,582	36,000	17.7%
Woodbury	46,463	60,000	29.1%
Washington County	188,914	244,122	29.2%
Metropolitan Area	2,642,056	3,067,500	16.1%

*Source: Metropolitan Council*

**2. Age**

Figure 3-3 represents the age profile for the City of Newport based on 2000 Census data. The community's population profile is similar to other older, more fully-developed communities in the metropolitan area, where the largest cohorts are those in the Baby Boom, and children of the Baby Boom generation.

**3. Ethnicity and Race**

2000 Census data indicates that the City of Newport is predominately White, including 92% percent of the community's population. This has dropped slightly from 96% in 1990. Blacks make up 1.7% of the population, about 1% are Native Americans, and 1.5 percent are Asian. Approximately 4.3% of the community's population identified themselves as Hispanic or Latino ethnicity.

**4. Household Composition**

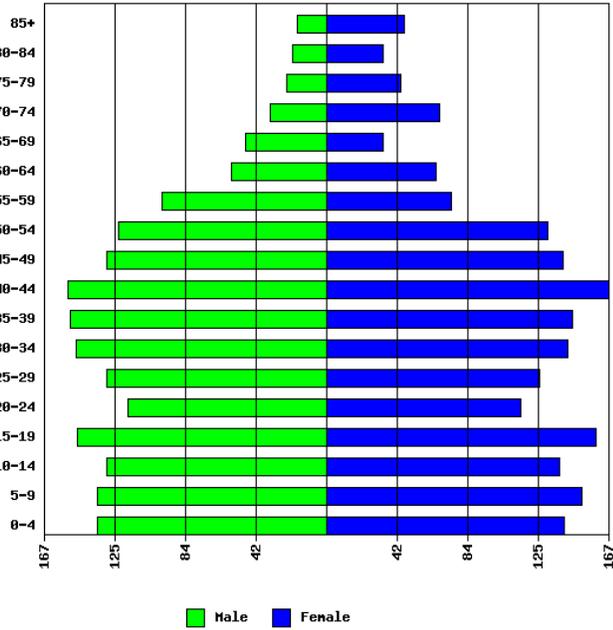
Newport's households include a mixture of married couples (50%) and single-person households (32%). The number of single-person households has grown significantly since 1990, when it was 20% of Newport's households. Approximately 13 percent of the City's households are single-parent families.

**5. Poverty Status**

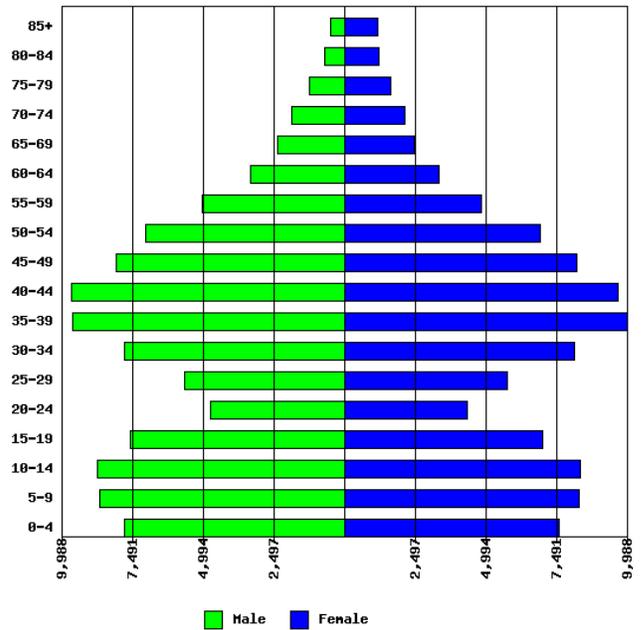
2000 Census data indicates that 12% of Newport's households fell below the poverty level--similar to the 11% of Metro Area households below poverty in 2000. The proportion of households below poverty in Newport fell slightly from 13% in 1990.

