New Brighton City Council
Business Meeting Agenda
New Brighton City Hall | Council Chambers
803 Old Highway 8 NW, New Brighton, MN 55112
6:30 PM July 28, 2026

Members of the City Council will attend the meeting in person unless eligible to attend remotely per MN Stat. 13D.02

To participate in this meeting, members of the public may:

- **Attend the meeting in person.**
- **Watch the meeting electronically.** Tune into CTV Channel 8023 (CenturyLink) or Channel 16 (Comcast). To observe the meeting as a livestream or a webcast, visit NBMN.info/View-A-Meeting
- **Join the meeting electronically.** Members of the public who need to interact with our public officials about agenda items, City Administration, and matters that are otherwise of public concern to the City Council but are unable to or not comfortable attending the meeting in person, may join the meeting electronically at: *https://newbrightonmn.gov/zoom* (no app needed), by scanning the QR Code on the right, or by using their Zoom app to join and entering: Meeting ID 898 6240 2361, Passcode 867530

I. Call to Order and Roll Call

____Mayor Kari Niedfeldt-Thomas
____Councilmember Graeme Allen
____Councilmember Emily Dunsworth
____Councilmember Jeanne Vint Frischman
____Councilmember Jason Steffenhagen

II. Pledge of Allegiance

III. Public Comment Forum

IV. Approval of Agenda

V. Special Order of Business

1. City Ambassador Proclamation for Police Sergeant Mitch Singer
2. Antique Car Run Day Proclamation

VI. Consent Agenda

1. Consider Approval of Payments
2. Consider Approval of City Council Minutes
    a. July 14, 2026 City Council Meeting Minutes
    b. July 14, 2026 City Council Work Session Minutes
3. Accept Receipt of Commission Minutes
    a. 06-08-2026 Public Safety Commission
4. Consider Approval of Temporary Liquor License Application for Northern Lights Greyhound Adoption's 30th Annual Picnic Event
5. Consider a Resolution Authorizing Acceptance of a Workplace Safety Grant and Authorizing Acceptance of Quotes for the Project
6. Consider Application for Solicitor License for MN Smart Homes LLC.
7. Consider Application for Solicitor License for Copper Ridge Construction.
8. Approve and Authorize Staff to Sign Baker Tilly Proposal for Market Analysis
9. Authorize Staff To Enter into Agreement with LETAC for Policies 360
10. Consider a Resolution Adopting the Downtown Vision Plan Final Draft
11. Consider Approval of Change Order #1 for City Project 25-11, Replace Wellhouse #9 Roof
12. Consider Application for Solicitor License for Custom Remodelers
13. Consider Approval of Plans and Specifications for City Project 25-12 Public Safety Buidling Roof and Skylight Replacement and Authorize Advertisement for Bids
14. Consider Authorizing the Director of Community Assets and Development to enter a Skylight Procurement and Installation Contract for City Project 25-12 Public Safety Roof and Skylight Replacement
15. Approve Updated Data Practices Policies
16. Consider Application for a Solicitor's License for US Energy Conservation Group.

VII. Public Hearings

VIII. Council Business

1. Consider Acceptance of the Second Quarter 2026 Interim Financial Report

IX. Commission Liason Reports, Announcements, and Updates

City Manager Devin Massopust
Councilmember Graeme Allen
Councilmember Emily Dunsworth

Councilmember Jeanne Vint Frischman
Councilmember Jason Steffenhagen
Mayor Kari Niedfeldt-Thomas

X. Adjournment

Agenda Section:	**Special Order of Business**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: City Ambassador Proclamation for Police Sergeant Mitch Singer

Action Requested: Informational
Form of Action: N/A
Votes Needed: N/A

Summary Statement:	Mitch Singer began his law enforcement career with the City of New Brighton on December 8, 1993, and after more than 32 years of service, is retiring from his position as Police Sergeant on July 31, 2026.

Recommendations:	Proclaim Mitch Singer as a City Ambassador

Applicable Deadlines:	**N/A**

Community Impact:	**N/A**

Legislative History:	Per the Employee Handbook Poicy Addendum last approved by Council on December 9, 2025, employees who resign with more than 20 years of service are to be named as a City Ambassador by the City Council.

Strategic Priority:	**N/A**

Fiscal Impact:	**Financial Consideration?**	**No**
	Revenue/Expenditure Amount:	$
	Financing Source:	**N/A**
	Notes:	

Attachments:	1.	SingerProclamation

CITY OF NEW BRIGHTON

Proclamation

WHEREAS *Mitch Singer joined the City of New Brighton as a Police Officer on December 8, 1993; and*

WHEREAS *Mitch has served in a variety of policing roles for the department, including Patrol Officer, Highview Middle School Resource Officer (SRO), Detective, and Acting Sergeant before his permanent promotion to Police Sergeant in January 2012; and*

WHEREAS *Throughout his career, Mitch has also undertaken significant collateral duty assignments, including serving as a field training officer (FTO), police reserve auxiliary liaison officer, use of force instructor, and as the agency's first crisis negotiator originally assigned to East Metro SWAT and then the Ramsey County Crisis Negotiator Team (CNT) where he most recently served as an Assistant Team Leader; and*

WHEREAS *Mitch's leadership especially for the last five years as supervisor of the Criminal Investigation Section (CIS) has been instrumental in the selection & ongoing training of Detectives, enhancing the department's investigatory processes, and improving communications both within the department and with external justice system partners, which leaves a legacy foundation for his successor in the role; and*

WHEREAS *His career of public service earned him the 1997 and 2010 Police Officer of the Year Awards, along with numerous Commendations and Lifesaving Awards; and*

WHEREAS *Mitch will serve his last day with the City of New Brighton on July 31, 2026, retiring to enjoy motorcycling, snowmobiling, and other recreational interests;*

NOW, THEREFORE I, KARI NIEDFELDT-THOMAS, Mayor of The City of New Brighton, Minnesota, in recognition of Mitch's years of service to the citizens of New Brighton, members of Public Safety, and all other City staff, present this proclamation, offering our sincerest congratulations and extending our heartfelt thanks, and do hereby proclaim

Mitchell A. Singer

a New Brighton City Ambassador.

NEW BRIGHTON
building tomorrow today

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of New Brighton, Minnesota to be affixed this 28th day of July 2026.

_____

KARI NIEDFELDT-THOMAS – MAYOR

CITY OF NEW BRIGHTON

Proclamation

WHEREAS, the Antique Car Run traces its roots to the historic 1896 London to Brighton Commemorative Run in England, and New Brighton has carried that legacy forward for four decades as a uniquely American celebration of freedom, ingenuity, and endurance; and

WHEREAS, in 1987, the City of New Brighton welcomed the first New London to New Brighton Antique Car Run as part of its Centennial Celebration, establishing a tradition that honors the City's namesake ties to Brighton, England; and

WHEREAS, each August, the City of New Brighton serves as the finish line for drivers who have traveled 120 miles across the Minnesota countryside, and our residents eagerly anticipate the arrival of these vintage automobiles as a highlight of summer; and

WHEREAS, the Antique Car Run has become a cherished part of New Brighton's Stockyard Days festival, with the finish line finale and awards ceremony drawing residents and visitors together to celebrate the drivers' achievement and share a sense of hometown pride; and

WHEREAS, generations of New Brighton residents have gathered along the route and at the finish line to cheer on the drivers, welcoming these historic vehicles home and creating lasting memories that reinforce our sense of community; and

WHEREAS, the arrival of costumed drivers and their antique automobiles brings visitors from across the region into New Brighton, supporting local businesses and showcasing our city as a welcoming destination that honors both history and hospitality; and

WHEREAS, the year 2026 marks the 40th Anniversary of the New London to New Brighton Antique Car Run, and the City of New Brighton takes great pride in having been the Run's home and finish line for four decades, a partnership woven into the identity of our community;

NOW, THEREFORE I, Kari Niedfeldt-Thomas, Mayor of the City of New Brighton, MN do hereby proclaim

August 8, 2026 to be Antique Car Run Day

in the City of New Brighton.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of New Brighton, Minnesota to be affixed this 28th day of July, 2026.

Kari Niedfeldt-Thomas, Mayor

NEW BRIGHTON
building tomorrow today

Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Consider Approval of Payments

Action Requested:

Motion

Form of Action:

Other

Votes Needed:

3 Votes

Summary Statement:	The following summary of claims have been submitted to the City's Finance Department for payment. A detailed listing is also attached.

EFT:	$2,672,527.19
ACH:	$266,157.02
Check:	$83,361.54
Total:	**$3,022,045.75**

Recommendations:	To approve the payment of invoices as listed in the attachment.

Applicable Deadlines:	The Council Meeting immediately following the disbursement of funds.

Community Impact:	All payments of claims are accounted for in the City's budgets and/or long-term financial plans and may be funded by the community through

	the property tax levy, user fees or other charges.

Legislative History:	Minnesota Statute 412.271 requires the City Council to approve all payments of claims. Per the City's Purchasing Policy, the City Council delegates to the City Manager or his/her designee its authority to pay claims prior to obtaining Council approval. A list of all payments are to be provided to the City Council at the next available Council meeting, and earlier payment does not affect the right of the City Council or any taxpayer to challenge the validity of a claim.

Strategic Priority:	**Operational Effectiveness**

Fiscal Impact:	**Financial Consideration?**	**Yes $3,022,045.75**
	Revenue/Expenditure Amount:	$
	Financing Source:	**Budgeted** **Budget Modification** **Revenue** **Other** **N/A**
	Notes:	

Attachments:	1.	07-28-26 VI_1 APPROVAL OF PAYMENTS

VI_1 APPROVAL OF PAYMENTS

CHECK DISBURSEMENT REPORT FOR CITY OF NEW BRIGHTON

Check Date	Payee	Description	Amount
06/22/2026	XCEL ENERGY	OLD HWY 8 STREET LIGHTS AND MAINT GARAGE GAS 02/18-03/20/26	416.11
06/22/2026	XCEL ENERGY	OLD HWY 8 STREET LIGHTS AND MAINT GARAGE GAS 02/18-03/20/26	141.54
			557.65
06/22/2026	XCEL ENERGY	CITY HALL/PSB 03/18-04/15/26	2,545.31
06/22/2026	XCEL ENERGY	CITY HALL/PSB 03/18-04/15/26	1,150.31
06/22/2026	XCEL ENERGY	CITY HALL/PSB 03/18-04/15/26	3,953.60
06/22/2026	XCEL ENERGY	CITY HALL/PSB 03/18-04/15/26	1,629.46
			9,278.68
06/22/2026	ALERUS RETIREMENT & BENEFITS-EFT	COBRA FEES MAY	30.00
06/30/2026	MN DEPT OF TRANSPORTATION	LICENSE BUREAU ACH STATE SWEEPS JUNE	18,214.50
06/30/2026	MN DEPT OF TRANSPORTATION	LICENSE BUREAU ACH STATE SWEEPS JUNE	1,936,253.36
06/30/2026	MN DEPT OF TRANSPORTATION	LICENSE BUREAU ACH STATE SWEEPS JUNE	1,061.00
			1,955,528.86
06/30/2026	4M - BANK CHARGES - EFT	POSITIVE PAY CHARGES IN 4M	66.60
06/17/2026	HEALTHY CONTRIBUTIONS SPV, LLC	APRIL 2026 - MN LABOR UNION PLAN FEE - NBCC MEMBERSHIP	7.60
06/01/2026	FISERV	NBCC MAY 2026 CC FEES	1,516.82
06/01/2026	FISERV	GOLF MAY 2026 CC FEES	1,361.30
06/01/2026	FISERV	WEB MAY 2026 CC FEES	2,471.85
06/26/2026	LAND TITLE INC	PURCHASE OF 91 1ST STREET SE	272,156.05
06/14/2026	MN POLLUTION CONTROL AGENCY	MPCA CONTROL PERMIT NPDES	401.00
07/09/2026	MN DCP	Remittance Check	1,825.00
07/10/2026	MN CHILD SUPPORT	Remittance Check	308.72
07/08/2026	STATE TAXES	Remittance Check	20,971.95
07/09/2026	PERA	Remittance Check	20,808.16
07/09/2026	PERA	Remittance Check	20,808.16
07/09/2026	PERA	Remittance Check	19,405.92
07/09/2026	PERA	Remittance Check	29,108.94
07/09/2026	PERA	Remittance Check	58.34
07/09/2026	PERA	Remittance Check	58.34
07/09/2026	PERA	Remittance Check	3,201.27
			93,449.13
07/10/2026	MISSIONSQUARE	Remittance Check	13,909.19
07/10/2026	MISSIONSQUARE	Remittance Check	71.43
07/10/2026	MISSIONSQUARE	Remittance Check	2,882.00
			16,862.62
07/10/2026	ROTH IRA	Remittance Check	2,518.30
07/10/2026	RETIREMENT HEALTH SAVINGS PLAN	Remittance Check	2,766.40
07/06/2026	XCEL ENERGY	NBCC/BHGC 5/14-06/10/26	7,380.93
07/06/2026	XCEL ENERGY	NBCC/BHGC 5/14-06/10/26	73.35
07/06/2026	XCEL ENERGY	NBCC/BHGC 5/14-06/10/26	869.90
07/06/2026	XCEL ENERGY	NBCC/BHGC 5/14-06/10/26	50.71
			8,374.89
07/10/2026	PEPSI-COLA - EFT	POP/GATORADE FOR RESALE	1,069.75
07/06/2026	FISERV	NBCC JUNE 2026 ACH FEES	113.91
07/02/2026	PERA	OMITTED DEDUCTIONS DUE FOR CEBALLOS	1,417.62
07/02/2026	BETTER HEALTH COLLECTIVE	SOURCEWELL HEALTH INSURANCE FOR JULY	129,775.00
07/02/2026	BETTER HEALTH COLLECTIVE	SOURCEWELL HEALTH INSURANCE FOR JULY	3,870.00
07/02/2026	BETTER HEALTH COLLECTIVE	SOURCEWELL HEALTH INSURANCE FOR JULY	523.00
			134,168.00
07/08/2026	EFTPS	Remittance Check	47,463.65
07/08/2026	EFTPS	Remittance Check	22,063.13
07/08/2026	EFTPS	Remittance Check	22,063.13
07/08/2026	EFTPS	Remittance Check	7,452.76

VI_1 APPROVAL OF PAYMENTS

CHECK DISBURSEMENT REPORT FOR CITY OF NEW BRIGHTON

Check Date	Payee	Description	Amount
07/08/2026	EFTPS	Remittance Check	7,452.76
			106,495.43
07/13/2026	HSA	Remittance Check	16,004.26
07/13/2026	HSA	Remittance Check	8,548.81
			24,553.07
07/17/2026	MN DEPT OF REVENUE	JUNE FUEL TAX	266.99
07/17/2026	MN DEPT OF REVENUE	JUNE 2026 SALES TAX	(327.81)
07/17/2026	MN DEPT OF REVENUE	JUNE 2026 SALES TAX	5,930.49
07/17/2026	MN DEPT OF REVENUE	JUNE 2026 SALES TAX	1,270.95
07/17/2026	MN DEPT OF REVENUE	JUNE 2026 SALES TAX	755.93
07/17/2026	MN DEPT OF REVENUE	JUNE 2026 SALES TAX	3,393.32
07/17/2026	MN DEPT OF REVENUE	JUNE 2026 SALES TAX	742.98
07/17/2026	MN DEPT OF REVENUE	JUNE 2026 SALES TAX	2,194.14
07/17/2026	MN DEPT OF REVENUE	JUNE 2026 SALES TAX	0.00
07/17/2026	MN DEPT OF REVENUE	JUNE 2026 SALES TAX	29.00
			13,989.00
07/10/2026	A.E.M ELECTRICAL SERVICES INC	ELECTRICAL FOR LAKE DIANE AERATOR	1,099.08
07/10/2026	ALEXANDER-SUSENS, TIFFANY	JUNE DEALER RUNS	68.44
07/10/2026	BARR ENGINEERING COMPANY	AWIA PLAN UPDATES	3,556.10
07/10/2026	BAYCOM	DIGITAL EVIDENCE STORAGE LICENSE RENEWAL 8/1/2026-7/31/2027	24,291.00
07/10/2026	BDI	#1113 BEARINGS	79.58
07/10/2026	BRIDGESTONE GOLF INC	CAPS FOR RESALE	66.14
07/10/2026	CEMSTONE PRODUCT CO.	CONCRETE FOR 5TH ST & SLR HYDRANT	468.75
07/10/2026	CENTRAL PENSION FUND	JUNE 2026 PENSION CONTRIBUTIONS	3,009.60
07/10/2026	CHESS, INC	MAINTENANCE PLAN & GRANT APPLICATION - JUNE 2026	2,230.00
07/10/2026	CHESS, INC	MAINTENANCE PLAN & GRANT APPLICATION - JUNE 2026	895.00
			3,125.00
07/10/2026	CIVICPLUS, LLC	CIVICPLUS MUNICODE SUBSCRIPTION	3,290.85
07/10/2026	DAIKIN APPLIED	INSPECTION ONLY SERVICE LEVEL 7.01.2026-9.30.2026	2,142.00
07/10/2026	FREDRIKSON & BYRON	LEGAL COSTS	1,176.00
07/10/2026	GECK, DUEA & OLSON, PLLC	PRESECUTION CONTRACT, GDO FILE NO: R; MONTHLY CONTRACT RATE	7,665.00
07/10/2026	GOPHER STATE ONE-CALL	LOCATE TICKETS- JUNE 2026	181.35
07/10/2026	GOPHER STATE ONE-CALL	LOCATE TICKETS- JUNE 2026	181.35
07/10/2026	GOPHER STATE ONE-CALL	LOCATE TICKETS- JUNE 2026	181.35
			544.05
07/10/2026	GROVE SECURITY	NEW CAMERA SYSTEM FOR WTP #1	35,512.95
07/10/2026	GROVE SECURITY	HANSEN EAST SHELTER CAMERAS SYSTEM	9,189.60
07/10/2026	GROVE SECURITY	HANSEN EAST SHELTER CAMERAS SYSTEM	9,614.61
			54,317.16
07/10/2026	GUARDIAN FLEET SAFETY, LLC	NEW SQUAD BUILD #2609	17,743.50
07/10/2026	JOSHUA JORDAN	SUMMER SESSION 1 MARTIAL ARTS 2026	759.00
07/10/2026	L.E.L.S	POLICE/SERG/DEPUTY/C&T UNION DUES FOR JULY	1,606.00
07/10/2026	L.E.L.S	POLICE/SERG/DEPUTY/C&T UNION DUES FOR JULY	438.00
07/10/2026	L.E.L.S	POLICE/SERG/DEPUTY/C&T UNION DUES FOR JULY	146.00
07/10/2026	L.E.L.S	POLICE/SERG/DEPUTY/C&T UNION DUES FOR JULY	258.64
07/10/2026	L.E.L.S	POLICE/SERG/DEPUTY/C&T UNION DUES FOR JULY	64.66
			2,513.30
07/10/2026	LOFFLER COMPANIES, INC	PUBLIC SAFETY PRINTER OVERAGE JUNE 2026	67.24
07/10/2026	MACQUEEN EQUIPMENT INC.	HYDRO TEST SCBAS	175.77
07/10/2026	MARCO TECHNOLOGIES, LLC	MICROSOFT 365 SUBSCRIPTION	10,012.80
07/10/2026	MASTER ELECTRIC CO., INC	THERMAL IMAGING @ LIFT STATIONS	3,747.00
07/10/2026	MASTER ELECTRIC CO., INC	THERMAL IMAGING @ WTP 1, DCS, VALVE STATION	5,178.00
07/10/2026	MASTER ELECTRIC CO., INC	THERMAIL IMAGING @ ARMY WELLS	4,352.00
			13,277.00

