

IV. Land Use

A. EXISTING LAND USE

1. *General Patterns*

The land use patterns in Newport have been developing since early days of settlement. Like most communities, Newport was supported by a farm economy until the industrial era took over in the 1920s. The railroad, Highway 61 and I-494 brought further change to the community's economy and land uses.

Newport's land use pattern revolves around natural features and major transportation corridors including the Mississippi River, blufflands, Highway 61 and I-494, and the railroad. Although Newport is predominantly a community of residential neighborhoods, commercial and industrial development dominate the more visible areas of the City fronting on major roadways and flanking the community's northern and southern extremes. The community has also identified significant areas for redevelopment and new growth through 2030.

Residential neighborhoods and parks occupy the bluff lands along the eastern edge of the City. Some of the bluffs area remains undeveloped. The western part of the City is dominated by the Mississippi River shoreland, Old Town neighborhoods, and commercial and industrial areas.

The City's future land use map from its 2020 Comprehensive Plan, and its current zoning map, are included in this document as appendices K and L.

2. *Residential Land Uses*

The residential portions of the community are diverse in physical setting, character, and composition. Four distinct areas stand out: the "bluff lands"; the Mississippi shoreland area, "Old Town;" and Hastings Avenue neighborhoods.

Bluff lands: Developed portions of the area contain single family housing units. Lot sizes vary in these areas. For example, Wild Ridge Estates, generally located north of Glen Road on the eastern border of Newport contains lot sizes as small as a ½ acre while parcels fronting Century Avenue or Bailey Road are larger than 5 acres. The Wild Ridge Estate area is the only bluff land area that is currently served by municipal services. The remaining bluff

lands are undeveloped, or have been developed as larger lots of 2.5 acres or greater. The City's current zoning requires minimum 10-acre lots in this area.

Mississippi River Shoreland and Old Town: The riverfront area provides for a wide variety of architectural styles including very old river cabins to newer homes on large urban lots (usually a half acre or larger). The area is primarily owner occupied single family housing. Lot sizes in the riverfront area are larger than the typical urban lot in order to minimize negative development impacts on the river. Seasonal flooding affects some areas along the shoreline.

Hastings Avenue Neighborhoods: This area of central Newport consists of a variety of single family and multi-family residential uses including multi-unit apartment buildings, fourplexes, duplexes, group homes and some single family homes which have been converted into multi-unit properties. Lot sizes for single family housing in central Newport range from 6,500 square feet in older plats to 13,000 square feet in some of the more modern plats.

New housing is also filling in some of the vacant infill parcels throughout the community adding to the variety and diversity of housing styles. The central Newport area contains a mixture of multi-family and single-family housing units within its residential mix.

3. *Commercial Land Uses*

The commercial base in Newport includes a mix of retail, commercial, restaurant, office and professional services. They are generally located along Hastings Avenue on the east side of Highway 61 and the area around 21st Street and Maxwell Avenue on the west side of Highway 61. Historically a good portion of the commercial land use in Newport has been highway commercial business. These facilities have a regional client base that depends on Highway 61 and I-494 to provide access to the area. These businesses were impacted by the recent improvements to Highway 61, and many areas are likely to be redeveloped during the next 20 years.

Nearly all of the commercial services in Newport are served by municipal sewer and water services.

4. *Industrial Land Uses*

Industrial land uses in the City of Newport are concentrated in three areas of the community. The heavier industrial uses are located generally north of I-494 and west of Highway 61. This is known as the Red Rock Industrial Park and is home to Ameristeel, Xcel Energy, and Resource Recovery Technologies. These heavy industrial uses generate significant truck traffic and depend on convenient access to the regional freeway system. Less heavy industrial uses, but still truck intensive, are located south of I-494 and west of Highway 61 along 7th and Maxwell Avenues. These uses include some light manufacturing, heavy equipment maintenance and general storage of miscellaneous items.

The southern industrial area includes the lands surrounding the oil refinery in Newport and St. Paul Park. This area extends up 7th Avenue to just south of 6th Street and includes the salvage yard and miscellaneous vehicle maintenance industry. All industrial areas will be maintained. The light industrial area south of I-494 will be maintained and current businesses located in this area include Newport Cold Storage, Aggregate Industries, Metro Gravel, Warehouse Shell Sales, and a Holiday Terminal.

5. *Parks and Natural Resources*

The City has four active parks, including Pioneer Park, Lions Park, Busy Beaver Park and Loveland Park. The fifth City Park, Bailey Park, provides passive open space and recreational trails. Bailey and Loveland Parks are large parks of 80 acres or more; the other three parks are each five acres or less in size. The City has recently developed three Mississippi River Overlook sites and acquired a fourth public access site that preserve historic areas and provide opportunities for nature observation, which are shown on the Parks and Trails map.

The natural features of the community are important assets and part of the community's identity. Natural features include the bluff area, the Mississippi River and mature stands of trees within the residential areas along the river, in the bluffs area, and in the Old Town area.

6. *Summary of Existing Land Uses*

Table 4-1 shows the existing land uses in Newport in 2005, based on data and maps from the Metropolitan Council.