**Figure 3 - 3:**  
**Population Pyramids: Newport, Washington County,**  
**Minneapolis-St. Paul, and Minnesota**

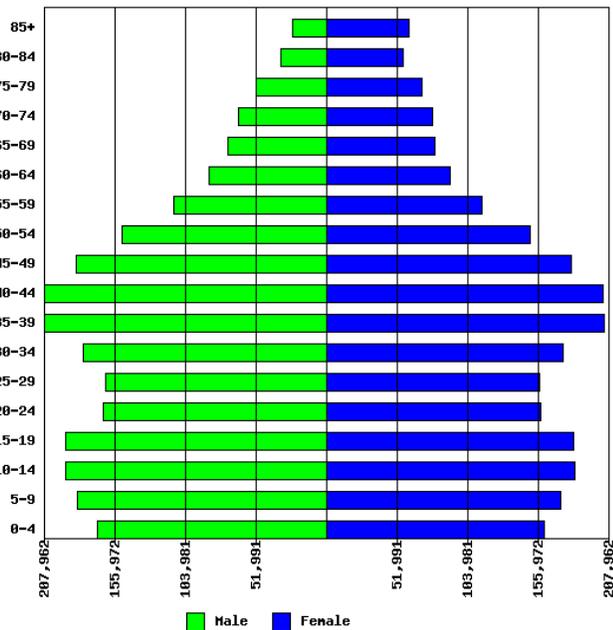
2000 Population for all races:  
 Newport city (Washington County)



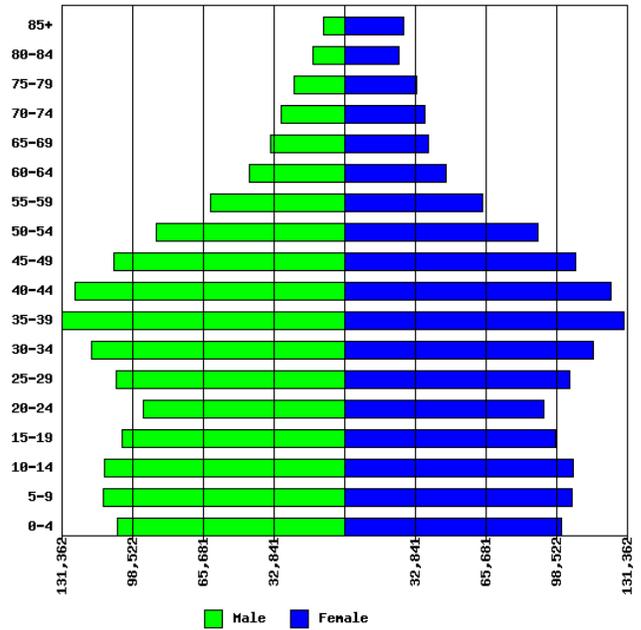
2000 Population for all races:  
 Washington County



2000 Population for all races:  
 State of Minnesota



2000 Population:  
 Minneapolis-St. Paul, MN-WI (MN PART)



## E. ECONOMY

### 1. *Employment*

Table 3.3 summarizes the employment trends in Newport between 1990 and 2006. In 2000, the total employment within the City of Newport was 2,262.

In 2006, the total employment within the City of Newport was 1,864. The loss of jobs was related to the impacts of Highway 61 and Interstate 494 and Wakota Bridge roadway improvements on many businesses and employers in the community, as well as other trends in local employment

Employment is distributed among a variety of categories, with concentrations in construction, transportation, communications and public utilities; wholesale trade, retail trade, and services.

Between 2000 and 2006, the greatest declines were distributed among construction, transportation, communications and public utilities, wholesale trade and retail trade. Service employment grew over this time period, and other employment was stable.

Employment categories within the Census changed between 1990 and 2000, resulting in a larger number of “other” employment types. Many of these are service-oriented occupations.

**Table 3 - 3:  
Newport Employment by Industry Trends**

<b>Employment Type</b>	<b>1990</b>	<b>2000</b>	<b>2006</b>
Construction	207	354	241
Transportation, communication & public utilities	449	672	414
Wholesale trade	246	226	139
Retail trade	385	249	143
Finance, Insurance & Real Estate	37	60	61
Services	260	196	270
Government Total	82	77	69
Other	46	428	527
<b>Total Employment</b>	<b>1,969</b>	<b>2,262</b>	<b>1,864</b>

*Source: Minnesota Department of Economic Security*

### 2. *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, Fritz Candy

Company, Diversified Manufacturing Corporation, Ten-E Packaging Services, and Tinucci’s Restaurant and Catering.

The table below identifies the major employers located in the City of Newport in 2008.