VI_1 APPROVAL OF PAYMENTS

CHECK DISBURSEMENT REPORT FOR CITY OF NEW BRIGHTON

Check Date	Payee	Description	Amount
07/10/2026	METROPOLITAN COURIER CORPORATION	COURIER PICKUP SERVICES FOR THE MONTH OF JUNE	718.25
07/10/2026	NORTH SUBURBAN ACCESS CORPORATION	NEW BRIGHTON 2026 STATE OF THE CITY VIDEO	2,345.00
07/10/2026	NORTH SUBURBAN ACCESS CORPORATION	2026-JUNE MONTHLY MUNICIPAL MEETING AV SERVICES: CITY OF NEW BRIGHTON	1,655.08
			4,000.08
07/10/2026	POSTMASTER, ST PAUL	PARKS & REC SPR/SU 2026 POSTAGE	4,000.00
07/10/2026	READY WATT ELECTRIC	MAINTENANCE ON CITY SIRENS	3,375.00
07/10/2026	STANTEC CONSULTING SERVICES INC	PRESCRIBED BURNS	2,174.56
07/10/2026	STANTEC CONSULTING SERVICES INC	PRESCRIBED BURNS	2,174.57
			4,349.13
07/10/2026	STREET FLEET EXPEDITED, LLC	2026 LB REPORT COURIER JUNE 2026 (06/24/2026)	28.16
07/10/2026	STREET FLEET EXPEDITED, LLC	2026 LB REPORT COURIER JULY 2026 (07/01/2026)	28.16
			56.32
07/10/2026	USP TECHNOLOGIES	PEROXIDE	23,818.37
07/10/2026	VIKING AUTOMATIC SPRINKLER	ANNUAL FIRE SPRINKLER INSPECTION	770.00
07/10/2026	VOLK, ERIC	INTERNET REIMBURSEMENT 6/24/26-7/24/26	105.22
07/17/2026	ESS BROTHERS & SONS INC.	STORM SEWER CASTING FOR CITY HALL	1,021.00
07/17/2026	FLEXIBLE PIPE TOOL COMPANY	SEWER PICKS	863.65
07/17/2026	GUARDIAN FLEET SAFETY, LLC	SQUAD REPAIR #2509	250.00
07/17/2026	GUARDIAN FLEET SAFETY, LLC	NEW SQUAD BUILD #2608	22,575.18
07/17/2026	GUARDIAN FLEET SAFETY, LLC	SQUAD REPAIR #2608	463.72
			23,288.90
07/17/2026	IN CONTROL, INC	CONTROL SERVICE	2,863.25
07/17/2026	INFOSEND, INC	2026.06 JUNE UB MAILING PRINTING, POSTAGE, MAILING. RCVD INV 07.10.26	183.62
07/17/2026	INFOSEND, INC	2026.06 JUNE UB MAILING PRINTING, POSTAGE, MAILING. RCVD INV 07.10.26	183.62
07/17/2026	INFOSEND, INC	2026.06 JUNE UB MAILING PRINTING, POSTAGE, MAILING. RCVD INV 07.10.26	324.80
07/17/2026	INFOSEND, INC	2026.06 JUNE UB MAILING PRINTING, POSTAGE, MAILING. RCVD INV 07.10.26	324.80
07/17/2026	INFOSEND, INC	2026.06 JUNE UB MAILING PRINTING, POSTAGE, MAILING. RCVD INV 07.10.26	162.39
07/17/2026	INFOSEND, INC	2026.06 JUNE UB MAILING PRINTING, POSTAGE, MAILING. RCVD INV 07.10.26	91.80
			1,271.03
07/17/2026	INSTRUMENTAL RESEARCH, INC	JUNE H2O TESTING	337.50
07/17/2026	KENNEDY & GRAVEN CHARTERED	LEGAL COSTS	920.00
07/17/2026	KENNEDY & GRAVEN CHARTERED	LEGAL COSTS	1,050.00
07/17/2026	KENNEDY & GRAVEN CHARTERED	LEGAL COSTS	900.00
07/17/2026	KENNEDY & GRAVEN CHARTERED	LEGAL COSTS	307.40
07/17/2026	KENNEDY & GRAVEN CHARTERED	LEGAL COSTS	50.00
07/17/2026	KENNEDY & GRAVEN CHARTERED	LEGAL COSTS	230.00
07/17/2026	KENNEDY & GRAVEN CHARTERED	LEGAL COSTS	1,400.00
07/17/2026	KENNEDY & GRAVEN CHARTERED	LEGAL COSTS	80.00
07/17/2026	KENNEDY & GRAVEN CHARTERED	LEGAL COSTS	590.00
07/17/2026	KENNEDY & GRAVEN CHARTERED	LEGAL COSTS	650.40
07/17/2026	KENNEDY & GRAVEN CHARTERED	LEGAL COSTS	1,230.09
07/17/2026	KENNEDY & GRAVEN CHARTERED	LEGAL COSTS	20.00
			7,427.89
07/17/2026	KLM ENGINEERING INC	PSWA26-0004 - TOWER DRAWING REVIEW	1,750.00
07/17/2026	LOFFLER COMPANIES, INC	CONTRACT OVERAGE CHARGE FOR 6/9/26-7/8/26	48.72
07/17/2026	MANSFIELD OIL COMPANY OF GAINSVILLE	UNLEADED 994 GALLONS	2,299.36
07/17/2026	MANSFIELD OIL COMPANY OF GAINSVILLE	DIESEL 500 GALLONS FUEL TANK	1,274.66
07/17/2026	MANSFIELD OIL COMPANY OF GAINSVILLE	UNLEADED 999 GALLONS FUEL TANK	2,310.94
			5,884.96

VI_1 APPROVAL OF PAYMENTS

CHECK DISBURSEMENT REPORT FOR CITY OF NEW BRIGHTON

Check Date	Payee	Description	Amount
07/17/2026	MC TOOL & SAFETY SALES	MARKING PAINT	300.00
07/17/2026	MC TOOL & SAFETY SALES	SQUINCHER ELECTROLYTE PACKS	96.00
			396.00
07/17/2026	MINUTE MAKER SECRETARIAL	6/16, 6/18, 6/23 - MEETING MINUTES	658.50
07/17/2026	NORTH SUBURBAN ACCESS CORPORATION	YOUTH COMMUNITY CONNECTORS I AM NEW BRIGHTON VIDEO	1,415.00
07/17/2026	NORTHLAND SECURITIES, INC	UTILITY RATE STUDY - JUNE	2,400.00
07/17/2026	NORTHLAND SECURITIES, INC	UTILITY RATE STUDY - JUNE	2,400.00
07/17/2026	NORTHLAND SECURITIES, INC	UTILITY RATE STUDY - JUNE	1,200.00
			6,000.00
07/17/2026	OXYGEN SERVICE COMPANY, INC.	CYLINDER RENTAL	193.38
07/17/2026	STREET FLEET EXPEDITED, LLC	2026 LB REPORT COURIER JULY 2026 (07/08/2026)	28.16
07/17/2026	SWANSON & YOUNGDALE INC	26-09, MAINTENANCE FACILITY INTERIOR PAINTING, PAYMENT #1	15,645.55
07/17/2026	WSB & ASSOCIATES INC	MPCA HANSEN SHADE GRANT - MAY 2026 INVOICE	635.75
07/17/2026	WW GOETSCH ASSOCIATES INC	LIFT STATION 7 SEALS, ROTATION, CLEANING CHECK VALVES	2,635.00
07/17/2026	ZIEGLER INC	#2430, #2624, #1602 KEYS	24.18
07/17/2026	ZIEGLER INC	#2001 CHIPPER REPAIR	3,128.87
			3,153.05
07/09/2026	ABABIYA CHALTU	SECURITY DEPOSIT REFUND	500.00
07/09/2026	BRAD KULT	MEMBERSHIP REFUND - MAY, JUNE, JULY 2026	99.00
07/09/2026	CARMAX	REFUND FOR OVERPAYMENT/DUPLICATE 221373	22.50
07/09/2026	DINKA DEREJE	SECURITY DEPOSIT REFUND	500.00
07/09/2026	FLEETPRIDE, INC	#0517 FILTERS	94.79
07/09/2026	GARCIAS AUTOMOTIVE	REFUND FOR OVERPAYMENT/DUPLICATE 0254645	153.00
07/09/2026	GUTIERREZ, ERIC	UB REFUND FOR ACCOUNT: 110411-01	150.01
07/09/2026	KIMORI DAVID	SECURITY DEPOSIT REFUND	300.00
07/09/2026	LAUGHLIN, LAURA	SECURITY DEPOSIT REFUND, 50% OF RENTAL	708.63
07/09/2026	LIONS SHARE MAINTENANCE	UB refund for account: 000001-01	196.33
07/09/2026	MUNICIPAL BUILDERS, INC	CITY PROJECT 25-11, WELLHOUSE 16, PAYMENT APPLICATION #1	47,259.65
07/09/2026	NECESSARY DIVERSION	SUMMER CONCERT SERIES, JULY CONCERT	800.00
07/09/2026	OBAZELUWA, IDOWU	CANCELLATION REFUND CANCELLED 814 DAYS PRIOR TO THE EVENT; 50% WILL BE KEPT. KT	81.28
07/09/2026	ORIHUELA, RUBEN	REFUND FOR OVERPAYMENT	110.75
07/09/2026	PISA, RICHARD	UB REFUND FOR ACCOUNT: 209114-01	83.00
07/09/2026	RYDER VEHICLE SALES	REFUND FOR OVERPAYMENT	10.00
07/09/2026	SIKKOO MANDOO COMMUNITY OF MN	SECURITY DEPOSIT REFUND	500.00
07/09/2026	WHITNEY, MEGAN	SECURITY DEPOSIT REFUND	300.00
07/09/2026	YAMAHA GOLF & UTILITY INC	POWER CART LEASE	2,800.00
07/16/2026	AMERICAN STUDENT TRANSPORTATION	ED-VENTURES BUS FEES SPRINGBROOK NATURE CETNER	350.00
07/16/2026	AMERICAN STUDENT TRANSPORTATION	ED-VENTURES BUS FEES SCIENCE MUSEUM	462.50
07/16/2026	AMERICAN STUDENT TRANSPORTATION	ED-VENTURES BUS FEES ANDOVER MOVIE THEATRE	350.00
			1,162.50
07/16/2026	BLUE CROSS BLUE SHIELD (BCBS MN)	REFUND CHECK (25% CANCELATION FEE)	188.37
07/16/2026	BOB HARMON	RESIDENT IRRIGATION REPAIR REIMBURSEMENT	50.00
07/16/2026	CARROLL CONSTRUCTION SUPPLY	LIONS PARK SEALER (FOR PAVERS)	55.05
07/16/2026	CARROLL CONSTRUCTION SUPPLY	LIONS PARK SEALER (FOR PAVERS)	677.67
07/16/2026	CARROLL CONSTRUCTION SUPPLY	SEALER FOR LIONS PARK PAVERS	12.28
07/16/2026	CARROLL CONSTRUCTION SUPPLY	SEALER FOR LIONS PARK PAVERS	151.08
			896.08
07/16/2026	DUSTY'S DRAIN CLEANING	CLEAN OUT FOR CITY HALL	1,663.00
07/16/2026	FLEETPRIDE, INC	#0517 CCV FILTER	96.99
07/16/2026	FLEETPRIDE, INC	OIL FILTER SHOP	43.08
			140.07
07/16/2026	LANGUAGE LINE SERVICES, INC	TRANSLATION SERVICES	78.75
07/16/2026	MARTIN MARIETTA MATERIALS, INC	PIKE LAKE DRIVE WATER MAIN BREAK ASPHALT REPAIR	1,009.92

VI_1 APPROVAL OF PAYMENTS

CHECK DISBURSEMENT REPORT FOR CITY OF NEW BRIGHTON

Check Date	Payee	Description	Amount
07/16/2026	MARTIN MARIETTA MATERIALS, INC	ASPHALT REPAIR ON 29TH AVE WATERBREAK SITE	2,044.42
07/16/2026	MARTIN MARIETTA MATERIALS, INC	5TH ST NW WATER BREAK SITE	779.52
			3,833.86
07/16/2026	MINNEAPOLIS FINANCE DEPARTMENT	FIXED WATER CHARGE- JUNE 2026	5,413.80
07/16/2026	NGURU, PERIS ACHIENG	REFUND FOR OVERPAYMENT	340.00
07/16/2026	NICK HENSLEY	ENTERTAINMENT AT HANSEN PARK GRAND OPENING	500.00
07/16/2026	OLD DUTCH FOODS, INC.	CHIPS FOR RESALE	78.00
07/16/2026	OLD DUTCH FOODS, INC.	CHIPS FOR RESALE	32.40
			110.40
07/16/2026	PEERY, BRIEANA	SECURITY DEPOSIT REFUND	300.00
07/16/2026	RODRIGUEZ, LEONARDO ENRIQUE	REFUND FOR OVERPAYMENT	3.50
07/16/2026	STEPHEN TOKLE INSPECTIONS INC	JUNE 2026 ELECTRICAL INSPECTIONS	4,885.13
07/16/2026	TAHO SPORTSWEAR, INC	HATS FOR SEASONALS	518.75
07/16/2026	TRANE	NBCC WATER INTRUSION REPAIR- TRANE RTU 6	1,658.39
07/16/2026	VALLEY-RICH CO., INC.	REPLACE HYDRANT	6,950.00
	TOTAL PAYMENTS		**$ 3,022,045.75**

COUNCIL PROCEEDINGS
THE CITY OF NEW BRIGHTON

Pursuant to notice thereof, a regular meeting of the New Brighton City Council was held Tuesday, July 14, 2026 at 6:30 pm in the New Brighton Council Chambers.

Present: **Acting Mayor Dunsworth, Councilmembers Allen, Vint Frischman and Steffenhagen**
Absent: **Mayor Niedfeldt-Thomas**

Also Present: **Devin Massopust-City Manager, Sarah Sonsalla-City Attorney (attending remotely), Tony Paetznick-Public Safety Director**

Call to Order

Acting Mayor Dunsworth called the meeting to order at 6:30 pm.

Call to Order

Pledge of Allegiance

Acting Mayor Dunsworth led the Council in the Pledge of Allegiance.

Pledge of Allegiance

Public Comment Forum

Acting Mayor Dunsworth opened the Public Forum for comments from the public. There were no comments from the public.

Public Comment Forum

Approval of Agenda

Approval of the July 14, 2026 Council Agenda.

Approval of Agenda
Approval of the July 14, 2026 Agenda.

Motion by Councilmember Vint Frischman, seconded by Councilmember Steffenhagen to approve the agenda as submitted.

4 Ayes, 0 Nays-Motion Carried

Special Order of Business

1. Public Safety Mid-Year Update.

Special Order of Business
1. Public Safety Mid-Year Update.