**Table 4 - 1:
Existing Land Use in 2005**

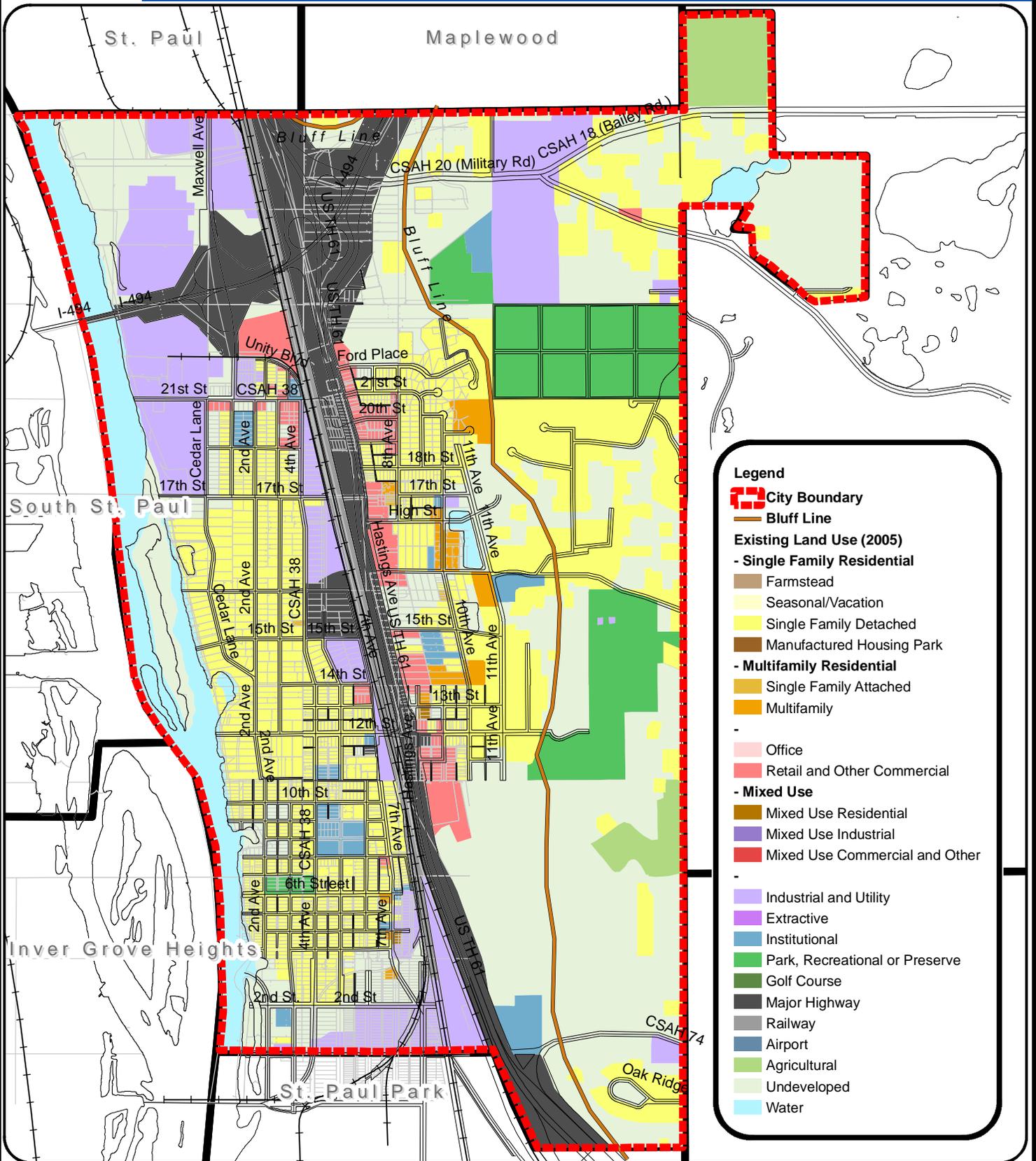
<i>Land Use Type</i>	<i>Acres</i>	<i>Percent</i>
Agricultural	55	2.23%
Single Family Detached	667	27.06%
Single Family Attached	1	0.04%
Multi-Family	25	1.01%
Retail and Other Commercial	66	2.68%
Mixed Use Residential	2	0.08%
Industrial and Utility	257	10.43%
Institutional	45	1.83%
Park, Recreational or Preserve	156	6.33%
Major Highway	240	9.74%
Railway	51	2.07%
Undeveloped	744	30.18%
Water	156	6.33%
	2,465	100.00%

Source: Metropolitan Council, TKDA



City of Newport Land Use (2005)

Comprehensive Plan - DRAFT



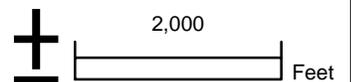
Legend

- City Boundary
- Bluff Line
- Existing Land Use (2005)**
- **Single Family Residential**
 - Farmstead
 - Seasonal/Vacation
 - Single Family Detached
 - Manufactured Housing Park
- **Multifamily Residential**
 - Single Family Attached
 - Multifamily
- **Office**
 - Office
- **Retail and Other Commercial**
 - Retail and Other Commercial
- **Mixed Use**
 - Mixed Use Residential
 - Mixed Use Industrial
 - Mixed Use Commercial and Other
- **Industrial and Utility**
 - Industrial and Utility
 - Extractive
 - Institutional
 - Park, Recreational or Preserve
 - Golf Course
 - Major Highway
 - Railway
 - Airport
 - Agricultural
 - Undeveloped
 - Water