**Table 3 - 4:  
Major Employers**

Employer	Employees
Bailey Nurseries	368
Tinucci’s	80 (65 in Newport)
Metro Gravel	70
Xcel Energy	65 in Newport
Newport Cold Storage	42
Imperial Camper Sales	35
Diversified Manufacturing Corp	35
Fritz Candy	30
Ten-E Packaging	23
Mainstreet Bank	18
Veolia	36

**3. 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 IX of this plan. The Metropolitan Council has predicted a 160% growth in jobs in Newport by 2030. The Council’s predicted employment trends for Newport through 2030 include the following:

**Table 3 - 5:  
Projected Employment in Newport**

Year	Projected* Employment	Actual** Employment
2000	2,480	2,262
2006	--	1,864
2010	3,900	
2020	5,200	
2030	6,500	

Sources: Metropolitan Council\*, City of Newport\*\*

## F. GROWTH PROJECTIONS AND ASSUMPTIONS THROUGH 2030

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 facilities planning can be performed to ensure capacity within the regional sewer and roadway 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 Newport through 2030. The City concurs with the Council's projections, and used the projections in developing this Comprehensive Plan.

### 1. *Population, Household and Employment Projections*

Population, household and employment projections to the year 2030 are determined by the available land supply in the community, future redevelopment opportunities and density limits established by the future land use plan.

Table 4-1 shows the population and household projections in Newport between 1990 and 2030. Growth slowed during the years when the Highway 61 and Wakota Bridge projects heavily impacted the community. The Council's projections indicate that significant growth is expected to begin as those projects are completed, and accelerate after 2010.

Newport has several areas that can accommodate the expected growth in population and housing. The City expects growth which includes a diversity of housing types. During the next 20 years new housing development is likely in the following areas of Newport:

- **Infill development on existing platted lots within the Old Town area.** The City estimates that there are a maximum of 50 such lots within the Old Town. Development here is expected to be single-family homes. The City will require that the scale and design of the homes fit with those in the existing neighborhood.
- **New housing development on vacant land in the Bluffs area.** Some significant vacant parcels remain in the bluffs

area, particularly south of Loveland Park. The City estimates that up to 270 new homes could be developed on the remaining vacant land in this area. The City will encourage the use of Conservation Development in this area, to preserve natural resources, maintain larger blocks of natural areas, and preserve the linkages among the parks and natural areas along the bluffs.

- **New housing development within the Commercial/Residential Zoning Districts.** Significant portions of the areas along the east and west sides of Highway 61 are proposed for development or redevelopment with a mix of housing, retail, commercial and office uses. The City expects that this will include medium to higher density townhouses and condominiums. Up to 400 such units may be developed in this area through 2030.
- The following table includes the growth projections for population and housing in Newport to the year 2030. The growth in employment is expected to occur through development or redevelopment of areas along Highway 61, Interstate 494 and Bailey Road, following the completion of the Wakota Bridge and TH-61 projects.

The projections on Table 4-1 assume a growing economy and developer interest.

**Table 3 - 6:  
Population, Household and Employment Projections**

Year	Population	%Growth	Households	%Growth	Employment	% Growth
1990	3,720		1,323		1,654	
2005	3,715	0.0%	1,418	7.2%	2,480	50%
2010	3,800	2.3%	1,580	11.4%	3,900	57%
2020	4,400	15.8%	1,850	17.0%	5,200	33%
2030	4,890	11.1%	2,130	15.1%	6,500	25%

*Source: Metropolitan Council*

**2. Assumptions**

The City has made the following assumptions regarding the forecasted growth:

- a. The redesign of Highway 61 has resulted in an improved Hastings Avenue from 12<sup>th</sup> Street south to the St. Paul Park Interchange providing more redevelopment opportunities along the Highway 61 corridor.

- b. Redevelopment opportunities near the Glen Road Interchange area (or other appropriate redevelopment areas) of Newport will occur by 2020.
- c. Improvements to Highway 61 and I-494 and the Wakota Bridge will encourage new residential, commercial and light industrial development within the Commercial/Residential land use areas along these corridors.
- d. Improvements to Highway 61, I494 and the Wakota Bridge will facilitate private and public sector redevelopment of underutilized sites.
- e. The City's location close to St. Paul and access to the Metro Area will be an asset that encourages new development and infill development of housing units as well as a variety of business and commercial uses, particularly as fuel prices increase.
- f. The development of the proposed Red Rock commuter rail corridor with a stop in Newport will be a magnet for development of housing, office, retail and commercial land uses.
- g. The local economy will stay vibrant in order to support economic and community development.
- h. Urban services will be extended to serve some areas in eastern Newport.
- i. The number of persons per household is likely to continue to decline due to an aging population.