Public Safety Director Paetznick provided the Council a mid-year update from the Public Safety Department. He was pleased to report the City had a historically low crime rate in 2025 and there was a declining share of 911 calls. He commented on the medial services provided to the community by Allina Health. He reported fire emergencies and technical rescue incidents were elevated, noting this was the busiest first-half of the year on record for fire services. He was pleased to report the City continues to attract paid-on-call volunteer firefighters. He described how the State of Minnesota was currently 1,000 police officers short which was impacting New Brighton's personnel, recruitment and retention efforts. He noted final interviews were held for two current police vacancies and noted an offer will be made to one individual. He explained the department would be gaining one officer, but losing another as Sargeant Mitch Singer will be retiring after 32 years of service to the City. He reported the department was screening applicants for two police cadet positions. He indicated the department would continue to work to build "bench strength" within the department through Law Enforcement Explorers, Police Reserve Auxiliary and the Opportunities in Emergency Care (OEC) program.

Councilmember Allen asked if the department still utilized VIPS (Volunteers in Public Safety). Public Safety Director Paetznick reported VIPS were still active in the community and offer great services to the community.
Public Safety Director Paetznick commented further on police officer tenure and discussed how New Brighton was doing compared to peer communities. He reported New Brighton officers had a tenure of experience that was 12 years and seven months while a number of communities in Ramsey and Anoka County had tenures below ten years. He discussed the budgeting and resource utilization pursued by the department. He commended the department's DWI officer for his efforts on behalf of the community. He provided further information on how the paid family leave was impacting the department. He was pleased to report the department making a squad car vendor change which resulted in a six-month faster turnaround. The department's use of force equipment modernization and training transitions were discussed with the Council. He reported on the department's community engagement efforts which included the "Police Dogz" trailer which was funded by the Minnesota Chiefs of Police Foundation, National Night Out which would be held on Tuesday, August 4, School Resource Officers (SRO's), the fire safety poster contest and social media engagement. He explained the department received a $250,000 grant from the Minnesota Office of Justice Program Crisis Response Grant program and would be embedding a mental health professional/social worker within the public safety department. He stated the department would continue to have a partnership with other Ramsey County law enforcement agencies for the NYFS Community Advocate position, in addition to having a partnership with the Ramsey County Sheriff Emergency Response Teams which comes with crisis negotiators. He indicated e-bikes and e-motos were an emerging issue that the department was addressing along with park takeovers. He was pleased to report the public safety department will be celebrating its 80th anniversary in 2026.
Councilmember Allen supported the City pursuing an educational campaign when it comes to e-bikes and e-motos and encouraged public safety officers to educate the public on State laws when it comes to helmet requirements. Public Safety Director Paetznick reported his officers were taking the opportunity, when possible, to educate riders and parents of the regulations that were in place regarding e-bikes and e-motos.
Councilmember Vint Frischman thanked Public Safety Director Paetznick for his detailed report. She explained she appreciated the great work the SRO's were doing in the community and suggested an educational event be held by the SRO's to address e-bikes/e-motos.
Councilmember Allen supported this recommendation noting the City would have to pursue a long-term educational program for e-bikes/e-motos.
Councilmember Steffenhagen inquired if the State would be getting involved in the regulation of e-bikes/e-motos.
Public Safety Director Paetznick explained e-motos were currently undefined by the State at this time and noted further regulations do have to be considered by the State.

2. Proclamation declaring July 2026 as Parks and Recreation Month and July 17, 2026 as Parks and Recreation Professionals Day.

2. Proclamation declaring July 2026 as Parks and Recreation Month and July 17, 2026 as Parks and Recreation Professionals Day.

Acting Mayor Dunsworth read a proclamation in full for the record declaring July 2026 as Parks and Recreation Month and July 17, 2026 as Parks and Recreation Professionals Day in the City of New Brighton.

Consent Agenda

Consent Agenda

1. Consider Approval of Payments.

2. Approve City Council Minutes:

   a. June 23, 2026 City Council Meeting Minutes.

   b. June 23, 2026 Worksession Meeting Minutes.

3. Accept Receipt of Commission Minutes:

   a. March 9, 2026 Public Safety Commission Meeting Minutes.

   b. May 11, 2026 Public Safety Commission Meeting Minutes.

c. May 21, 2026 Equity Commission Minutes.

d. April 16, 2026 Equity Commission Minutes.

4. Consider Application for Solicitor License for Timberline Roofing & Contracting.

5. Approval of ReLeaf Grant Agreement.

6. Authorize Staff to Enter Into A Grant Agreement with the Minnesota Department of Public Safety for an Updated Turnout Gear Dryer.

7. Consider Change Order 1 and Final Payment Partial Payment 2 for City Project 24-4, Lift Station #8 Replacement.

8. Consideration of Amendment 1 to the Professional Services Contract with Kimley Horn for City Project 26-1, 2026 Street Rehabilitation.

9. Consider Professional Services Agreement with Barr Engineering for the preparation of the Department of Natural Resources Water Supply Plan for the City of New Brighton.

10. Consider a Resolution Authorizing the Lions Club to Submit Off-Site Gambling License Application to the MN Gambling Control Board.

11. Consider Approval of Gambling Exempt Permit for Ducks Unlimited North Suburban Chapter 239.

12. Consider Approval of Gambling Exempt Permit for Children's Surgery International.

13. Consider Approval of Gambling Exempt Permit for United Church of Christ.

14. Consider Authorizing Staff to Enter into an Agreement with CAP Carpet & Flooring, LLC. for Carpet Replacement at the New Brighton Community Center.

15. Consider Approval of Gambling Exempt Permit for St. John the Baptist Church's FallFest Event.

16. Consider Approval of Temporary Liquor License for St. John the Baptist Church's Annual FallFest Event.

17. Consider Application for Solicitor License for Legacy Restoration LLC.

Motion by Councilmember Steffenhagen, seconded by Councilmember Allen to approve the Consent Agenda as presented.

4 Ayes, 0 Nays - Motion Carried

Public Hearing

Public Hearing

None.

Council Business

Council Business

None.

Commission Liaison Reports, Announcements and Updates

Commission Liaison Reports, Announcements and Updates

Devin Massopust

City Manager Massopust reported the Hansen Park grand opening and mobile City Hall event would be held on Tuesday, July 21 from 6:00 p.m. to 8:00 p.m. He stated staff was beginning to work on the budget for next year and noted the Council would be discussing the 2027 budget at the July 28 worksession meeting. He explained the next City Council meeting would be held on Tuesday, July 28.

Graeme Allen

Councilmember Allen reported he was looking forward to National Night Out, which would be held on Tuesday, August 4. He encouraged residents to get out and meet their neighbors on this night. He stated PREC would meet next on Wednesday, August 5. He suggested residents consider attending an upcoming Park Discovery Day which would be held at Sunny Square on Tuesday, July 28 from 10:00 a.m. to 12:00 p.m.

Jeanne Vint Frischman

Councilmember Vint Frischman reported the Public Safety Commission met on Monday, July 13 and continued to have a robust conversation regarding e-bikes/e-motos. She noted there were 111 days until the midterm elections and she urged all residents to make a voting plan.

Jason Steffenhagen

Councilmember Steffenhagen reported the EDC did not meet in July and this group would meet next on Wednesday, August 5.

Adjournment

Acting Mayor Dunsworth adjourned the meeting at 7:25 p.m.

Adjournment
The meeting adjourned at 7:25 p.m.

_____
Emily Dunsworth, Acting Mayor

ATTEST:_____
Terri Spangrud, City Clerk

Council Worksession
July 14, 2026
5:00 pm

Present: Councilmember Graeme Allen
Councilmember Emily Dunsworth
Councilmember Jeanne Vint Frischman
Councilmember Jason Steffenhagen

Absent: Mayor Kari Niedfeldt-Thomas

Staff in Attendance: Devin Massopust, Ben Gozola

Guests in Attendance:

2050 Comprehensive Plan Update: Background and Project Scoping

Massopust stated staff will utilize this work session to provide Council with an overview of comprehensive planning, why we do it, what is required of the City at this time, and staff's recommendation on how to approach the 2050 Comp Plan Update (due by December 31, 2028). Council will be asked to either endorse the recommended path forward, or direct staff on an alternative approach to employ. Using Council's direction from this meeting, staff will then prepare a budget and timeline for the next comp plan update.

Gozola provided the Council with a presentation on the 2050 Comp Plan process. He discussed what information was included in the nine chapters within the Comp Plan and described how the City used this long-range planning document. It was noted the City was required to update the Comp Plan every 10 years per State Statute. The vision and overarching goals for the 2050 Comp Plan were further discussed, along with the historical data and projections. Existing and future land use maps were reviewed. He commented further on how the City would be addressing housing, economic development and community facilities within the Comp Plan updates as well as parks, recreation and open spaces throughout the community. Staff provided further information on the proposed working timeline for the comp plan updates, noting the City would be pursuing a grant through the Met Council for $40,000 to assist with this project. He then asked how the Council wants to get this project done whether through a complete rewrite or compliant update.

Councilmember Allen appreciated all the work the City has been doing when it comes to future planning and the downtown visioning. Gozola reported this was the case and stated staff would have to consider how to create a nice communications package for the public to understand.

Councilmember Vint Frischman inquired if the Climate Action Plan (CAP) was included in the City’s Comp Plan. Gozola reported the CAP was currently not part of the Comprehensive Plan and would be included in the 2050 plan.

Councilmember Vint Frischman stated she was pleased to see only a couple areas of the Comp Plan would be brand new and the remainder of the document would only require updates.

Councilmember Allen agreed noting the City has done a great job to keep this document updated. He indicated the City will still have to find ways to keep the public involved in the updating process.

Councilmember Dunsworth supported the City only completing updates to the Comp Plan versus a total rewrite. She asked how the public would be involved in the updating process. Gozola reported staff would pull together the Comp Plan document and education would be done with the public to inform them of the planning work that has been done on the Master Parks Plan, Climate Action Plan, Silver Lake Road, Community Center updates and the downtown visioning.

Councilmember Dunsworth questioned what the role of the Commissions would be during this process. Gozola discussed how staff would be working with each of the Commissions to gather feedback as the Comp Plan is updated over the next two years.

Councilmember Dunsworth inquired what items should be built into the Comp Plan in terms of legislative priorities or legislative funding.

Councilmember Steffenhagen suggested the pedestrian bridge be included in the Comp Plan as this was a goal for the City within the downtown visioning.

Councilmember Dunsworth asked if the Council should be holding a worksession meeting to go through each section of the Comp Plan in order to provide the Council with more information on how the entire document comes together.

Councilmember Vint Frischman questioned what the Met Council's requirement was when it comes to public input. Gozola stated he does not recall anything specific, but reported public input was a necessary part of these types of planning endeavors. He commented further on how the public would be involved and educated throughout the planning process.

Councilmember Vint Frischman indicated she would like to receive updates from staff on how the City was being interactive with the public throughout the planning process.

Councilmember Allen discussed how the City solicited feedback from the public during the 2040 Comp Planning process.

Councilmember Vint Frischman supported the City holding neighborhood events like was done for the 2040 Comp Plan. Massopust stated he did not envision the City holding these types of events given that the City would updating the Comp Plan versus completing a rewrite. Further discussion ensued regarding how the City could utilize granting funding if received from the Met Council.

Worksession adjourned at 5:53 pm

Respectfully submitted,

Terri Spangrud
City Clerk

MINUTES
Public Safety Commission
June 8, 2026 City Hall
Council Chambers 6:30 p.m.

I. Call to Order

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

II. Roll Call:

Members Present: Commissioners Kevin Dostal Dauer, Tannie Eshenaur, Tom Harkins, Palkyi Namsey, Duncan Potter, Sara Sipple and Adam Stout.

Members Absent: Commissioners Thomas Luong and Roberto Valdizan.

Also Present: Director Tony Paetznick, Council Member Jeanne Vint Frischman and Brian Orcutt (Allina Health).

III. Approval of Agenda

Motion by Harkins, seconded by Stout to approve the June 8, 2026 agenda as presented. Motion carried 7-0.

IV. Approval of Minutes

Motion by Eshenaur, seconded by Potter to approve the May 11, 2026 minutes as presented. Motion carried 7-0.

V. Presentations and Business Items

A. Micromobility Transportation Issues

Director Paetznick stated as identified in the 2026-2027 Commission Term Work Plan reviewed by Council last month, micromobility transportation issues (i.e., e-bikes, e-scooters, & e-motos) is a topic that Commissioners are tasked with reviewing for community education and other public safety purposes. The Public Safety Commission is pleased to welcome Danny McCullough, Three Rivers Park District- Regional Trail System Manager, to present on this topic.

Danny McCullough, Three Rivers Park District Regional Trail System Manager, addressed the Commission regarding e-bikes and e-motos. He commented further on the number of complaints he was receiving regarding e-motos. He discussed how the State of Minnesota defines an e-bike. He reported e-bikes were allowed anywhere bikes were allowed within the

Three Rivers Park District. He stated e-motos look like e-bikes but were radically different because they have motors over 700 watts with a throttle that can be propelled over 20 miles per hour. He explained mopeds and motorcycles require licenses and have to be street legal. He commented further on the legislation the State was considering, but noted this legislation was not passed. It was his hope legislation would be passed by the State in 2027 which would offer cities clear definitions for e-motos. He discussed how tickets were written to minors that were caught using e-motos or off road vehicles on a roadway unlawfully. He indicated some communities were passing local ordinances that require minors using an e-bike to wear a helmet.

Discussion included:

- The State-wide solutions being considered by the legislature were further discussed.
- The Commission questioned how the use of e-motos was increasing in recent years. Mr. McCullough estimated the use of e-motos was increasing by 20% each year due to the increase in availability and reduction in cost.
- The Commission wanted to see more accountability for parents when it comes to minors using e-motos in the community.
- The number of accidents occurring with e-bikes/e-motos was discussed and it was noted there was a need for users to wear helmets.
- Mr. McCullough cautioned the city from passing ordinances that would be difficult for the police department to enforce. It was noted those under the age of 15 using an e-moto or e-bike were doing so illegally per State Statute.
- The Commission supported the City having educational information available on the City's website regarding e-bike/e-moto safety requirements. Mr. McCullough reported he would forward on the information the Three Rivers Park District has created.
- Director Paetznick stated another concern was the charging, storage and fire risk from e-bikes due to the lithium ion batteries.
- The Commission supported staff bringing this item back to a future meeting after receiving the educational materials from the Three Rivers Park District.

VI. Reports and Updates

A. Allina Health

Brian Orcutt provided the Commission with an update from Allina Health. He reviewed the number of emergent and non-emergent calls for service from May and discussed the response times. He commented on the training his paramedics have been completing in recent weeks.

B. City Council Update – Jeanne Vint Frischman

Councilmember Vint Frischman provided the Commission with an update from the City Council. She commented on the Memorial Day Parade and Ceremony that was coordinated by the VFW. She explained there was a lot of fiber optic activity in New Brighton and the Council was beginning to receive complaints regarding right-of-way use. She noted the City has information available on the City's website regarding upcoming fiber optic services. She indicated she would be participating in an outdoor classroom dedication at Bel Air Elementary School. She noted there was less than 150 days until the midterms and she encouraged residents to get out and vote.

C. Public Safety Update – Director Tony Paetznick

Director Paetznick reviewed fire stats with the Commission along with the April Police stats. In addition, he commented on the use of force numbers for April. The preliminary crime and Fire stats for May were reviewed with the Commission. He reported May was a very busy month for fire calls (50 calls). He explained school was out for the summer which meant the school resource officers were now back out on the street. He stated his department was monitoring park takeover events now that it was summer. He provided the Commission with an update on staffing noting Mitch Sieger would be retiring at the end of July. He indicated staff was already working on the 2027 budget. He commented on the impacts of the paid medical leave act. Further discussion ensued regarding the class action lawsuit that the City was pursuing with other municipalities against the three major fire truck manufacturers. He provided the Commission with further information on how the data sharing language within the FLOCK agreement was tightened.

VII. Adjournment

Motion by Harkins, seconded by Potter to adjourn the meeting at 8:14 p.m. Motion carried 7-0.

Respectfully submitted,

Tony Paetznick
Director of Public Safety

Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Consider Approval of Temporary Liquor License Application for Northern Lights Greyhound Adoption's 30th Annual Picnic Event

Action Requested: Motion
Form of Action: N/A
Votes Needed: 3 Votes

Summary Statement:	• The Northern Lights Greyhound Adoption from Coon Rapids, MN is hosting their 30th annual adoption picnic event at Long Lake Pavilion on September 12th, 2026 from 11am to 3pm. • They plan to contract with Indeed Brewing Company for this event. • Greyhound Adoption has liquor liability insurance through Monson Insurance Agency.

Recommendations:	Approve the temporary on-sale liquor license.

Applicable Deadlines:	The state requires a minimum of 30 days to process liquor licenses.

Community Impact:	This is a longstanding event, celebrating its 30th annual picnic, and will lead to the adoption of many dogs who need a home.

Legislative History:	City Code Chapter 4 regulates temporary on-sale liquor licenses.