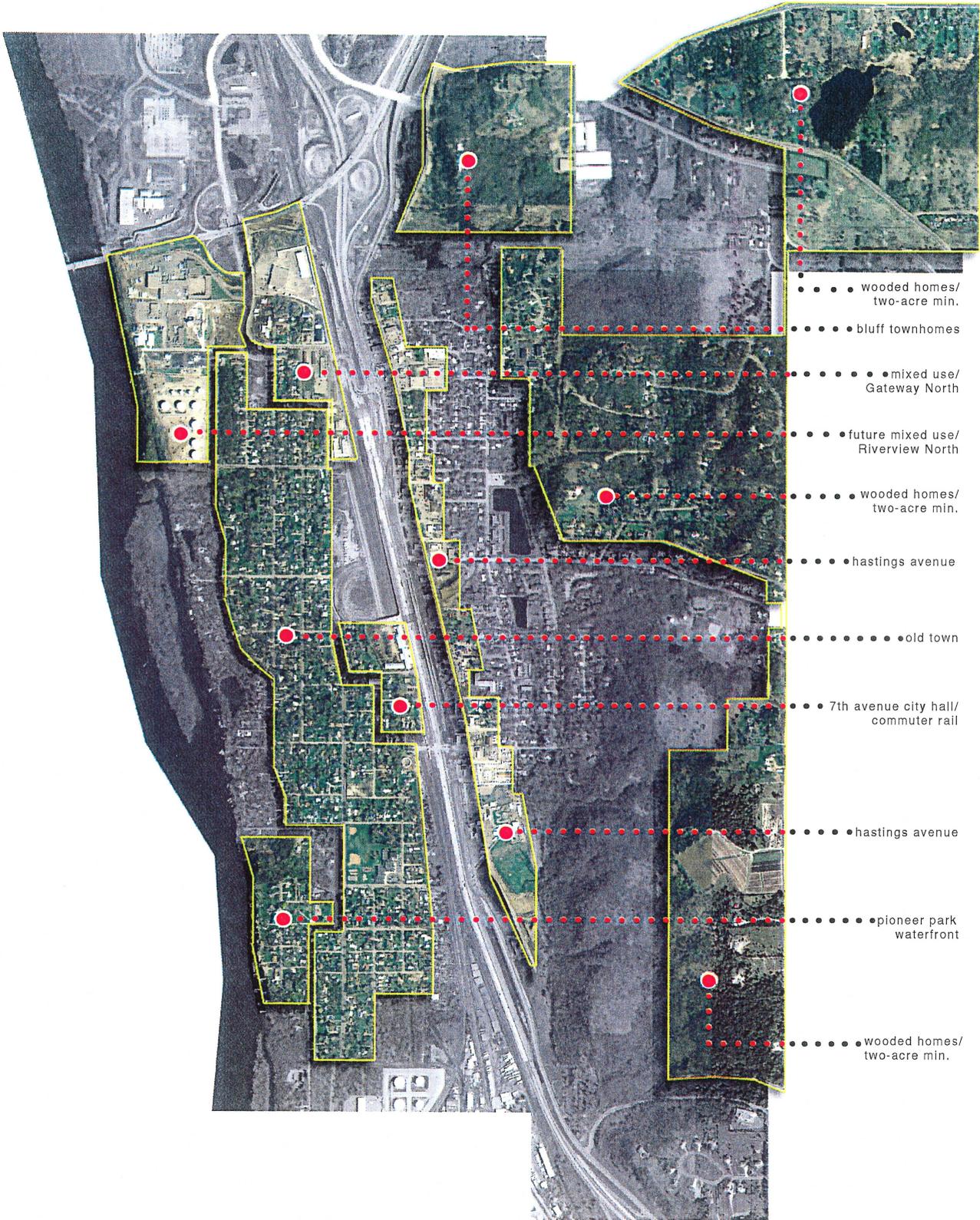
K:\gis\Newport\GISMap\ExistingLandUseMap-v2.mxd



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



proposed districts



B. FUTURE LAND USE

1. *Revisioning Newport Priorities for the 2030 Comprehensive Plan*

Revisioning Newport is a long-range vision for the community. The vision focuses on maintaining and enhancing Newport's existing assets: a diverse housing supply, natural features, and the community's history, while adding some new elements such as streetscaping and transit alternatives. The vision was developed with input from residents and businesses at Open House meetings.

Early in the 2030 Comprehensive Plan update process, the City Council and its Commissions identified the neighborhoods and elements of Revisioning Newport that would be a priority for implementation by 2030. These include the following neighborhoods and elements:

- a. Red Rock Gateway District—Commercial/Residential Uses (renamed Area #1 from Revisioning Newport)
 - Maintain existing businesses and encourage redevelopment
 - Include mix of commercial, retail, restaurant and entertainment uses
 - Provide visual and noise buffers from the industrial area to the west
 - Add attractive streetscaping and sidewalks
 - Secure a strong “anchor” business for the former Knox Lumber site

- b. City Hall
 - Develop a new City Hall and Community Center complex on City property east of Highway 61 near Glen Road. These are identified on the Future Land Use Map. This will help to anchor and encourage redevelopment of the Hastings Avenue redevelopment area.

- c. Commuter Rail Station
 - Encourage development of facilities for the Red Rock Commuter Rail. The City has identified three potential locations for a commuter rail stop within Newport. These are identified on the Future Land Use Map. The mixed use zone around these stops will allow for

development of commercial facilities, housing, and parking facilities in conjunction with the commuter rail facilities.

d. Old Town

- Allow development of some infill housing units on existing platted lots of record (50' minimum) within the Old Town Area
- Develop design requirements for infill housing to ensure that the scale and design of the housing is complementary to the existing neighborhood
- Add attractive streetscaping and street lights
- Maintain walkability and pedestrian connections to parks and other neighborhoods

e. Hastings Avenue

- Redevelop this area with commercial and residential uses and a “Mainstreet” character. Assist existing businesses to survive and improve, and add new uses.
- Land uses will include residential uses, commercial, retail, restaurants and services. “Big box” commercial uses will be discouraged, and development of locally-oriented commercial businesses and services encouraged. Keep the “small town” character of Newport as the area redevelops.
- Building heights should maintain a small town scale. Mixed use may include commercial and retail uses on the street level, with housing units on upper levels
- Use diagonal parking on the street, and additional parking should be located at the rear of the buildings
- Add streetscaping, particularly on Hastings Avenue

f. Wooded Homes/Two-Acre Minimum

- Revise the Zoning Ordinance to establish a two-acre minimum lot size in this area
- Maintain or strengthen performance standards in the zoning and subdivision code to protect natural resources, including tree preservation standards, storm water management and erosion control standards, and bluff protection.
- The City will develop an Open Space ordinance that encourages clustering and protection of bluff and wooded areas through permanent conservation

easements. Clustering will maintain the overall 1 unit per 2 acres density in the bluffs area, but may allow clustering at higher densities with protection of 50 percent of the development as open space. The open space may be dedicated to the public or remain private, but the City will require public easements for trails identified for this area

- Encourage trails that connect neighborhoods in the bluffs area to parks and open space
- Encourage the use of native plantings in and adjacent to wooded areas.

g. General Land Use Goals:

The following list of goals is intended to provide a general direction for the community in planning its future land use.

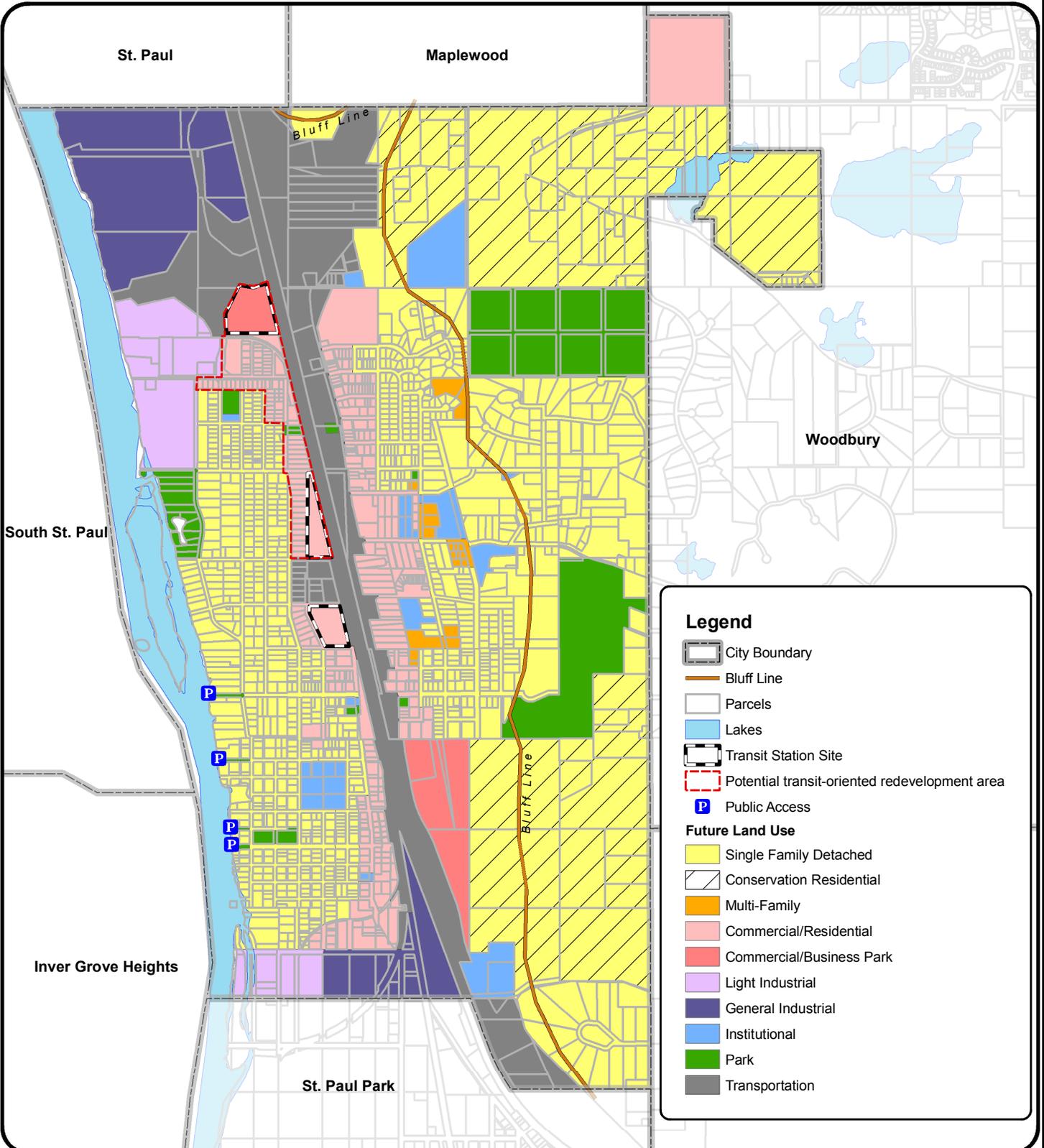
- To implement the recommendations and strategies identified in the *Revisioning Newport* study, as prioritized by the City for this Comprehensive Plan.
- To maintain and strengthen existing residential and commercial neighborhoods, while maintaining the small town character of Newport.
- To enhance and improve the image and physical appearance of Newport through new streetscaping, public improvements, and buffers between land uses, as identified in the *Revisioning Newport* recommendations.
- To protect, preserve, connect to and reveal the rich heritage and history of Newport, strengthening the community's identity.
- To protect the City's rich natural resource base (bluffs and river) and connect it to the community providing for recreation and visual relief from the built environment.
- To ensure development has minimal negative effects on the natural environment.
- Develop land use regulations to protect groundwater resources based on the County's completed studies and rankings of groundwater recharge areas.
- The City supports the Washington County Groundwater Protection plan, and will coordinate with other local units of government to protect groundwater-sensitive areas, wellhead protection areas, develop water use contingency and allocation plans, and work on other

groundwater issues where they affect multiple jurisdictions.