Strategic Priority:	N/A

Fiscal Impact:	Financial Impact: Is there a financial consideration?	**No**	

Attachments:	

Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Consider a Resolution Authorizing Acceptance of a Workplace Safety Grant and Authorizing Acceptance of Quotes for the Project

Action Requested: Motion
Form of Action: Contract/Agreement Resolution
Votes Needed: 3 Votes

Summary Statement:	On July 10, the Minnesota Department of Labor and Industry notified the City of approval of the Workplace Safety Grant for $10,000. The grant provides a 50% match for the cost to install permanent safety measures at the License Bureau and City Hall customer service counters, including replacement of temporary plexiglass barriers with permanent glass installations and the addition of a full-size door in the License Bureau to enhance employee safety and security,

Recommendations:	Adopt the resolution authorizing acceptance of the Workplace Safety Grant and authorizing acceptance of quotes for the project.

Applicable Deadlines:	7/28/2026

Community Impact:	Installation of permanent protective safety barriers at public-facing counters will enhance workplace safety for employees while improving the

	safety and comfort of residents and customers. The project supports uninterrupted public services by helping to reduce potential workplace health and safety risks.

Legislative History:	In 2020, Public Works staff constructed and installed temporary plexiglass barriers at the License Bureau counter and the City Hall front counter for COVID-19 health safety reasons. Over time, the plexiglass barriers have become worn and are now in need of repair or replacement. Staff working in these areas have expressed a strong preference to maintain some type of protective barrier at the counters. In addition to helping reduce the spread of illness, the barriers provide employees with an increased sense of safety and serve as a physical separation during customer interactions. Staff believe the barriers continue to provide value as a workplace safety, employee satisfaction and customer service feature. A permanent installation would provide a cleaner appearance and improved durability compared to the existing temporary plexiglass barriers. Following a walkthrough of the office with the City's safety consultants, it was determined that a full-size door should also be installed at the entrance of the License Bureau work area, to complete the end-to-end barrier between employees and the public. This will also improve the security of inventory stored behind the counter. In doing so, the project will require relocation of a recessed light and a fire alarm pull.

Strategic Priority:	**Staff Capabilities**

Fiscal Impact:	**Financial Consideration?**	**Yes**
	Revenue/Expenditure Amount:	$22,900 total project cost $(10,000) reimbursed by the grant $12,900 net cost to the City
	Financing Source:	**Budgeted &** **Grant Revenue**
	Notes:	The $12,900 cost to the City will be paid for using available Non-Fleet Replacement funds.

Attachments:	1. Resolution 2. Grant Agreement 3. Quote - Glass Installation 4. Quote - Fire Pull Relocation 5. Quote - Door Materials 6. Quote - Door Installation 7. Quote - Recessed Lighting Relocation

RESOLUTION NO. _____
STATE OF MINNESOTA
COUNTY OF RAMSEY
CITY OF NEW BRIGHTON

RESOLUTION AUTHORIZING ACCEPTANCE OF A WORKPLACE SAFETY GRANT AND AUTHORIZING ACCEPTANCE OF QUOTES FOR THE PROJECT

WHEREAS, the Minnesota Department of Labor and Industry has awarded the City a Workplace Safety Grant in the amount of $10,000 to assist with workplace safety improvements, and

WHEREAS, the grant funds will be utilized to install safety measures at the License Bureau and City Hall customer service counters, including replacement of temporary plexiglass barriers with permanent glass installations and the addition of a full-size door in the License Bureau to enhance employee safety and security, and

WHEREAS, the total project cost is $22,900, with the grant reimbursing $10,000 and the City funding the remaining local match, and

WHEREAS, the City's required matching contribution will be funded through available Non-Fleet Replacement funds, and

WHEREAS, acceptance of this grant will improve the safety and security of City employees and the public while reducing the City's cost of implementing these workplace safety enhancements.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of New Brighton, Minnesota:

1. The City Council hereby accepts the Minnesota Department of Labor and Industry Workplace Safety Grant in the amount of $10,000.
2. The City Council authorizes City staff to execute the grant agreement and any related documents necessary to accept and administer the grant.
3. The City Council authorizes City staff to accept the quotes for work related to the project.
4. City staff are authorized to take all actions necessary to implement the project and comply with all applicable grant requirements.

ADOPTED this 28th day of July 2026 by the New Brighton City Council with a vote of _____ ayes and _____ nays.

_____
Kari Niedfeldt-Thomas, Mayor

ATTEST:

_____
Devin Massopust, City Manager

_____
Terri Spangrud, City Clerk

Docusign Envelope ID: 6DBBE721-D56C-8606-83D8-F187391929D7

DEPARTMENT OF LABOR AND INDUSTRY

July 10, 2026

ERIC VOLK
City of New Brighton
803 Old Highway 8 NW
New Brighton, MN 55112

Dear ERIC VOLK:

Your application for a safety grant from the Minnesota Department of Labor and Industry has been reviewed. We have recommended approval of your application to the Commissioner's Office for $10,000.00. I am enclosing the original of your Safety Grant contract for your signature.

To expedite the processing of your application, please sign the contract via DocuSign within 8 business days. Failure to do so will result in cancellation of the award. If you do not wish to accept the award, please contact Jennifer Rouleau immediately so that we can award the funds to another applicant. If you agree to accept the grant award, please sign your name in box two on page three of the agreement. Once we receive your signed contract, it will be sent to the Commissioner's Office for approval. The date of approval will be the effective date of the contract. You will then have 120 days from that effective date to complete your project.

Please be advised that you **cannot** purchase any equipment or conduct any training **which is reliant on grant funds** prior to the effective date of your contract. Any receipts, invoices, or retainers dated prior to the agreement's effective date will **not** be covered by the grant.

A fully executed contract will be sent to you for your records along with a Certificate of Completion Form. After you complete your purchase, project, or conclude your training, submit your request for reimbursement to Jennifer Rouleau according to the instructions on the Certification of Completion Form.

Should you have any questions or concerns, contact our Safety Grants Administrator at (651) 284-5229, toll free at 1-800-657-3776, or via e-mail at dli.grants@state.mn.us .

Sincerely,

Clayton Handt
Supervisor
MNOSHA Workplace Safety Consultation

Equal Opportunity Employer

Docusign Envelope ID: 6DBBE721-D56C-8606-83D8-F187391929D7

MINNESOTA

STATE OF MINNESOTA
GRANT CONTRACT AGREEMENT
Swift Contract Number: 293846

This Grant Contract Agreement is between the State of Minnesota, acting through its Department of Labor and Industry ("State") and City of New Brighton, 803 Old Highway 8 NW, New Brighton, MN 55112 ("Grantee").

Recitals

Under Minnesota Statutes §§ 175.17 and 79.253 the State is empowered to enter into this Grant Contract Agreement. The State seeks to aid employers in the reduction of employee exposure to hazards and overall improvement of safety and health. The Grantee represents that it is duly qualified and agrees to perform all services described in this Grant Contract Agreement to the satisfaction of the State.

Grant Contract Agreement

1 Term of Grant Contract Agreement

1.1 Effective Date. This Grant Contract Agreement shall be effective upon the date that the final required signature is obtained by the State.

Per Minnesota Statutes § 16B.98, Subd. 5, the Grantee must not begin work until this Grant Contract Agreement is fully executed and the State's Authorized Representative has notified the Grantee that work may commence.

Per Minnesota Statutes § 16B.98 Subd. 7, no payments will be made to the Grantee until this Grant Contract Agreement is fully executed.

1.2 Expiration Date. One year after the effective date, or until all obligations have been satisfactorily fulfilled, whichever occurs first.

1.3 Survival of Terms. The following clauses survive the expiration or cancellation of this Grant Contract Agreement: Liability; State Audits; Government Data Practices; Publicity and Endorsement; Governing Law, Jurisdiction, and Venue; and Data Disclosure.

2 Specifications, Duties, and Scope of Work

A. The Grantee shall comply with all applicable grants management policies and procedures, set forth through Minnesota Statutes § 16B.97, Subd. 4 (a).

B. The Grantee will use grant funds to support projects designed to reduce the risk of injury and illness to their workers. The Grantee will address the following hazards as stated in the grant application: Reduction in workplace violence hazards associated with public sector workers.

1) Perform and complete the following purchases: protective glass, door, installation, electrical work, move fire pull

C. The Grantee will take part in safety grant verification visits as requested by the State.

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3 Time

The Grantee must comply with all the time requirements described in this Grant Contract Agreement. In the performance of this Grant Contract Agreement, time is of the essence and failure to meet a deadline date may be a basis for a determination by the State's Authorized Representative that the Grantee has not complied with the terms of the Grant Contract Agreement. The Grantee is required to perform all the duties cited within clause two "Specifications, Duties, and Scope of Work" within the grant period. The State is not obligated to extend the grant period.

4 Consideration and Terms of Payment

The consideration for all services performed by the Grantee pursuant to this Grant Contract Agreement shall be paid by the State as follows:

4.1 Compensation. The total obligation of the State under this Grant Contract Agreement, including all compensation and reimbursements, is not to exceed $10000.00.

In accordance with Minnesota Management and Budget Statewide Operating Policy 0801-01, payment shall be made within 30 days following the State's Authorized Representative approval of an invoice. Payments will not be made if reports or other deliverables are outstanding.

4.2 Grantee Match. Grantee certifies that the dollar-for-dollar matching requirement for the grant will be met by the Grantee. Any cost overruns incurred in the development and implementation of the project shall be the sole responsibility of the Grantee.

4.3 Administrative Costs. Grantee administrative costs are not allowable.

4.4 Travel Expenses. Reimbursement for travel and subsistence expenses actually and necessarily incurred by the Grantee because of this Grant Contract Agreement will not exceed $ 0.00. The Grantee will not be reimbursed for travel and subsistence expenses incurred outside Minnesota unless it has received the State's prior written approval for out of state travel. Minnesota will be considered the home state for determining whether travel is out of state.

The Grantee will be reimbursed for travel and subsistence expenses in the same manner and in no greater amount than provided in the current Commissioner's Plan promulgated by the Commissioner of Minnesota Management and Budget.

4.5 Invoices. Payments shall be made by the State after the Grantee's presentation of invoices for services satisfactorily performed and the written acceptance of such services by the State's Authorized Representative. Invoices shall be submitted timely, with additional details as requested by the State, and according to the following requirements:

A. The Grantee must submit invoices, documentation showing proof of payment, Certificate of Completion form, and any other supporting documents as requested by the State in order to be reimbursed.

B. The Grantee may request reimbursement from the State when approved Safety Grant items have been delivered, installed, and paid for by the Grantee.

C. To request reimbursement, Grantees must email the above listed documents to the Safety Grant Coordinator, Jennifer Rouleau, Jennifer.rouleau@state.mn.us, or their successor.

4.6 Unexpended Funds. The Grantee must promptly return to the State any unexpended funds that have not been accounted for in a financial report to the State.

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5 Conditions of Payment

All services provided by the Grantee under this Grant Contract Agreement must be performed to the State's satisfaction, as determined at the sole discretion of the State's Authorized Representative and in accordance with all applicable federal, state, and local laws, ordinances, rules, and regulations. The Grantee will not receive payment for work found by the State to be unsatisfactory or performed in violation of federal, state, or local law.

6 Contracting and Bidding Requirements

6.1 Municipalities. Any Grantee that is a municipality is required to comply with Minnesota Statutes § 471.345, Uniform Municipal Contracting Law.

6.2 Municipalities and Nongovernmental Organizations.

A. The Grantee and any subrecipients must comply with prevailing wage rules per Minnesota Statutes §§ 177.41 through 177.50, as applicable.

B. The Grantee and any subrecipients must not contract with vendors who are suspended or debarred by the State of Minnesota or the federal government: Suspended and Debarred Vendors, Minnesota Office of State Procurement.

C. The Grantee must maintain written standards of conduct covering conflicts of interest and governing the actions of its employees engaged in the selection, award and administration of contracts.

6.3 Nongovernment Organizations.

A. Any services and/or materials that are expected to cost $100,000 or more must undergo a formal notice and bidding process.

B. Services and/or materials that are expected to cost between $25,000 and $99,999 must be competitively awarded based on a minimum of three (3) verbal quotes or bids or awarded to a targeted vendor.

C. Services and/or materials that are expected to cost between $10,000 and $24,999 must be competitively awarded based on a minimum of two (2) verbal quotes or bids or awarded to a targeted vendor.

D. The Grantee must take all necessary affirmative steps to assure that targeted vendors from businesses with active certifications through these entities are used when possible:

1) State Department of Administration's Certified Targeted Group, Economically Disadvantaged and Veteran-Owned Vendor List

2) Metropolitan Council Underutilized Business Program

3) Small Business Certification Program through Hennepin County, Ramsey County, and City of St. Paul: Central Certification Directory

E. The Grantee must maintain support documentation of the purchasing or bidding process used to contract services in their financial records, including support documentation justifying a single source bid, if applicable.

F. Notwithstanding A-D above, the State may waive bidding process requirements when:

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1) Vendors included in response to competitive grant request for proposal process were approved and incorporated as an approved work plan for the grant; or

2) It is determined there is only one reasonably able and available source for such materials or services and that grantee has established a fair and reasonable price.

7 Authorized Representatives

7.1 The State's Authorized Representative is Ryan Nosan, Director of Workplace Safety Consultation, ryan.nosan@state.mn.us, 443 Lafayette Road N, St. Paul, MN 55155, 651-284-5060, or their successor, and has the responsibility to monitor the Grantee's performance and the authority to accept the services provided under this Grant Contract Agreement. If the services are satisfactory, the State's Authorized Representative will certify acceptance on each invoice submitted for payment.

7.2 The Grantee's Authorized Representative is ERIC VOLK, PUBLIC WORKS SUPERINTENDENT, ERIC.VOLK@NEWBRIGHTONMN.GOV, 803 Old Highway 8 NW, New Brighton, MN 55112, 651-638-2119, or their successor. If the Grantee's Authorized Representative changes at any time during this Grant Contract Agreement, the Grantee must immediately notify the state.

7.3 The Grantee must clearly post on the Grantee's website the names of, and contact information for, the Grantee's leadership and the employee or other person who directly manages and oversees this Grant Contract Agreement on behalf of the Grantee.

8 Assignment, Amendments, Waiver, and Contract Complete

8.1 Assignment. The Grantee may neither assign nor transfer any rights or obligations under this Grant Contract Agreement without the prior consent of the State and a fully executed agreement, executed and approved by the authorized parties or their successors.

8.2 Amendments. Any amendment to this Grant Contract Agreement must be in writing and will not be effective until it has been executed and approved by the same parties who executed and approved the original Grant Contract Agreement or their successors.

8.3 Waiver. If the State fails to enforce any provision of this Grant Contract Agreement, that failure does not waive the provision or its right to enforce it.

8.4 Contract Complete. This Grant Contract Agreement contains all negotiations and agreements between the State and the Grantee. No other understanding regarding this Grant Contract Agreement, whether written or oral, may be used to bind either party.

9 Subcontracting and Subcontract Payment

9.1 A subrecipient is a person or entity that has been awarded a portion of the work authorized by this Grant Contract Agreement by Grantee. The Grantee must document any subaward through a formal legal agreement. The Grantee must provide timely notice to the State of any subrecipient(s) prior to the subrecipient(s) performing work under this Grant Contract Agreement.

9.2 The Grantee must monitor the activities of the subrecipient(s) to ensure the subaward is used for authorized purposes; is in compliance with the terms and conditions of the subaward, Minnesota Statutes § 16B.97, Subd.4 (a) 1, and other relevant statutes and regulations; and that subaward performance goals are achieved.

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9.3 During this Grant Contract Agreement, if a subrecipient is determined to be performing unsatisfactorily by the State's Authorized Representative, the Grantee will receive written notification that the subrecipient can no longer be used for this Grant Contract Agreement.

9.4 No subagreement shall serve to terminate or in any way affect the primary legal responsibility of the Grantee for timely and satisfactory performances of the obligations contemplated by the Grant Contract Agreement.

9.5 The Grantee must pay any subrecipient in accordance with Minnesota Statutes § 16A.1245.

9.6 The Grantee and any subrecipients must not contract with vendors who are suspended or debarred by the State of Minnesota or the federal government.

10 Liability

The Grantee must indemnify, save, and hold the State, its agents, and employees harmless from any claims or causes of action, including attorney's fees incurred by the State, arising from performance of this Grant Contract Agreement by the Grantee or the Grantee's agents or employees. This clause will not be construed to bar any legal remedies the Grantee may have for the State's failure to fulfill its obligations under this Grant Contract Agreement.

11 State Audits

Under Minnesota Statutes § 16B.98, Subd. 8, the Grantee's books, records, documents, and accounting procedures and practices relevant to this Grant Contract Agreement are subject to examination by the Commissioner of Administration, the State granting agency, the State Auditor, the Attorney General, and the Legislative Auditor, as appropriate, for a minimum of six years from the expiration or termination of this Grant Contract Agreement, receipt and approval of all final reports, or the required period of time to satisfy all State and program retention requirements, whichever is later.

12 Government Data Practices

The Grantee and State must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to all data provided by the State under this grant contract, and as it applies to all data created, collected, received, stored, used, maintained, or disseminated by the Grantee under this grant contract. The civil remedies of Minnesota Statutes § 13.08 apply to the release of the data referred to in this clause by either the Grantee or the State.