- To improve and balance the City's tax base and expand employment opportunities and services, available to Newport residents.
- To create a connected “Main Street” area that serves residents, employees, businesses and those who pass through the community. The new City Hall and community center will help to anchor this area.
- To have a town hall or civic center that establishes a civic sense of place.
- To improve accessibility, reduce traffic conflicts and expand transit options.
- To maintain the community’s walkability, connectivity, and safety for pedestrians.



City of Newport 2030 Future Land Use Comprehensive Plan



Legend

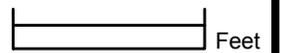
- City Boundary
- Bluff Line
- Parcels
- Lakes
- Transit Station Site
- Potential transit-oriented redevelopment area
- Public Access
- Future Land Use**
- Single Family Detached
- Conservation Residential
- Multi-Family
- Commercial/Residential
- Commercial/Business Park
- Light Industrial
- General Industrial
- Institutional
- Park
- Transportation

TKDA
ENGINEERS • ARCHITECTS • PLANNERS

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



2,000



Feet

**Table 4 - 2:
2030 Future Land Use**

<i>Land Use Type</i>	<i>Acres</i>	<i>Percent</i>
Single Family Detached	720	29.2%
Conservation Residential	523	21.2%
Multi-Family	17	0.7%
Commercial/Residential	224	9.1%
Commercial/Business Park	47	1.9%
Light Industrial	80	3.3%
General Industrial	151	6.1%
Institutional	63	2.6%
Park	188	7.6%
Transportation	296	12.0%
Water	156	6.3%
	2,465	100.0%

**Table 4 - 3:
Planned Residential Densities**

<i>Residential Land Use</i>	<i>Gross Acres</i>	<i>Net Acres</i> (lands vacant for development or planned for redevelopment, less wetlands and bluff area)	<i>Minimum–Maximum Density</i>	<i>2030 New Housing Units</i>
SF Detached	720	<ul style="list-style-type: none"> • 50 vacant, platted lots in Old Town area available for development. • No additional acres undeveloped/ planned for redevelopment. 	3 - 5 dua	50 units
Conservation Residential	523	<ul style="list-style-type: none"> • 211 Net Acres • It is not expected that 100% of the area will develop in the 2030 planning horizon. • 100 Net Acres anticipated for 2030. 	2 - 3 dua	200 units
Multi-Family	17	<ul style="list-style-type: none"> • Zero acres undeveloped/ planned for redevelopment. 	6-14 dua	Zero units
Commercial/ Residential	234	<ul style="list-style-type: none"> • 181 Net Acres • It is not expected that 100% of the area will develop in the 2030 planning horizon. • 144 Net Acres anticipated for 2030. • 50/50 mix; 72 Residential Net Acres for 2030. 	6 - 8 dua	432 units
TOTAL				682 units

**Table 4 - 4:
Staging Plan**

Area	2010	2020	2030
SF Detached (existing platted lots)	20 units	30 units	--
Conservation Residential	25 units	75 units	100 units
Commercial/ Residential	117 units	165 units	180 units
New units	162	270	280
Total Households	1,580	1,850	2,130
Total Population	3800	4,400	4,890
Employment	3,900	5,200	6,500

2. Residential Land Use Designations - Single Family Detached, Conservation Residential, Commercial/Residential, and Multi-Family

Residential development in the community will focus on maintaining and enhancing the existing housing areas and diversifying the housing supply. The future land use plan provides opportunities for additional housing that will help the community meet the population and household projections identified by the Metropolitan Council for the 2030 plan.

The following additional housing opportunities are recommended through 2030:

- *Infill Housing:* Some vacant platted single family lots remain scattered throughout the “old town” neighborhood. The City will revise its zoning ordinance to allow development on these lots. The Ordinance will also include design and performance standards to assure that the character and design of the new units is compatible with existing housing.
- *Redevelopment in Commercial/Residential Use Zones:* The districts to the east and west of Highway 61 provide opportunities to integrate higher-density housing with commercial, office, restaurant and entertainment uses, as a part of redevelopment in these areas. Housing types are likely to include condominiums and townhomes.
- *New Housing Development in the Conservation Residential Zones identified in the wooded bluff areas:* The bluff lands area has some remaining vacant parcels of land that would be highly conducive to residential development. Delivery of urban services in these areas is difficult, but feasible.

The City will revise its zoning ordinance to establish a two-acre minimum lot size in the entire bluffs area. (The current ordinance requires a minimum lot size of 10 acres.) The two-acre lot size is similar to the size of many existing lots in the bluffs area. The City will maintain or strengthen the performance standards in the zoning and subdivision code to protect the natural resources that give the area its character, including tree preservation standards, storm water management and erosion control standards, and bluff protection.

The City will also develop an Open Space ordinance that encourages “clustering” of homes and protection of bluff and wooded areas through permanent conservation easements. The “Open Space” approach is critical to protect the bluffs, steep slopes, and native woodlands in the Bluffs areas. Clustering will maintain the overall 1 unit per 2 acres density in the bluffs area, but would allow clustering at higher densities with protection of 50 percent of the development as open space. The open space may be dedicated to the public or remain private, but the City will require public easements for future trails identified for this area.