If the Grantee receives a request to release the data referred to in this Clause, the Grantee must immediately notify the State. The State will give the Grantee instructions concerning the release of the data to the requesting party before the data is released. The Grantee's response to the request shall comply with applicable law.

13 Workers Compensation

The Grantee certifies that it is in compliance with Minnesota Statutes § 176.181, Subd. 2, pertaining to workers' compensation insurance coverage. The Grantee's employees and agents will not be considered State employees. Any claims that may arise under the Minnesota Workers' Compensation Act on behalf of these employees and any claims made by any third party as a consequence of any act or omission on the part of these employees are in no way the State's obligation or responsibility.

14 Governing Law, Jurisdiction, Venue

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Venue for all legal proceedings out of this Grant Contract Agreement, or its breach, must be in the appropriate state or federal court with competent jurisdiction in Ramsey County, Minnesota.

15 Termination

15.1 Termination by the State.

A. Without Cause.
The State may terminate this Grant Contract Agreement without cause, upon 30 days' written notice to the Grantee. Upon termination, the Grantee will be entitled to payment, determined on a pro rata basis, for services satisfactorily performed.

B. With Cause.
The State may immediately terminate this Grant Contract Agreement if the State finds that there has been a failure to comply with the provisions of this grant contract, that reasonable progress has not been made, or that the purposes for which the funds were granted have not been or will not be fulfilled. The State may take action to protect the interests of the State of Minnesota, including the refusal to disburse additional funds and requiring the return of all or part of the funds already disbursed.

15.2 Termination by the Commissioner of Administration.

The Commissioner of Administration may immediately and unilaterally terminate this Grant Contract Agreement if further performance under the agreement would not serve agency purposes or performance under the Grant Contract Agreement is not in the best interest of the State.

15.3 Termination for Insufficient Funding.

The State may immediately terminate this Grant Contract Agreement if it does not obtain funding from the Minnesota Legislature, or other funding source; or if funding cannot be continued at a level sufficient to allow for the payment of the services addressed within this Grant Contract Agreement. Termination must be by written notice to the Grantee. The State is not obligated to pay for any services that are provided after notice and effective date of termination. However, the Grantee will be entitled to payment, determined on a pro rata basis, for services satisfactorily performed to the extent that dedicated funds are available.

In the event of temporary lack of funding or appropriation, the State may pause its obligations under this Grant Contract Agreement without terminating it. This pause will be for the duration of the lack of funding or appropriation and shall not be considered a termination of the Grant Contract Agreement. The Grantee will be notified in writing of the temporary pause, and the Grantee's ability to provide services may be temporarily suspended during this period. The State will provide reasonable notice to the Grantee of the lack of funding or appropriation and shall notify the Grantee once funding is restored or appropriated, at which point the provision of services under the Grant Contract Agreement may resume.

The State will not be assessed any penalty if the Grant Contract Agreement is terminated due to insufficient funding, or because of the decision of the Minnesota Legislature, or other funding source, not to appropriate funds. The State must provide the Grantee notice of the lack of funding within a reasonable time of the State's receiving notice.

16 Publicity and Endorsement

16.1 Publicity. Any publicity pertaining to the services resulting from this Grant Contract Agreement shall identify the State as the sponsoring. Publicity includes, but is not limited to: websites, social media platforms, notices, informational pamphlets, press releases, research, reports, signs, and similar public notices prepared by or for the Grantee or its employees individually or jointly with others or any subcontractors. All projects primarily funded by state grant appropriations must publicly credit the State, including on the grantee's website, when practicable.

16.2 Endorsement. The Grantee must not claim that the State endorses its products or services.

17 Data Disclosure

Under Minnesota Statutes § 270C.65, Subd. 3, and other applicable law, the Grantee consents to disclosure of its social security number, federal employer tax identification number, and/or Minnesota tax identification number, already provided to the State, to federal and state tax agencies and state personnel involved in the payment of state obligations. These identification numbers may be used in the enforcement of federal and state tax laws which could result in action requiring the Grantee to file state tax returns and pay delinquent state tax liabilities, if any.

State Encumbrance Verification

Individual certifies that funds have been encumbered as required by Minnesota Statutes §§ 16A.15

Print Name: Mike Zabel

Signature: DocuSigned by: Mike Zabel 4E22292F538A46F...

Title:_____Date: 7/14/2026

SWIFT Contract No/PO No. 293846/3000024107

Grantee

With delegated authority

Print Name: Eric Volk

Signature:

Title:_____Date:

State Agency

With delegated authority

Print Name: Nicole Blissenbach

Signature:

Title: Commissioner_____Date:

Proposal **Contract**

White Bear Glass, Inc. *Designing with Glass since 1977*

1759 Commerce Ct, White Bear Lake, MN 55110
p:651.426.3289 e:info@whitebearglass.com

To: City of New Brighton **Date: 5.19.26**

Attn: Eric **Location: DMV office**

WE PROPOSE TO FURNISH MATERIALS AND LABOR AS FOLLOWS:

Install Glass Protective Glass Guard along DMV countertop and 2nd Floor Service windows.

Glass: 3/8" Clear Tempered Glass -polished edges
Hardware finishes: Brushed Nickel

DMV space **$13,980.00**
Install new Protective Glass Guard across existing counter to include 6 transaction openings and Photo station.

2nd Floor Service space **$2,800.00**
Install 2 Protective Glass Gurads with 2 radius corners at top, 4x2 speak cut out, 12x4 transaction cut out at counter.

EXCLUSIONS: Labor and materials other than that specified.

FOR THE NET SUM OF: AS LISTED ABOVE

This Proposal is valid for 30 days from the date above. If the Proposal is not accepted within the specified period this offer becomes invalid unless extended in writing by both parties. This Proposal subject to the following terms and conditions:

We reserve the right to correct clerical errors, not withstanding prior acceptance of the error is in one of substance rather than form, and acceptance of the proposal occurs before its corrections such acceptance may be withdrawn if correct or renders the proposal unacceptable.

Work will be commenced as promptly as possible after contractors notify us that sufficient areas are ready for glazing to insure continuous working conditions without imposing on us unnecessary trips to and from the job. Where extra trips are required by the contractor, additional charges may be made.

Work will be executed as promptly as possible, but subject to delays occasioned by strikes, lockouts, fires, carriers, and other causes beyond our control.

We do not replace breakage or damage to materials unless caused directly by our own employees.

This proposal is based on all work being performed during regular working hours. Extra charges may be made for any overtime work.

We agree to remove our own debris and will not assume and charge for removal by others.

The General Contractor will provide adequate storage space for materials without charge.

This proposal does not include any special barricade or enclosure to continue work in adverse weather.

This proposal will be incorporated and made part of any contract. The terms and conditions of our proposal shall supersede any conflicting provisions in other contract documents.

We will not accept changes or extras to the contract without prior written authorization providing equitable adjustment to the contract.

All materials will be furnished in accordance with manufacturer's tolerances for color variations, thickness, size, finish, texture, and performance standards.

We do not clean any material, glass, metal, spandrel, or construction.

Terms: Net 30 Days

ACCEPTED: **SUBMITTED BY: Jeff Meyer**

DATE: **DATE: 5.19.26**

VIKING/VFP
301 York Ave
St. Paul MN. 55130
651-558-3300

Proposal: FQ2606091294

PROPOSAL

Job Name: New Brighton City Hall

Site Address: 803 OLD HIGHWAY 8 NW
SAINT PAUL, MN 55112-2797

Invoice To: City Of New Brighton
803 OLD HIGHWAY 8 NW
NEW BRIGHTON, MN 55112-2797

Contact: Eric Volk
651-638-2119

Open Date: 06/09/2026

Sales Rep: Jacob Meyer

Email: jake.meyer@vikingsprinkler.us

Work Description: Pricing based off following scope of work:

-Relocate (1) pull station to allow for new wall, and door.

INCLUSIONS:
-Viking Technician Labor

EXCLUSIONS:
-Sales Tax

PROPOSED TOTAL: **$775.00**

TERMS AND CONDITIONS

The Work Authorization, together with these Terms and Conditions, constitute the entire agreement ("Agreement") of the parties.

1. This Agreement is for work performed on this Work Authorization only. If Customer wants Viking Automatic Sprinkler Company or any of their Divisions (VFP Fire Systems, Landmark Sprinkler, Electric Scientific) ("Company") to make any additional repairs, alterations or replacements as a result of the work performed, the Company will do so for additional compensation to be agreed upon in writing by the parties.

2. The Company does not know and does not represent whether the current fire protection system on the property of Customer ("Property") was originally designed and installed in such a way that the system will perform as originally intended or is suitable and sufficient for its intended purpose given the way in which the Property has been or will be used. In other words, the Property has been or may be used in ways such that the configuration of partition walls, the location of and types of materials (including the presence of hazardous materials) and other conditions of the Property's use are such that the fire protection system is inadequate, insufficient or unsuitable for the Property. The Company is NOT responsible for any damages due to: (1) incompatibility of materials within a CPVC piping system, or, (2) corrosion or deterioration of piping due to Customer's water supply, atmospheric conditions, soil quality, or any other condition at Customer's facility that adversely affects the integrity of the fire protection system. THIS AGREEMENT IS NOT A GUARANTEE OR WARRANTY THAT THE SYSTEM WILL IN ALL CASES (A) PROVIDE THE LEVEL OF PROTECTION FOR WHICH IT WAS ORIGINALLY INTENDED, (B) IS FREE OF ALL DEFECTS AND DEFICIENCIES, (C) AND IS IN COMPLIANCE WITH ALL APPLICABLE CODES. Customer agrees that it has not retained Company to make these assessments unless otherwise specifically indicated.

3. The Company will be permitted, at all reasonable times, to enter the Property to conduct the work as outlined in this Agreement.

4. TO THE FULLEST EXTENT PERMITTED BY LAW, CUSTOMER AGREES TO DEFEND, INDEMNIFY AND HOLD HARMLESS COMPANY AND ITS OFFICERS, DIRECTORS, EMPLOYEES, AGENTS, PARENT COMPANY, SUBSIDIARIES AND AFFILIATES, (HEREINUNDER REFERRED TO AS "INDEMNIFIED PARTIES") FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, LOSSES, EXPENSES OR LIABILITIES OF ANY KIND, INCLUDING ATTORNEY'S FEES, (HEREINUNDER REFERRED TO AS "DAMAGES") ARISING OUT OF OR IN ANY WAY RELATING TO OR CONNECTED WITH THE WORK PERFORMED BY THE COMPANY UNDER

THIS AGREEMENT (WHETHER ARISING DURING OR FOLLOWING THE PERFORMANCE OF THE WORK). THE FOREGOING OBLIGATIONS TO DEFEND, INDEMNIFY AND HOLD HARMLESS SHALL BE ENFORCEABLE REGARDLESS OF WHETHER SUCH "DAMAGES" ARE ACTUALLY OR ALLEGEDLY CAUSED BY THE NEGLIGENCE, PRODUCT LIABILITY, BREACH OF CONTRACT, BREACH OF WARRANTY, BREACH OR VIOLTION OF A STATUTE, ORDINANCE, GOVERNMENTAL REGULATION, STANDARD OR RULE OR OTHER FAULT OF ANY OF THE "INDEMNIFIED PARTIES", IT BEING THE EXPRESS INTENT OF CUSTOMER TO DEFEND INDEMNIFY AND HOLD HARMLESS THE "INDEMNIFIED PARTIES" FROM THE CONSEQUENCES OF THE "INDEMNIFIED PARTIES" OWN NEGLIGENCE, PRODUCT LIABILITY, BREACH OF CONTRACT, BREACH OF WARRANTY, BREACH OR VIOLATION OF A STATUTE, ORDINANCE, GOVERNMENTAL REGULATION, STANDARD OR RULE OR OTHER FAULT. SHOULD THE "DAMAGES" ASSERTED AGAINST THE "INDEMNIFIED PARTIES" ARISE OUT OF THE SOLE NEGLIGENCE OF THE "INDEMNIFIED PARTIES", CUSTOMER'S INDEMNIFICATION OBLIGATIONS HEREUNDER SHALL BE ONLY FOR THE AMOUNT OF THE "DAMAGES" THAT EXCEEDS THE LESSER OF $5,000 OR THE CONTRACT AMOUNT. CUSTOMER FURTHER AGREES TO INDEMNIFY "THE INDEMNIFIED PARTIES" FOR THEIR LEGAL FEES, COSTS AND DISBURSEMENTS PAID OR INCURRED TO ENFORCE THE PROVISIONS OF THIS PARAGRAPH AND TO OBTAIN, MAINTAIN AND PAY FOR SUCH INSURANCE COVERAGE AND ENDORSEMENTS, INCLUDING COMPLETED OPERATIONS COVERAGE AS WILL INSURE THE PROVISIONS OF THIS PARAGRAPH, AND UPON REQUEST, SHALL PROVIDE COPMANY WITH EVIDENCE THEREOF.

5. IT IS UNDERSTOOD AND AGREED BY CUSTOMER THAT COMPANY IS NOT AN INSURER, THAT CUSTOMER SHALL OBTAIN THE TYPE AND AMOUNT OF INSURANCE COVERAGE WHICH IT DETERMINES NECESSARY, AND THAT THE AMOUNTS PAYABLE TO THE COMPANY HEREUNDER ARE BASED UPON THE VALUE OF THE SERVICES RENDERED AND ARE UNRELATED TO THE VALUE OF CUSTOMER'S PROPERTY, THE PROPERTY OF OTHERS LOCATED ON CUSTOMER'S PREMISES, OR ANY POTENTIAL LIABILITY OR DAMAGE TO CUSTOMER ARISING OUT OF THE WORK PERFORMED BY COMPANY. CUSTOMER ACCORDINGLY AGREES THAT THE LIABILITY OF COMPANY, ITS OFFICERS, DIRECTORS, EMPLOYEES, PARENT COMPANIES, SUBSIDIARIES, AFFILIATES AND AGENTS ARISING OUT OF OR IN ANY WAY RELATING TO OR CONNECTED WITH THE WORK PERFROMED BY THE COMPANY SHALL BE LIMITED TO THE LESSER OF $5,000 OR THE PRICE OF THE WORK PERFORMED BY THE COMPANY. THIS LIMITATION OF LIABILITY SHALL APPLY TO ALL CLAIMS, DEMANDS, LOSSES, EXPENSES OR LIABILITIES OF ANY KIND, INCLUDING ATTORNEY'S FEES, (HEREINUNDER REFERRED TO AS

"DAMAGES"), SUSTAINED BY CUSTOMER OR ANY OTHER PARTY CLAIMING BY OR THROUGH CUSTOMER, AND SHALL APPLY REGARDLESS OF WHETHER SUCH "DAMAGES" ARE ACTUALLY OR ALLEGEDLY CAUSED BY THE NEGLIGENCE, PRODUCT LIABILITY, BREACH OF CONTRACT, BREACH OF WARRANTY, BREACH OR VIOLATION OF A STATUTE, ORDINANCE, GOVERNMENTAL REGULATION STANDARD OR RULE OR OTHER FAULT OF COMPANY, ITS OFFICERS, DIRECTORS, EMPLOYEES, AGENTS, PARENT COMPANIES, SUBSIDIARIES AND AFFILIATES.

6. CUSTOMER AGREES TO REQUIRE ITS INSURANCE POLICIES TO BE ENDORSED SO AS TO WAIVE ALL RIGHTS OF SUBROGATION AGAINST COMPANY.

7. While the Company will make every reasonable effort to prevent the discharge of water into or onto areas of landscaping, decorative pavement, etc., it is the Customer's responsibility to provide sufficient and readily accessible means to accept the full flow of water that may be required.

8. This Agreement may not be assigned by Customer without the written consent of the Company.

9. Neither party shall be liable to the other for indirect, incidental, consequential or punitive damages arising out of the work.

10. If payment for work provided in this Agreement is not received by the Company within 30 days from Customer's receipt of an invoice for the work, Customer shall pay interest at the rate of 3% per annum on all past due sums, together with all costs of collection, including attorney's fees.