The land use districts on the Future Land Use map are characterized as follows:

Single Family Zones in Newport include a variety of large and small lot detached single family housing units. Future housing development within this land use classification will typically consist of scattered site infill development, redevelopment and new development.

Density within this district will be limited to 4 units per gross acre but also will encompass existing low density (large lot) estate residential development. After taking out land area for public street right of way, a density of 4 units per gross acre equates to an average lot size of approximately 9,000 square feet. However, individual lot sizes will vary for lots that have environmental significance or limitations (river or bluff areas) versus lots that are in more dense areas (near downtown).

The City intends to continue to allow a variety of lot sizes and housing styles within the single family land use area to adjust to the physical surroundings of each neighborhood. Existing platted lots of record may be allowed to develop infill housing units. The City estimates that there may be up to 50 existing platted lots of

record that could be developed in the Old Town area. In these instances, architectural guidelines will be established to ensure adequate open space, street lighting and streetscaping, and a visual appearance that is complementary to the surrounding neighborhood.

Conservation Residential Zones will allow for “open space” development that protects 50 percent or more of the land within a development in a permanent conservation easement, clustering single family homes on the remainder of the land. These zones are designated to protect the natural resources within the bluff land areas. The minimum density of this zone is 2 dwelling units per acre. Metropolitan Council policy for sewer residential development density is an overall average minimum density of 3 units per acre for new development. The lower density allowed in the Conservation Residential Zones is offset by the higher minimum density in the Commercial/Residential Zones. Overall, the combined Conservation Residential and Commercial/Residential zones in year 2030 will have a minimum average density of 3.7 dwelling units per acre. (662 units/177 net acres).

It is anticipated that approximately half of the Conservation Residential area will develop by the year 2030, though the exact location of development within the zone will depend on market conditions.

Commercial/Residential Zones will allow for development of new housing units along with commercial, office, restaurant and entertainment uses. The City expects that new housing in these areas is likely to include condominiums and townhomes, but may include other housing types as well.

Existing and new housing units in these areas will be convenient to local commercial land uses, have good access to major roadways and future transit, and be served by public utilities. Housing development may be part of vertically-integrated developments, with housing over commercial or office use.

Redevelopment will be driven by land-holders and may occur at various locations within the Commercial/Residential area, depending on market forces. It is likely that the full area will not be redeveloped by the year 2030. This area can accommodate the City’s share of the region’s affordable housing, as designated by the Metropolitan Council (68 units by 2020).

A 50/50 mix of commercial and residential land uses is anticipated. Existing housing will not be lost through redevelopment, as the existing land uses are non-residential within the Commercial/Residential area.

Multifamily Housing Zones will continue to allow for a variety of housing types including apartments, condominiums, and townhomes. The density of this zone is 6 to 14 dwelling units per acre. This area is developed and redevelopment within the 2030 planning period is not expected.

Residential Land Use Policy: In regards to residential land use, it is the policy of the City of Newport to:

- a. Protect the character and integrity of existing residential neighborhoods.
- b. Encourage reinvestment in the community's existing residential neighborhoods while protecting the historical integrity of architecturally significant structures.
- c. Allow flexibility within zoning regulations for the provision of alternative housing types and styles including townhomes, condominiums and senior housing, with or without supportive services where appropriate.
- d. Encourage infill housing developments on existing vacant, platted single family lots of record throughout the community consistent with the City's design requirements.
- e. Guide future rezoning according to the land use map ensuring minimal conflicts between residential and non-residential land uses.
- f. Ensure new housing development has minimal negative impacts on the community's natural resource base especially the Mississippi River and bluff areas.
- g. Encourage development in the wooded bluffs area designated as Conservancy Residential to utilize open space design development.
- h. Ensure residential developments are well served by local street and sidewalk/trail systems to provide safe pedestrian and vehicular movements.
- i. Require site plan reviews for all multi-family housing developments to ensure multi-family housing developments are designed with sensitivity given to the surrounding land

uses in order to minimize conflicts associated with refuse storage, excessive traffic and recreation.

3. ***Commercial/Industrial Land Use Designations - Commercial/Business Park, Commercial Residential, General Industrial, and Light Industrial***

General industrial land use will remain focused on the northwest quadrant of I-494 and Highway 61 and around the Marathon Oil Refinery in southwest Newport. These areas include heavy industry and utilities.

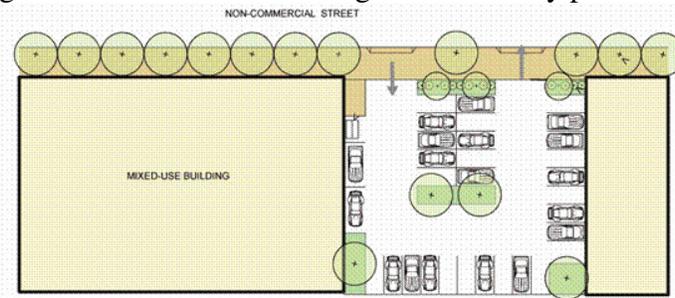
Light industrial land use is designated along the river where the current Newport Cold Storage facility and other miscellaneous storage and light manufacturing industries are located and on the periphery of the Marathon Oil Refinery site. These areas are intended to allow land uses such as light manufacturing and assembly and warehousing. Both General and Light Industrial land uses will take advantage of access to a major rail line.