11. This Agreement constitutes the entire agreement of the parties. If any provision hereof shall be invalid, the remaining provisions shall survive and be enforceable against the parties. The law of the state where the work is performed will govern. This Agreement supersedes all prior agreements. This Agreement may be modified only by a written instrument signed by both parties

Authorized Signature _____ Date: _____

Print Name: _____ PO#: _____

Order Initiated From: TCH - Oakdale
723 Hadley Ave N
Oakdale, MN 55128-6205
(651) 735-2200

SALES QUOTE

Quote No. **SQ1123807**

(800) 747-1980
www.tchco.com

Sell To: CU104702
City Of New Brighton
CRAIG - 651-638-2056
700 5th St NW
NEW BRIGHTON, MN 55112
USA

Ship To: City Of New Brighton
Craig - 651-638-2056
803 Old Highway 8
NEW BRIGHTON, MN 55112
USA

Quote Date: 6/9/2026
Expiration Date: 7/9/2026
Payment Terms: NET 30

Salesperson: Gus Groslie
Slsp Phone:
Slsp Email: ggroslie@tchco.com

Cust PO No: DMV DOOR
Ship Method:
Ship Via: TCH Delivery Truck - MN

Item No.	Description	Unit	Quantity	Unit Price	Total Price
	SUPPLY 3070 LEFT HAND DOOR AND FRAME, VISIBLE GLASS OF 22'' W X 58'' H, WALL THICKNESS 4-3/4 AND HARDWARE. OWNER TO INSTALL				
302045	FR,STL,F,534,3070,LH,ASA,16G,180M,RAPA-WSA	Each	1	285.00	285.00
333550M	DR,WD,RO,UNF,3070,LH,61L,20M,PS,SE,9P,ST-LCO-TG-INSTALL	Each	1	385.00	385.00
NS116	RED OAK BOURBON STAIN	Each	1	205.00	205.00
206590	BB5-4.5"-US26D HINGE,MORT,BB,4.5"	Each	3	7.50	22.50
387250	797B-17' SMOKE SEAL,ADH,POLY,17'	Each	1	17.50	17.50
206492	Z-82-F-US26D LOCK,CYL,ENTRY,LEV,GR1	Each	1	195.00	195.00
269174	WS406/WS407CCV-US32D DOOR STOP,WALL,CONCAVE	Each	1	5.00	5.00
281065	TCH LOCAL DELIVERY	Each	1	85.00	85.00

Subtotal:	**1,200.00**
Estimated Sales Tax:	0.00
Total:	**1,200.00**

Warranty at www.tchco.com/warranty

Northern Sky Lights Construction

2678 Eastman Dr.
New Brighton, MN 55112
License #BC460258
Garrett Johnson
P: 612 418 0228

Estimate

6/15/2026

Estimate For:
City of New Brighton
DMV Door

DESCRIPTION	AMOUNT
Install new 36" door in DMV	
create small wall for door, sheetrock, tape, paint wall	
City will provide door and move any fixtures in the way such as fire alarm and light	
Work will be done after hrs	

$3,950.00

Thanks for your consideration

A. E. M. ELECTRIC SERVICES INC.
8201 CENTRAL AVE. N.E. STE. M
SPRING LAKE PARK MN 55432
Phone: 763-783-7080 Fax: 763-783-1381

PROPOSAL

PROPOSAL #	20573	**PAGE**	1
DATE	06/09/2026		
DESC	RELOCATE RECESSED LIGHT IN WAY OF NEW SECURITY DOOR INSTALL		

CUSTOMER

CITY OF NEW BRIGHTON CITY HALL
803 OLD HIGHWAY 8 N.W.
NEW BRIGHTON MN 55112

LOC	DMV
CONTACT	ERIC VOLK
PHONE	

RELOCATE RECESSED LIGHT IN WAY OF NEW SECURITY DOOR INSTALL.
RELOCATE 1' TO CUSTOMER SIDE.
TOTAL FOR ABOVE WORK: 195.00

We Propose hereby to furnish material and labor - complete in accordance with these specifications for the sum of: **$195.00**

One Hundred Ninety Five Dollars And 00 Cents

Payable as follows:

BALANCE DUE UPON COMPLETION

Minnesota law requires the following notice be included in all written contracts:

"(a) ANY PERSON OR COMPANY SUPPLYING LABOR OR MATERIALS FOR THIS INPROVEMENT TO YOUR PROPERTY MAY FILE A LIEN AGAINST YOUR PROPERTY IF THAT PERSON OR COMPANY IS NOT PAID FOR THE CONTRIBUTIONS.

(b) UNDER MINNESOTA LAW, YOU HAVE THE RIGHT TO PAY PERSONS WHO SUPPLIED LABOR OR MATERIALS FOR THIS IMPROVEMENT DIRECTLY AND DEDUCT THIS AMOUNT FROM OUR CONTRACT PRICE, OR WITHHOLD THE AMOUNTS DUE THEM FROM US UNTIL 120 DAYS AFTER COMPLETION OF THE IMPROVEMENT UNLESS WE GIVE YOU A LIEN WAIVER SIGNED BY PERSONS WHO SUPPLIED ANY LABOR OR MATERIAL FOR THE IMPROVEMENT AND WHO GAVE YOU TIMELY NOTICE."

TERMS AND CONDITIONS - The following terms and conditions are part of this agreement:

(1) WORK GUARANTEE: All material and labor furnished by AEM Electric Services Corp. ("Contractor") under the terms of this agreement, those products guaranteed by the manufacturer or supplier, shall be guaranteed for a period of 12 months starting at the last working day, unless otherwise noted. Contractor shall not guarantee or be liable for any damages from material provided by customer or others.

(2) NOTIFICATION OF DEFECTS AND LIMITATIONS ON WARRANTY: Customer shall notify contractor in writing of any defect in labor and/or material within 15 business days after discovery of said defect. If customer fails to give contractor such notice, customer waives its warranty rights granted above and customer further waives any rights to withhold or set off any monies due contractor under the terms of this contract because of the alleged defects. Contractor shall have 45 days after receiving written notice to remedy such defects. Contractor shall not be responsible for any consequential damages caused by such defects and for losses of any type.

(3) LIMITATIONS OF LIABILITY: Customer recognizes that loss of power is common, whether purposeful or accidental, and contractor assumes no liability. Customer shall move all appliances and other objects obstructing contractor's work. If customer fails to move such appliances and other objects, contractor shall not be liable for any damages caused by its reasonable attempts to move the same.

(4) PRESUMPTION OF PERFORMANCE BY CONTRACTOR: If customer fails to notify the contractor of any alleged defect in labor or materials within 15 days after contractor completes the Contract, customer agrees to the conclusive presumption that the work done by contractor was done to customer's satisfaction and according to all the terms of this contract.

(5) MATERIALS AND EQUIPMENT: Unless otherwise specified in writing, contractor may select type and brand of materials and equipment to be installed. If final payment is not made, customer agrees to let contractor enter premises to remove such material and equipment and customer assumes all liability caused from such removal.

(6) PROTECTION OF CUSTOMER PROPERTY: Contractor agrees to exercise reasonable care during the work process but does not assume responsibility for personal property, inside and out. Contractor and workers do not assume responsibility for closing door and gates for children or animals.

(7) CHANGES: Additions or alterations in materials and/or labor are "extras". Extras will be billed by contractor to customer at the agreed upon terms or at the usual and customary amount charged by the contractor if no change order exists. Contractor will use its best efforts to secure a signed Change Order for all extras. The terms, conditions and notice in this proposal shall apply to all extras supplied and/or performed under this agreement. Charges for all extras shall be payable when invoiced by contractor.

(8) ITEMS EXCLUDED: No cement work, carpenter work, plumbing work, painting, plastering, decorating or repairing of any walls, ceilings, floors, or floor coverings is a part of this contract unless specified on contract. Customer shall be responsible for any and all patching of holes in structure, unless specified in contract proposal.

(9) SUSPENSION AND TERMINATION OF CONTRACT: Customer agrees to pay contractor any payment specified under this agreement on its due date or within 72 hours of receiving notice. In the event of a progress payment, customer is to pay contractor within 72 hours of receiving partial invoice. Contractor will provide lien waivers upon customer's request, as required by law. If customer fails to make such payment(s), contractor, at its sole option, has the right to suspend work until such payment is received. If contractor has not received such payment within 20 days after its due date, contractor, at its sole option, has the right to terminate this contract and to call immediately due and payable all amounts, including contractor's projected profit due in this contract. Contractor may suspend or terminate this contract if there is cause to believe that any type of payment will not be made on time to contractor.

(10) DELAYS: Contractor agrees to pursue work through completion with reasonable diligence, but shall not be responsible for delays caused by any of the following reasons: Acts of neglect of omissions of customer's agents, acts of God, strikes, accidents, delays beyond our control, failure of customer to make payments when due, or delays caused by inspectors of governmental bodies concerned.

(11) GENERAL TERMS AND CONDITIONS: Customer agrees to pay contractor all costs to enforce the terms of this contract including reasonable legal fees, collection fees and all of contractor's time at the customary billing rate to collect all monies due. Customer shall carry fire, tornado, and other necessary insurance upon said work. Contractor shall carry Worker's Compensation and public liability insurance. If any part of this contract if held to be invalid, then the remaining terms or the contract will remain in effect.

(12) PROPERTY IMPROVEMENT: PARTIES AGREE ALL LABOR AND MATERIAL SUPPLIED PURSUANT TO THIS AGREEMENT ARE DEEMED IMPROVEMENTS AND NOT MAINTENANCE.

NOTE: This propsal may be withdrawn by us if not accepted within (30) days.

ACCEPTANCE OF PROPOSAL - The Prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature: . . . . . **Date:** . . . . . .

Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Consider Application for Solicitor License for MN Smart Homes LLC.

Action Requested: Motion
Form of Action: **N/A**
Votes Needed: **N/A**

Summary Statement:	MN Smart Homes LLC has applied for a solicitor's license to go door to door, offering general contracting services for storm damage. All required fees have been paid.

Recommendations:	To issue a solicitor's license to MN Smart Homes LLC valid from July 31 through October 31, 2026.

Applicable Deadlines:	None

Community Impact:	Allow a local business an opportunity to reach out to the surrounding community and offer home improvement services.

Legislative	City Code Chapter 10 regulates solicitor licenses.

History:	

Strategic Priority:	**N/A**

Fiscal Impact:	

Financial Consideration?	**No**
Revenue/Expenditure Amount:	$
Financing Source:	**N/A**
Notes:	

Attachments:	

Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Consider Application for Solicitor License for Copper Ridge Construction.

Action Requested: Motion
Form of Action: **N/A**
Votes Needed: **N/A**

Summary Statement:	Copper Ridge Construction has applied for a solicitor's license to go door to door, offering exterior sales for roofing, siding and gutters. All required fees have been paid.

Recommendations:	To issue a solicitor's license to Copper Ridge Construction valid from July 31st through September 30, 2026.

Applicable Deadlines:	None

Community Impact:	Allow a local business an opportunity to reach out to the surrounding community and offer home improvement services.

Legislative	City Code Chapter 10 regulates solicitor licenses.

History:	

Strategic Priority:	**N/A**

Fiscal Impact:	

Financial Consideration?	**No**
Revenue/Expenditure Amount:	$
Financing Source:	**N/A**
Notes:	

Attachments:	

Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Approve and Authorize Staff to Sign Baker Tilly Proposal for Market Analysis

Action Requested: Motion
Form of Action: Contract/Agreement
Votes Needed: 3 Votes

Summary Statement:	As part of Council's 2023 Strategic Priorities to ensure wages remain competitive, reflect market conditions, and comply with other legal considerations such as pay equity, the current compensation and classification system was implemented on July 8, 2023. The compensation portion determines wages for each position based on market data, job evaluations, and the City's pay philosophy. The classification portion defines the relationship among positions, including job descriptions. • The previous pay plan and classification system had been created by a company that went out of business in 2008 and the City no longer had institutional knowledge about how the system was set up when the 2022 compensation and classification study was initiated. • The current compensation plan and classification system was developed by Baker Tilly. The City received a detailed manual and training on the Baker Tilly SAFE system that allows us to maintain the pay plan by consistently evaluating changes to positions and new position requests across the same job factors.

	With approximately 60% of the General Fund going toward personnel, it's important to continue investing in and maintaining our pay plan. One step of ongoing maintenance recommended by Baker Tilly is to refresh market data every 5-7 years, or sooner if market conditions warrant. The most recent market analyses were conducted in 2019 and 2022. Over the past few years, the number of requests for internal wage evaluations have continually increased and many of our peers have completed compensation studies. A market study is the most systematic way to consider wage adjustments. As described in the attached Baker Tilly proposal, the proposed market study includes collection of wage data from 12 peer organizations on up to 60 positions, including 2-3 sources that represent the private sector. Depending on the results, staff will work with Baker Tilly and Council to explore adjustments to the pay plan and/or positions.

Recommendations:	Approve and authorize staff to sign Baker Tilly proposal for market analysis.

Applicable Deadlines:	NA

Community Impact:	A market study is one of the ongoing steps to regularly review wages across our peers, maintain competitive wages, and ultimately support recruitment and retention of a skilled and experienced staff to serve the community.

Legislative History:	April 25, 2023: Resolution 2023-041 adopting current compensation plan and classification system March 28, 2023: Council work session to discuss the proposed compensation and classification system with Baker Tilly and staff June 28, 2022: Council approves agreement with Baker Tilly for Classification and Compensation Study

Strategic Priority:	**N/A**

Fiscal Impact:	**Financial Consideration?**	**Yes**

	Revenue/Expenditure Amount:	$14,000 for market study, with the total project not to exceed $30,000 for pay plan adjustments
	Financing Source:	**Budgeted**
	Notes:	

Attachments:	1.	Proposal

Baker Tilly Advisory Group, LP
17 Cowboys Way Suite 800,
Frisco, TX 75034
United States of America

T: +1 (972) 748 0300
bakertilly.com

July 15, 2026

Devin Massopust
City Administrator
City of New Brighton
803 Old Highway 8 NW
New Brighton, MN 55112

RE: Engagement Letter Agreement Related to Services

This letter agreement (the "Engagement Letter" or "Agreement') is to confirm our understanding of the basis upon which Baker Tilly Advisory Group, LP ("Baker Tilly") and its affiliates are being engaged by City of New Brighton, MN (the "Client") to assist the Client with advisory services.

Scope, Objectives and Approach

It is anticipated that projects undertaken in accordance with this Engagement Letter will be at the request of the Client. The scope of services, additional terms and associated fee for individual engagements will be contained in a Scope Appendix or Appendices to this Engagement Letter. Authorization to provide services will commence upon execution and return of this Engagement Letter and one or more Appendices.

Management's Responsibilities

It is understood that Baker Tilly will serve in an advisory capacity with the Client. The Client is responsible for management decisions and functions, and for designating an individual with suitable skill, knowledge or experience to oversee the services we provide. The Client is responsible for evaluating the adequacy and results of the services performed and accepting responsibility for such services. The Client is responsible for establishing and maintaining internal controls, including monitoring ongoing activities.

The procedures we perform in our engagement will be heavily influenced by the representations that we receive from Client personnel. Accordingly, false representations could cause material errors to go undetected. The Client, therefore, agrees that Baker Tilly will have no liability in connection with claims based upon our failure to detect material errors resulting from false representations made to us by any Client personnel and our failure to provide an acceptable level of service due to those false representations.

The ability to provide service according to timelines established and at fees indicated will rely in part on receiving timely responses from the Client. The Client will provide information and responses to deliverables within the timeframes established in a Scope Appendix unless subsequently agreed otherwise in writing.

The responsibility for auditing the records of the Client rests with the Client's separately retained auditor and the work performed by Baker Tilly shall not include an audit or review of the records or the expression of an opinion on financial data.

Ownership of Intellectual Property

Unless otherwise stated in a specific Scope Appendix, subject to Baker Tilly's rights in Baker Tilly's Knowledge (as defined below), Client shall own all intellectual property rights in the deliverables developed under the applicable Scope Appendix or Appendices ("Deliverables"). Notwithstanding the foregoing, Baker Tilly will maintain all ownership right, title and interest to all Baker Tilly's Knowledge. For purposes of this Agreement "Baker Tilly's Knowledge" means Baker Tilly's proprietary programs, modules, products, inventions, designs, data, or other information, including all copyright, patent, trademark and other intellectual property rights related thereto, that are (1) owned or developed by Baker Tilly prior to the Effective Date of this Agreement or the applicable Scope Appendix or Appendices ("Baker Tilly's Preexisting Knowledge") (2) developed or obtained by Baker Tilly after the Effective Date, that are reusable from client to client and project to project, where Client has not paid for such development; and (3) extensions, enhancements, or modifications of Baker Tilly's Preexisting Knowledge which do not include or incorporate Client's confidential information. To the extent that any Baker Tilly Knowledge is incorporated into the Deliverables, Baker Tilly grants to Client a non-exclusive, paid up, perpetual royalty-free worldwide license to use such Baker Tilly Knowledge in connection with the Deliverables, and for no other purpose without the prior written consent of Baker Tilly. Additionally, Baker Tilly may maintain copies of its work papers for a period of time and for use in a manner sufficient to satisfy any applicable legal or regulatory requirements for records retention.

Timing and Fees

Specific services will commence upon execution and return of a Scope Appendix to this Engagement Letter and our professional fees will be based on the rates outlined in such Scope Appendix.

Unless otherwise stated, in addition to the fees described in a Scope Appendix the Client will pay all of Baker Tilly's reasonable out-of-pocket expenses incurred in connection with the engagement. All out of pocket costs will be passed through at cost and will be in addition to the professional fee.

Dispute Resolution

Except for disputes related to confidentiality or intellectual property rights, all disputes and controversies between the parties hereto of every kind and nature arising out of or in connection with this Engagement Letter or the applicable Scope Appendix or Appendices as to the existence, construction, validity, interpretation or meaning, performance, nonperformance, enforcement, operation, breach, continuation, or termination of this Agreement or the applicable Scope Appendix or Appendices as shall be resolved as set forth in this section using the following procedure: In the unlikely event that differences concerning the services or fees provided by Baker Tilly should arise that are not resolved by mutual agreement, both parties agree to attempt in good faith to settle the dispute by engaging in mediation administered by the American Arbitration Association under its mediation rules for professional accounting and related services disputes before resorting to litigation or any other dispute resolution procedure. Each party shall bear their own expenses from mediation and the fees and expenses of the mediator shall be shared equally by the parties. If the dispute is not resolved by mediation, then the parties agree to expressly waive trial by jury in any judicial proceeding involving directly or indirectly, any matter (whether sounding in tort, contract, or otherwise) in any way arising out of, related to, or connected with this Agreement or the applicable Scope Appendix or Appendices as or the relationship of the parties established hereunder.