Commercial/Business Park and Commercial/Residential land use designations will create zones of mixed residential, commercial and other compatible uses within the corridors east and west of Highway 61. These areas will allow for a variety of office, commercial, retail and service establishments that tailor primarily to the Newport community but also (because of its location at a major new interchange) to the immediate region.

The Commercial/Business Park area will focus on a variety of commercial, office, warehouse and light manufacturing uses. The Commercial/Residential areas will include residential uses with a variety of commercial uses. The areas may also include public uses such as a community center, City offices and a transit hub.

The Hastings Avenue mixed-use area is intended to foster a dense, focused downtown business district that is not dominated by large, sprawling uses or by automobile or highway oriented uses. Instead, development within the area should consist of smaller buildings, where possible, placed close to the street with the parking at the sides or in the rear to create a relationship with the street. Parking should also be allowed on the street where possible and developments should be controlled by a set of architectural

guidelines established through a community process.



Public spaces are also likely to be an important part of areas with residential and commercial land uses. These spaces function as a gathering place and therefore, should be well lit and be inviting to the pedestrian. Public art, unique street lighting, benches that serve functions other than just resting on, bicycle racks and other streetscape amenities are important in establishing downtown character. Uses should be both horizontally and vertically integrated, with residential and office uses over commercial uses.

The Hastings Avenue area should be designed to be pedestrian-friendly. Integrating residential, retail and office or commercial development in these areas will provide services and activities for residents within walking distance of residential areas. Sidewalk and streetscape design should be inviting and comfortable to pedestrians, bicyclists and those who arrive in autos.



7th Avenue is a key component to the “downtown theme”. Currently this roadway plays an important link from southern Newport and St. Paul Park to gain access to TH-61 at Glen Road. Future plans for 7th Avenue are to reduce the level of heavy truck access while maintaining the road as a key transit route for Metro Transit buses, which may connect with a future commuter rail facility.

While Highway 61 and the railroad tracks definitely create an obstacle to establish a unified community, opportunities should be pursued to link both sides of the highway. These opportunities might include using the same streetscape scheme, promoting or requiring similar architectural components to buildings, requiring similar signage, and utilizing the new pedestrian overpasses that cross Highway 61, linking the east and west portions of the City.

Commercial/Industrial Land Use Policy: The City’s policies for commercial and industrial land uses include the following:

- a. Implement the recommendations of *Revisioning Newport* for the Commercial/Residential areas proposed in the Red Rock Gateway and Hastings Avenue areas.
- b. Minimize land use conflicts between non-compatible uses through site plan review, landscape buffers, and approval of all commercial/industrial developments or redevelopment.
- c. Carefully review expansion of commercial/industrial development to ensure adjacent residential areas are protected.
- d. Enforce architectural standards and site amenities (including landscaping and streetscaping requirements) within new development and redevelopment areas.
- e. Ensure industrial areas have attractive buildings and grounds including no visible outside storage.
- f. Encourage disruptive home occupational uses to move out of residential neighborhoods and relocate in more compatible environs.
- g. Require commercial/industrial developments to adhere to the Minnesota Pollution Control Agency’s “urban best management practices” during design and construction stages.
- h. Encourage medium density, multi-story buildings where appropriate (for example in the Commercial/Residential areas to establish a place of appropriate character and to maximize land use efficiency.
- i. Require a pedestrian path or trail system plan as a component of Commercial/Residential developments, which connect buildings to parking, surrounding neighborhoods, parks, City services and transit stops.
- j. Facilitate and encourage clean up of polluted lands to make land usable for commercial/industrial uses.
- k. Encourage and support growth of high quality commercial and industrial development to provide property tax relief to residential homesteads.

- l. Facilitate redevelopment of underutilized or deteriorated commercial/industrial lands where feasible.
- m. Maintain storm ponding areas as attractive greenspaces and buffers of non-desirable uses rather than single purpose ponds.
- n. Substantially increase taxable development within the Highway 61 corridor.
- o. Prohibit commercial/industrial development from negatively imposing upon bluff areas.
- p. The City will use its wellhead protection plan to identify commercial or industrial land uses that may require a groundwater monitoring plan or groundwater protection plan as part of a permit application—for example, land uses that propose to store, use or transport hazardous materials, and properties formerly used as a waste disposal site or waste transfer facilities.

4. *Public Places (Cemetery, Green Space, Park and Ponds)*

Institutional land use includes cemeteries, schools and City facilities. Newport has two historical cemeteries located on the north and south ends of the community near TH 61. These areas are intended to be permanently preserved as public cemetery space.

Park land includes Parks and Open Spaces, and is intended to provide areas of passive open space and developed recreational space that serve the recreational needs of Newport residents and businesses. The City’s parks include active recreation facilities, such as ball fields, shelters, and ice rinks, several public access sites to the Mississippi river, and also include areas for passive recreation such as hiking, bird watching and simply enjoying the outdoors.

The Future Land Use plan identifies a new open space area along the Mississippi River, at the north end of the Old Town area. This area has experienced flooding problems, and the existing flood protection is deteriorating. The City will discuss potential purchase of this area and development of a park with Federal and State agencies.