Because a breach of any the provisions of this Engagement Letter or the applicable Scope Appendix or Appendices as concerning confidentiality or intellectual property rights will irreparably harm the non-breaching party, Client and Baker Tilly agree that if a party breaches any of its obligations thereunder, the non-breaching party shall, without limiting its other rights or remedies, be entitled to seek equitable relief (including, but not limited to, injunctive relief) to enforce its rights thereunder, including without limitation protection of its proprietary rights. The parties agree that the parties need not invoke the mediation procedures set forth in this section in order to seek injunctive or declaratory relief.

Limitation on Damages

To the extent allowed under applicable law, the aggregate liability (including attorney's fees and all other costs) of either party and its present or former partners, principals, agents or employees to the other party related to the services performed under an applicable Scope Appendix or Appendices shall not exceed the fees paid to Baker Tilly under the applicable Scope Appendix or Appendices to which the claim relates, except to the extent finally determined to have resulted from the gross negligence, willful misconduct or fraudulent behavior of the at-fault party. Additionally, in no event shall either party be liable for any lost profits, lost business opportunity, lost data, consequential, special, incidental, exemplary or punitive damages, delays or interruptions arising out of or related to this Engagement Letter or the applicable Scope Appendix or Appendices even if the other party has been advised of the possibility of such damages.

Each party recognizes and agrees that the warranty disclaimers and liability and remedy limitations in this Engagement Letter are material bargained for bases of this Engagement Letter and that they have been taken into account and reflected in determining the consideration to be given by each party under this Engagement Letter and in the decision by each party to enter into this Engagement Letter.

The terms of this section shall apply regardless of the nature of any claim asserted (including, but not limited to, contract, tort or any form of negligence, whether of you, Baker Tilly or others), but these terms shall not apply to the extent finally determined to be contrary to the applicable law or regulation. These terms shall also continue to apply after any termination of this Engagement Letter.

You accept and acknowledge that any legal proceedings arising from or in conjunction with the services provided under this Engagement Letter must be commenced within twelve (12) months after the performance of the services for which the action is brought, without consideration as to the time of discovery of any claim.

Other Matters

In the event Baker Tilly is requested by the Client; or required by government regulation, subpoena, or other legal process to produce our engagement working papers or its personnel as witnesses with respect to its Services rendered for the Client, so long as Baker Tilly is not a party to the proceeding in which the information is sought, Client will reimburse Baker Tilly for its professional time and expenses, as well as the fees and legal expenses incurred in responding to such a request.

Neither this Agreement, any Engagement Letter, any claims nor any rights or licenses granted hereunder may be assigned, delegated or subcontracted by Client without the written consent of Baker Tilly. Baker Tilly may assign and transfer this Agreement and any Letter to any successor that acquires all or substantially all of the business or assets of Baker Tilly by way of merger, consolidation, other business reorganization, or the sale of interests or assets.

In the event that any provision of this Engagement Letter or statement of work contained in a Scope Appendix hereto is held by a court of competent jurisdiction to be unenforceable because it is invalid or in conflict with any law of any relevant jurisdiction, the validity of the remaining provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Engagement Letter or statement of work did not contain the particular provisions held to be unenforceable. The unenforceable provisions shall be replaced by mutually acceptable provisions which, being valid, legal and enforceable, come closest to the intention of the parties underlying the invalid or unenforceable provision. If the Services should become subject to the independence rules of the U.S. Securities and Exchange Commission with respect to Client, such that any provision of this Engagement Letter would impair Baker Tilly's independence under its rules, such provision(s) shall be of no effect.

Termination

Both the Client and Baker Tilly have the right to terminate this Engagement Letter or any work being done under an individual Scope Appendix at any time after reasonable advance written notice. On termination, all fees and charges incurred prior to termination shall be paid promptly. Unless otherwise agreed to by the Client and Baker Tilly, the scope of services provided in a Scope Appendix will terminate 60 days after completion of the services in such Appendix.

Important Disclosures

Incorporated as Attachment A and part of this Engagement Letter are important disclosures. These include disclosures that apply generally and those that are applicable in the event Baker Tilly is engaged to provide municipal advisory services.

This Engagement Letter, including the attached Disclosures as updated from time to time, comprises the complete and exclusive statement of the agreement between the parties, superseding all proposals, oral or written, and all other communications between the parties. Both parties acknowledge that work performed pursuant to the Engagement Letter will be done through Scope Appendices executed and made a part of this document.

Any rights and duties of the parties that by their nature extend beyond the expiration or termination of this Engagement Letter shall survive the expiration or termination of this Engagement Letter or any statement of work contained in a Scope Appendix hereto.

If this Engagement Letter is acceptable, please sign below and return one copy to us for our files.

Sincerely,

Jada Kent
Managing Director
Public Sector Advisory

Signature Section:

The terms as set forth in this Engagement Letter are agreed to on behalf of the Client by:

Name: _____
Title: _____
Date: _____

Attachment A
Important Disclosures

Non-Exclusive Services

Client acknowledges and agrees that Baker Tilly, including but not limited to Baker Tilly Advisory Group, LP, Baker Tilly Municipal Advisors, LLC, Baker Tilly Capital, LLC, and Baker Tilly Investment Services, LLC, is free to render municipal advisory and other services to the Client or others and that Baker Tilly does not make its services available exclusively to the Client.

Affiliated Entities

Baker Tilly US, LLP and Baker Tilly Advisory Group, LP and its subsidiary entities provide professional services through an alternative practice structure in accordance with the AICPA Code of Professional Conduct and applicable laws, regulations and professional standards. Baker Tilly US, LLP is a licensed independent CPA firm that provides attest services to clients. Baker Tilly Advisory Group, LP and its subsidiary entities provide tax and business advisory services to their clients. Baker Tilly Advisory Group, LP and its subsidiary entities are not licensed CPA firms. Baker Tilly Advisory Group, LP and its subsidiaries and Baker Tilly US, LLP are independent members of Baker Tilly International. Baker Tilly International Limited is an English company. Baker Tilly International provides no professional services to clients. Each member firm is a separate and independent legal entity and each describes itself as such. Baker Tilly Advisory Group, LP and Baker Tilly US, LLP are not Baker Tilly International's agents and do not have the authority to bind Baker Tilly International or act on Baker Tilly International's behalf. None of Baker Tilly International, Baker Tilly Advisory Group, LP, Baker Tilly US, LLP, nor any of the other member firms of Baker Tilly International has any liability for each other's acts or omissions. The name Baker Tilly and its associated logo is used under license from Baker Tilly International Limited.

Baker Tilly Investment Services, LLC ("BTIS"), a U.S. Securities and Exchange Commission ("SEC") registered investment adviser, may provide services to the Client in connection with the investment of proceeds from an issuance of securities. In such instances, services will be provided under a separate engagement, for an additional fee. Notwithstanding the foregoing, Baker Tilly may act as solicitor for and recommend the use of BTIS, but the Client shall be under no obligation to retain BTIS or to otherwise utilize BTIS relative to Client's investments. The fees paid with respect to investment services are typically based in part on the size of the issuance proceeds and Baker Tilly may have incentive to recommend larger financings than would be in the Client's best interest. Baker Tilly will manage and mitigate this potential conflict of interest by this disclosure of the affiliated entity's relationship, a Solicitation Disclosure Statement when Client retains BTIS's services and adherence to Baker Tilly's fiduciary duty and/or fair dealing obligations to the Client.

Baker Tilly Capital, LLC ("BTC") Baker Tilly Capital, LLC ("BTC") is a limited service broker-dealer specializing in merger and acquisition, capital sourcing, project finance and corporate finance advisory services. BTC does not participate in any municipal offerings advised on by its affiliate Baker Tilly Municipal Advisors. Any services provided to Client by BTC would be done so under a separate engagement for an additional fee.

Baker Tilly Municipal Advisors ("BTMA") is registered as a "municipal advisor" pursuant to Section 15B of the Securities Exchange Act and rules and regulations adopted by the SEC and the Municipal Securities Rulemaking Board ("MSRB"). As such, BTMA may provide certain specific municipal advisory services to the Client. BTMA is neither a placement agent to the Client nor a broker/dealer. The offer and sale of any Bonds is made by the Client, in the sole discretion of the Client, and under its control and supervision. The Client acknowledges that BTMA does not undertake to sell or attempt to sell bonds or other debt obligations and will not take part in the sale thereof.

Baker Tilly may provide services to the Client in connection with human resources consulting, including, but not limited to, executive recruitment, talent management and community survey services. In such instances, services will be provided under a separate scope of work for an additional fee.

Certain executives of the Client may have been hired after the services of Baker Tilly were utilized and may make decisions about whether to engage other services of Baker Tilly or its subsidiaries.

Notwithstanding the foregoing, Baker Tilly may recommend the use of Baker Tilly or a subsidiary, but the Client shall be under no obligation to retain Baker Tilly or a subsidiary or to otherwise utilize either relative to the Client's activities.

Conflict Disclosure Applicable to Municipal Advisory Services Provided by BTMA

Legal or Disciplinary Disclosure. BTMA is required to disclose to the SEC information regarding criminal actions, regulatory actions, investigations, terminations, judgments, liens, civil judicial actions, customer complaints, arbitrations and civil litigation involving BTMA. Pursuant to MSRB Rule G-42, BTMA is required to disclose any legal or disciplinary event that is material to the Client's evaluation of BTMA or the integrity of its management or advisory personnel.

There are no criminal actions, regulatory actions, investigations, terminations, judgments, liens, civil judicial actions, customer complaints, arbitrations or civil litigation involving BTMA. Copies of BTMA filings with the SEC can currently be found by accessing the SEC's EDGAR system Company Search Page which is currently available at https://www.sec.gov/edgar/searchedgar/companysearch.html and searching for either Baker Tilly Municipal Advisors, LLC or for our CIK number which is 0001616995. The MSRB has made available on its website (www.msrb.org) a municipal advisory client brochure that describes the protections that may be provided by MSRB rules and how to file a complaint with the appropriate regulatory authority.

Contingent Fee. The fees to be paid by the Client to BTMA are or may be based on the size of the transaction and partially contingent on the successful closing of the transaction. Although this form of compensation may be customary in the municipal securities market, it presents a conflict because BTMA may have an incentive to recommend unnecessary financings, larger financings or financings that are disadvantageous to the Client. For example, when facts or circumstances arise that could cause a financing or other transaction to be delayed or fail to close, BTMA may have an incentive to discourage a full consideration of such facts and circumstances, or to discourage consideration of alternatives that may result in the cancellation of the financing or other transaction.

Hourly Fee Arrangements. Under an hourly fee form of compensation, BTMA will be paid an amount equal to the number of hours worked multiplied by an agreed upon billing rate. This form of compensation presents a potential conflict of interest if BTMA and the Client do not agree on a maximum fee under the applicable Appendix to this Engagement Letter because BTMA will not have a financial incentive to recommend alternatives that would result in fewer hours worked. In addition, hourly fees are typically payable by the Client whether or not the financing transaction closes.

Fixed Fee Arrangements. The fees to be paid by the Client to BTMA may be in a fixed amount established at the outset of the service. The amount is usually based upon an analysis by Client and BTMA of, among other things, the expected duration and complexity of the transaction and the work documented in the Scope Appendix to be performed by Baker Tilly. This form of compensation presents a potential conflict of interest because, if the transaction requires more work than originally contemplated, Baker Tilly may suffer a loss. Thus, Baker Tilly may recommend less time-consuming alternatives, or fail to do a thorough analysis of alternatives.

BTMA manages and mitigates conflicts related to fees and/or other services provided primarily through clarity in the fee to be charged and scope of work to be undertaken and by adherence to MSRB Rules including, but not limited to, the fiduciary duty which it owes to the Client requiring BTMA to put the interests of the Client ahead of its own and BTMA's duty to deal fairly with all persons in its municipal advisory activities.

To the extent any additional material conflicts of interest have been identified specific to a scope of work the conflict will be identified in the respective Scope Appendix. Material conflicts of interest that arise after the date of a Scope Appendix will be provide to the Client in writing at that time.

RE: Ongoing Compensation Services
DATE: July 15, 2026

This Scope Appendix is attached by reference to the above-named engagement letter (the "Engagement Letter") between Client of Waite Park, MN (the "Client") and Baker Tilly Advisory Group, LP and relates to services to be provided by Baker Tilly Advisory Group, LP.

SCOPE OF WORK
Baker Tilly will perform the following services:

Market assessment 2026
Distribution of a custom market survey to 12 public peer organization to collect base pay data on up to 60 benchmark positions, including data from 2-3 published sources as a private sector representative. Adjustments may be applied to establish consistency in market comparison related to differences in work week, age of the data, and geographic cost of labor. Baker Tilly will deliver two market reports to include an aggregate overview of the market as well as a comparison to the Client's pay ranges.

Provided upon request:

Article I. **Position Review / Reclassification**
Baker Tilly is available to review positions (new or changed) and provide a recommendation for placement, as appropriate.

- Reclassification or Position Review: Client will provide documentation (job description or completed PAQ) for the position in question. Using the classification and compensation system previously developed for client, a SAFE score and subsequent grade recommendation will be determined by Baker Tilly. A memo documenting our recommendation will be provided.

Article II. **Job description development; FLSA Review**

- Client will provide documentation (completed position analysis questionnaire or equivalent) for the position in question. A new job description draft will be developed in our standard format (or in the format provided by the client). Job description sections that will be included: general summary, essential functions, minimum qualifications (education, experience, license, certification, etc.), and a section reflecting the working conditions and physical demands. The Client will be responsible for finalizing the draft description.

- Baker Tilly will assess the position in question relative to Fair Labor Standards Act (FLSA) exemption status and provide a recommendation to the Client. *Please note that Baker Tilly's recommendations on FLSA regulations are based on our staff's nonlegal interpretation of the Department of Labor guidance. Baker Tilly is not engaged in the practice of law and cannot provide legal guidance on FLSA matters. We recommend that clients obtain separate legal review of all positions vis-à-vis FLSA decisions.*

Article III. **Market Review by position**
Baker Tilly can facilitate a market assessment for identified titles on a position-by-position basis by collecting base pay data on up to 5 public peer organizations and 2 published salary survey sources.

- Client will provide documentation for the position to be reviewed along with the 5 public peers to be surveyed (assumes same peer group per request). Baker Tilly will utilize

peer data found online and/or make up to 3 attempts via email and/or phone call to retrieve data otherwise. A memo documenting our market results will be provided.

Article IV. Market Assessment

Baker Tilly can facilitate periodic market assessments for the Client's positions. We recommend benchmarking 1/3 of the Client's positions each year on a rotating basis to maintain competitiveness of the pay structure as well as some positions that may be more sensitive to market conditions.

- We will work with the Client to identify benchmark positions, peer organizations, and will compile base pay rates following our established process. Market reports will be delivered demonstrating aggregate market results as well as comparison to the Client's ranges.

- Recommendations for pay structure adjustments and/or grade assignment changes based on market results can also be provided.

Article V. Miscellaneous HR / Compensation Assistance

Baker Tilly can assist the Client with maintenance and administration aspects of the classification and compensation plan as well as other human resources related services.

- These can include pay policy recommendations, benefits comparison and recommendations, career ladder development, employee pay equity review, succession planning, staffing level benchmarking, organizational structure redesign, executive coaching, etc.

PROJECT TEAM

- Jada Kent, Director
- Candi Harris, Manager
- Sarah Towne, Manager
- Madeline Scott, Manager
- Thomas Patton, Senior Consultant
- Marti Gregory, Consultant
- Daniel Tejada, Consultant
- Anna Yin, Consultant

NONATTEST SERVICES

As part of this engagement, we will perform certain nonattest services. For purposes of the Engagement Letter and this Scope Appendix, nonattest services include services that the *Government Auditing Standards* refers to as nonaudit services.

We will not perform any management functions or make management decisions on your behalf with respect to any nonattest services we provide.

In connection with our performance of any nonattest services, you agree that you will:

> Continue to make all management decisions and perform all management functions, including approving all journal entries and general ledger classifications when they are submitted to you.

> Designate an employee with suitable skill, knowledge, and/or experience, preferably within senior management, to oversee the services we perform.

> Evaluate the adequacy and results of the nonattest services we perform.

> Accept responsibility for the results of our nonattest services.

> Establish and maintain internal controls, including monitoring ongoing activities related to the nonattest function.

PROJECT TIMING AND BUDGET

This agreement will commence upon the Client's execution of this engagement letter and will remain in effect until the earlier of two (2) years from the date of this agreement or until aggregated fees charged under it total thirty thousand dollars ($30,000) unless extended by mutual written agreement.

COMPENSATION AND INVOICING

A. Baker Tilly will perform the tasks as described in the “Market Assessment 2026” for the Client for a fixed professional fee of $14,000.

B. For services provided under Article I, fees shall be billed at $300 per position.

C. For services provided under Article III, fee’s shall be billed based on the following:

1 to 2 positions	$550
3 to 4 positions	$1,100
5 to 6 positions	$1,600

For a market review of more than 6 positions (assuming the same peer group), a fixed project scope and fee under Article IV may be more appropriate.