Public Places Policy: It is the policy of the City of Newport to:

- a. Protect Newport's two cemeteries from encroachment by potential adjacent land use and development by ensuring that appropriate buffers and setbacks are implemented through the site planning process.
- b. Permanently preserve the cemeteries as historical landmarks.
- c. Ensure adequate parks, open spaces and trails are available to meet growing demands for recreational services.
- d. Ensure proper ongoing management and maintenance of public and private cemeteries, parks and open spaces.
- e. Strongly restrict development within green space areas from disturbing quality stands of vegetation, including mature trees and canopy.
- f. Require easement dedication through the site planning process for a trail or pedestrian path to go along the bluff.
- g. Ensure site developments include plans for connecting to the City wide trail plan.
- h. Encourage cluster housing and other land conservation techniques for small developments that occur on bluff areas to maintain contiguous green corridors and habitat areas.
- i. Establish a new open space area in the flood-prone area along the Mississippi River

C. SOLAR ACCESS PROTECTION AND OTHER ALTERNATIVE ENERGY TECHNOLOGIES

Solar energy is an alternative that can reduce the demand for fossil fuels and nuclear power to heat or cool homes and businesses or power automobiles. State rules and the Metropolitan Council require local Comprehensive Plans to address solar access protection to ensure that direct sunlight access to solar panels is not subjected to shading from nearby trees, buildings or other structures.

1. Goals

The following are the City's goals relative to solar access protection:

- a. Protect options for the employment of alternative energy sources.

- b. Ensure reasonable access to direct sunlight for areas that will undergo redevelopment over the next 20 years.

The City of Newport is virtually fully-developed, so efforts to protect and promote solar access are likely to be focused in areas of in-fill development and redevelopment. The City may experience a considerable amount of urban redevelopment over the next 20-years, and may experience new development in its Conservancy residential areas, where some new development may utilize solar energy systems.

2. *Policies*

The City's solar access protection policies include:

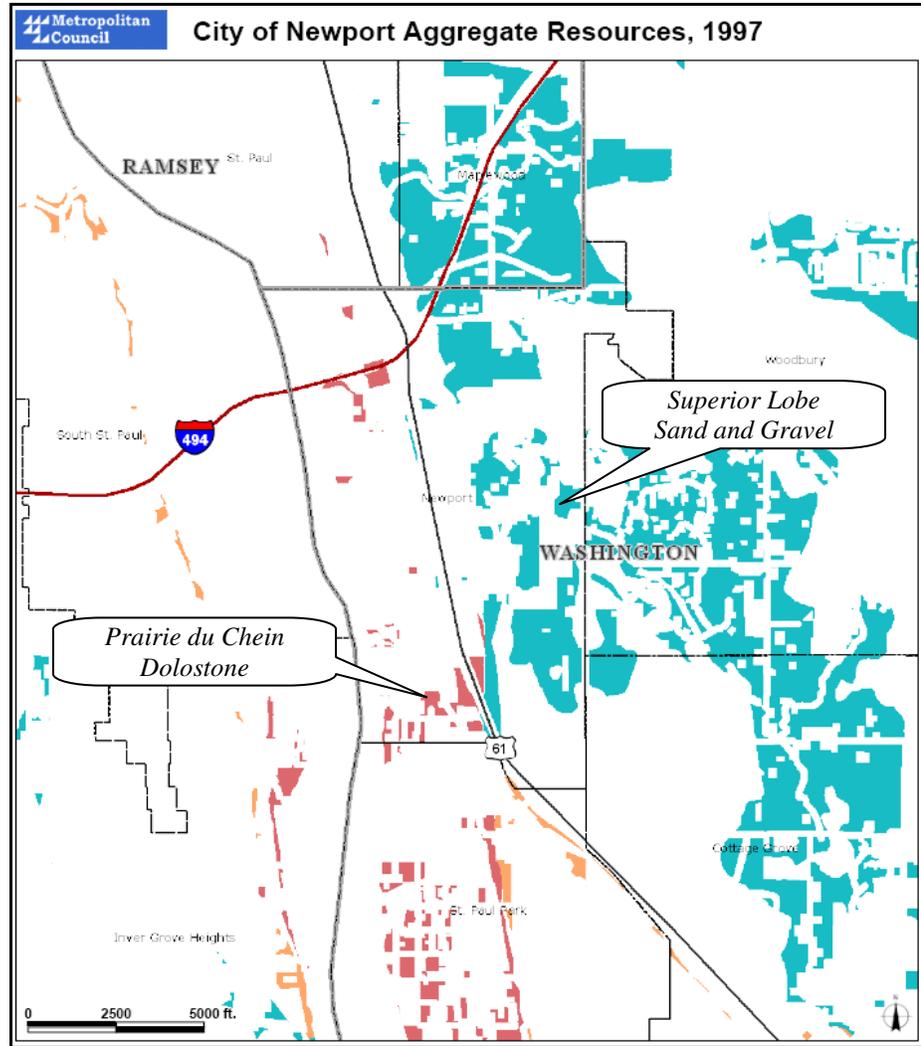
- a. Protect existing solar collectors from shading by development and vegetation on adjoining properties. (This does not require removal of existing mature trees.)
- b. Consider solar access in the formulation of plans for street landscaping and private planting plans.
- c. Prohibit development adjacent to existing residential areas which would obstruct sunlight on the south side of structures between the hours of 10:00 a.m. and 2:00 p.m. on a clear winter solstice day (December 21).
- d. Encourage the use of solar energy in future housing developments through such programs as the "Energy House."
- e. Consider variances to ordinance regulations, consistent with state statute, which will create opportunities for solar access employment.
- f. Encourage and support educational programs and research that focus on alternative or renewable energy systems and sources.

D. 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 shows some areas with sand, gravel, and dolomite resources within Newport. There are no current extraction operations within the City and aggregate resources within the City tend to be within areas having strong

environmental constraints or existing development. Figure 4-4 shows aggregate resources within Newport.

**Figure 4 - 4:
Aggregate Resources**



Source: Metropolitan Council