D. For services provided under Article II, Article IV, and Article III, services will be billed at Baker Tilly's standard hourly rates based upon the actual time and expenses incurred, however, the Client will be billed for a minimum of one hour for any given work order.

E. If applicable, any unbilled work performed prior to the date of this agreement without the benefit of a formal written agreement shall be billed according to terms outlined by a separate document attached to this agreement and which unless otherwise stated, shall be at the normal and standard prices in place at the time the work was performed.

F. Baker Tilly will invoice the Client monthly based on project hours incurred. For reporting purposes, Baker Tilly's tax identification number is 39-0859910.

Standard Hourly Rates	
Staff Level	**Hourly Rate**
Principal	$510
Managing Director / Director	$430
Senior Manager	$340
Manager	$280
Senior Consultant	$230
Consultant	$180

CONFLICTS OF INTEREST

Attachment A to the Engagement Letter contains important disclosure information that is applicable to this Scope Appendix. Baker Tilly does not know there to be any conflict of interest in providing this service to the Client.

TERMINATION
This Scope Appendix will terminate according to the terms of the Engagement Letter.

If this Scope Appendix is acceptable, please sign below and return one copy to us for our files. We look forward to working with you on this important project.

Sincerely,

Jada Kent
Managing Director
Public Sector Advisory

Signature Section:

The services and terms as set forth in this Scope Appendix are agreed to on behalf of the Client by:

Name: _____

Title: _____

Date: _____

Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Authorize Staff To Enter into Agreement with LETAC for Policies 360

Action Requested: Motion
Form of Action: Contract/Agreement
Votes Needed: 3 Votes

Summary Statement:	On February 28, 2026, the current Public Safety policy vendor mandated a migration to a new operating system. The migration has been substantially unsuccessful, resulting in an unacceptable risk to the City. The current policy provider's update does not allow administrators to identify what policies are no longer compliant, update non-Minnesota POST required policies, or effectively add and manage personnel. Staff have worked with the national vendor on fixes, but none are on the foreseeable horizon. The ongoing inability to provide up-to-date POST compliant policies has created risk to the city beyond staff's perception of what is reasonable. Staff located and have worked with a new vendor, LETAC-Policies 360, that is Minnesota-based, has received Minnesota POST approval, and is recommended by the Minnesota Police Chiefs Association. At the completion of the onboarding, the cost will also be over $2,000 less than the current vendor in future years. The cost was not budgeted but can be supported through existing budget appropriations and no additional funding is required. At the conclusion of the project, there will be a reduction in organizational

	risk, improved Minnesota-focused product, and a reduction in subscription costs. Staff will work with the vendor on attempting to obtain a refund.

Recommendations:	Authorize Staff to Enter into an Agreement with LETAC for the Policies 360 platform.

Applicable Deadlines:	The agency policies will no longer be Minnesota POST compliant on December 31st, 2026. There is an estimated onboarding time of 2–3 months.

Community Impact:	The updated policies will be designed to meet the requirements of Minnesota and reduce organizational risk.

Legislative History:	

Strategic Priority:	**Staff Capabilities**

Fiscal Impact:	

Financial Consideration?	**Yes**
Revenue/Expenditure Amount:	$16,500
Financing Source:	**Other: Existing Budgetary Allotment**
Notes:	

Attachments:	

1.	New Brighton PD LETAC Policies360 Contract

POLICIES360°
Smarter Policy. Stronger Protection.

SOFTWARE AS A SERVICE AND HOSTING SUBSCRIPTION AGREEMENT

This **SOFTWARE AS A SERVICE AND HOSTING SUBSCRIPTION AGREEMENT** ("Agreement") is effective as of _____, 2026 ("Effective Date") and is made and entered into by and between the New Brighton Police Department, a municipal corporation located at 785 Old Highway 8 NW, New Brighton, MN 55112 ("Subscriber"), and LETAC USA, LLC, located at 1809 Northwestern Avenue, Stillwater, MN 55082 ("Licensor"). Subscriber and Licensor are referred to individually as a "Party" and collectively as "Parties".

RECITALS

A. Licensor has developed, owns and provides online, subscription-based law enforcement policies as described in Exhibit A ("Policies360 & Procedures360"); and

B. Subscriber desires to license, access and utilize Policies360 as a benefit to its organization; and

C. The Parties mutually agree Policies360 be made available to Subscriber and its employees under the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the foregoing express promises and the mutual covenants hereinafter set forth, Subscriber and Licensor hereby agree as follows:

1. AGREEMENT; TERM

1.1. Subject to early termination of this Agreement by Subscriber as provided herein, Licensor shall provide the Services for the term of thirty-six (36) months commencing on the Commencement Date.

1.2. Subscriber shall have the option, exercisable at its sole discretion, to extend the term for up to twenty-four (24) months by giving Licensor notice in writing at least ninety (90) days before the date on which this Agreement would otherwise expire.

1.3. If Subscriber exercises the option provided in Article 1.2 to extend the term, Subscriber shall have further options, exercised at its sole discretion, to extend the term for up to an additional twenty-four (24) months by giving Licensor notice in writing at least ninety (90) days before the date on which this Agreement, as extended pursuant to Article 1.2, would otherwise expire.

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1.4. Licensor shall notify Subscriber, at least sixty (60) days prior to the end of the current term, of any proposed increase in the fee for the extension of the term. If such notice is not provided by Licensor at least sixty (60) days prior to the end of the current term, the fees for the extension period cannot be increased.

2. DEFINITIONS

The following terms, when used in this Agreement, shall have the meanings provided below:

"Authorized Users" shall mean employees, representatives, consultants, contractors, or agents of Subscriber whom Subscriber has authorized to use the Services and to whom Licensor has supplied user identifications and passwords.

"Claims" shall mean any of the following, including any combination thereof: causes of action (*in rem* or *in personam*), assertions, demands, allegations, proceedings, suits, losses, liabilities, fines, penalties, costs, damages, judgments, awards, and expenses, including court costs and attorneys' fees, and sums paid by way of settlement and compromise.

"Commencement Date" means the date Subscriber first accesses the Systems and begins using the Services.

"Indemnify" shall mean defend, indemnify, and hold harmless; and terms such as "Indemnified", "Indemnifying", "Indemnification", "Indemnity", "Indemnitor", and "Indemnitee" shall have appropriately correlative meanings and be construed accordingly.

"Licensor Technology" means all of Licensor's proprietary technology (including software, hardware, products, processes, algorithms, user interfaces, know-how, techniques, designs, documentation, and other tangible or intangible technical material or information) made available to Subscriber by Licensor in providing the Services.

"Personal Data" means any first or last name, physical address, email address telephone number, other information that allows physical or online contacting of an individual, or other identity employment information, employee identification number, biometric identification data, or other individually identifiable information that may be accessible to Licensor because of Subscriber using the Services.

"Services" means the specific edition of Licensor's Policies360, its online policies, manuals and software application identified in Exhibit A, developed, operated, maintained and hosted by Licensor and made accessible designated website or IP address, and ancillary online or offline products and services provided to Subscriber by Licensor, to which Subscriber is being granted access under this Agreement, including the Licensor Technology and Systems.

"Subscriber Data" means any technology, intellectual property, data, information, or material provided or submitted by Subscriber to the Systems in the course of using the

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Services. Subscriber Data shall include Personal Data.

"Systems" means the application software, network servers, hardware, software, and data operations utilized by Licensor for the provision of Services.

3. LICENSE GRANT

3.1. In consideration of the fees Subscriber shall pay to Licensor as set forth in Exhibit B of this Agreement and the remaining obligations of Subscriber as set forth herein, Licensor grants to Subscriber and Subscriber accepts a nonexclusive non-transferable worldwide license for Subscriber and Authorized Users to access and use the Services set forth in Exhibit A. Subscriber agrees that only Authorized Users shall access and use the Services.

4. OWNERSHIP

4.1. Licensor transfers no right, title, or interest in and to Licensor Technology or the Systems except as expressly stated in this Agreement, and the same shall remain the sole and exclusive property of the Licensor.

4.2. All right, title, and interest in and to the Subscriber Data and results from processing Subscriber Data are and shall remain the property of Subscriber and no right, title, or interest in and to Subscriber Data or the results from processing Subscriber Data shall vest in Licensor.

5. HOSTING, SECURITY, PRIVACY, BACKUP, AND SUPPORT

5.1. Licensor shall provide a dedicated and secure hosting environment for the Services, which shall include, but not be limited to, all hardware, servers, operating software, network components, database storage, security, technical support, maintenance, backup, and disaster recovery required for Subscriber to use the Services, or otherwise required by this Agreement.

6. AVAILABILITY AND MAINTENANCE

6.1. The Services shall be accessible to Authorized Users twenty-four (24) hours a day, seven (7) days a week, except for (i) scheduled maintenance and required repairs; and (ii) any interruption due to causes beyond the control of Licensor or which are not reasonably foreseeable by Licensor.

6.2. Licensor shall perform maintenance services, updates, or upgrades to ensure continuous availability and operation of the Systems. Licensor shall use commercially reasonable efforts to inform Subscriber of any known or foreseeable disruptions to the availability of the Services.

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7. USE AND ACCESS

7.1. Subscriber shall be responsible for obtaining access to the internet to access and use the Services and complete the implementation and set-up process as set forth in Exhibit A to access the Services.

7.2. Subscriber is entirely responsible for maintaining the confidentiality of any passwords and account information required for access to the Services, and for all acts by Subscriber or anyone authorized by Subscriber to access Subscriber's account that occur in connection with Subscriber's account

7.3. Subscriber shall not use the Services or the Licensor Technology for any purpose that is (i) unlawful; or (ii) not specifically agreed to by this Agreement.

7.4. Subscriber shall not without the express written consent of Licensor, copy, sell, sublicense, rent, or lease any portion of the Service, including all, updates, training and or revisions to said Services that may be periodically provided to Subscriber.

7.5. Except for a violation of Sections 7.3, 7.4 and 7.6 hereof, or Subscriber's failure to timely pay invoices as set forth in Section 8 hereof, Subscriber shall continue to have unrestricted use of the Services in accordance with the terms and conditions of this Agreement during any dispute between Subscriber and Licensor, provided Subscriber is proceeding in good faith to resolve such dispute.

7.6. Licensor acknowledges that nothing in this Agreement restricts Subscriber from copying, or reproducing, physical copies of the Services, policies, and manuals identified in Exhibit A, if complying with authorized public data request as required by Minnesota law.

7.7. Subscriber may designate Authorized Users, such persons being able to use the Services for the exclusive benefit of Subscriber. Except as set forth hereinabove, Subscriber shall not assign, convey or transfer any interest in and to the Services without the written consent of the Licensor.

8. INVOICING, PAYMENT, AND TAXES:

8.1. Subscriber pay the fees set forth in Exhibit B. Within thirty-five (35) days of Subscriber's receipt of an invoice from Licensor, together with all required supporting documentation, Subscriber shall pay, or cause to be paid, the amount of such invoice. Any sum due that is not paid within thirty-five (35) days of the invoice receipt date shall bear interest from the due date thereof to the date of payment at a rate of interest equal to one- and one-half percent (1 ½ %) per month or the maximum rate permitted by law, whichever is less. Subscriber shall pay all costs of collection, including legal expenses, court costs and attorney fees at any time incurred by Licensor in the collection of any amounts owing by Subscriber to Licensor.

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8.2. Licensor may invoice, and Subscriber shall pay to Licensor, such applicable sales, use, excise, or other similar taxes (federal, state, or local) that Licensor is required by law to apply to the fees set forth in Exhibit B. Any such tax amounts shall be clearly and separately stated on Licensor's invoices.

9. WARRANTIES

9.1. Performance. Licensor warrants and represents that the Services will perform the functions described in the documentation and specifications provided by Licensor.

9.2. Non-Infringement Warranty. Licensor warrants and represents that when used in accordance with this Agreement, the Services, Systems, and Licensor Technology shall not infringe upon or violate any copyright, patent, trademark, trade secret, or any other proprietary right of any third party.

9.3. Limitations on Warranties. IN CONSIDERATION OF THE WARRANTIES EXPRESSLY PROVIDED IN THIS ARTICLE 9 AND THE ACCESSIBILITY COMMITMENT IN ARTICLE 6, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY DISCLAIMED.

9.4. Internet Delays. THE SERVICES MAY BE SUBJECT TO LIMITATIONS, DELAYS, AND OTHER PROBLEMS INHERENT IN THE USE OF THE INTERNET AND ELECTRONIC COMMUNICATIONS. LICENSOR IS NOT RESPONSIBLE FOR ANY DELAYS, DELIVERY FAILURES, OR OTHER DAMAGE RESULTING FROM SUCH PROBLEMS.

9.5. Exclusive Remedies. Subscriber's exclusive remedies and Licensor's entire liability for any breach of the warranties specified in this Article 9, except as expressly provided otherwise in this Agreement, shall be the correction of the breach of warranty and the remedies provided in Article 6. However, if Licensor is unable to effect the correction without undue delay for the circumstances, Subscriber shall be entitled to terminate this Agreement, and the remedies defined in Article 14 shall apply.

10. INTELLECTUAL PROPERTY INDEMNITY

10.1. If a Claim of violation of copyright, trade secret, or other intellectual property rights relating to the Services, Systems, or Licensor Technology provided under this Agreement is made against Subscriber, Subscriber shall: (i) promptly notify Licensor; (ii) allow Licensor to control the litigation or settlement of such Claim; and (iii) cooperate with Licensor in the investigation, defense, and/or settlement thereof. Subscriber retain the right to participate at their own cost in any action in which Subscriber is named as a defendant.

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10.2. Should any portion of the Services or intended use thereof become, or in Licensor's reasonable opinion be likely to become, the subject of a Claim for infringement of a copyright, or other proprietary right, Licensor shall at its option either (i) promptly and diligently modify or replace such portion to make it non-infringing, without degradation to functionality; or (ii) terminate this Agreement and refund fees pursuant to Article 14.3.

11. DISCLAIMER

11.1 Nothing in this Agreement shall be construed to create an attorney–client relationship between Licensor and Subscriber. Any consultations, discussions, or support provided by Licensor under this Agreement are strictly limited to assisting with the use and implementation of the licensed materials and shall not constitute legal advice. Subscriber is solely responsible for obtaining independent legal counsel regarding compliance with applicable laws, regulations, or legal obligations. Licensor expressly disclaims any responsibility or liability arising from Subscriber's legal, regulatory, or compliance decisions.

12. LOSS

12.1 EACH PARTY AGREES TO INDEMNIFY, DEFEND, AND HOLD HARMLESS THE OTHER PARTY AND ITS OFFICERS, EMPLOYEES, AND AGENTS FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, DAMAGES, LOSSES, LIABILITIES, COSTS, AND EXPENSES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR RESULTING FROM THE NEGLIGENT OR WRONGFUL ACTS OR OMISSIONS OF THE INDEMNIFYING PARTY, ITS OFFICERS, EMPLOYEES, OR AGENTS, IN THE PERFORMANCE OF THIS AGREEMENT. THE OBLIGATIONS OF EACH PARTY UNDER THIS SECTION SHALL BE LIMITED TO THE EXTENT CAUSED BY THAT PARTY'S ACTS OR OMISSIONS AND SHALL NOT APPLY TO CLAIMS ARISING FROM THE NEGLIGENT OR WRONGFUL ACTS OF THE OTHER PARTY. ALL SYSTEMS AND POLICIES SUBJECT TO THIS AGREEMENT WERE PROVIDED FOR SUBSCRIBER'S EXCLUSIVE USE AND ADOPTED AT THE SOLE DISCRETION OF THE SUBSCRIBER. EXCEPT IN CASES OF WILLFUL MISCONDUCT, LIABILITY SHALL BE CAPPED AT THE REVENUE RECEIVED BY THE LIABLE PARTY DURING THE PRECEDING TWELVE MONTHS. NOTWITHSTANDING ANY PROVISION OF THIS AGREEMENT TO THE CONTRARY, NOTHING HEREIN SHALL BE DEEMED A WAIVER OF ANY IMMUNITIES, DEFENSES, OR LIMITATIONS OF LIABILITY AVAILABLE TO SUBSCRIBER UNDER APPLICABLE LAW. SUBSCRIBER'S LIABILITY SHALL BE GOVERNED BY AND LIMITED IN ACCORDANCE WITH MINN. STAT. CH. 466, INCLUDING THE LIMITS SET FORTH IN MINN. STAT. § 466.04.

12.2 SUBSCRIBER AGREES TO AND UNDERSTANDS THAT LICENSOR HAS MADE REASONABLE EFFORTS TO COMPLY WITH AND ADHERE TO ALL

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APPLICABLE STATUTES, OPINIONS, LAWS, AND INDUSTRY STANDARDS IN EFFECT AT THE TIME OF CREATION

13. INSURANCE

13.1 Required Insurance. Licensor shall procure and maintain, at its sole expense and for the duration of this Agreement, insurance coverage with insurers authorized to do business in the State of Minnesota. Such coverage shall include: (a) Commercial General Liability Insurance with limits of not less than $1,500,000 per occurrence and $2,000,000 aggregate, covering bodily injury, property damage, personal injury, and contractual liability; (b) Workers' Compensation Insurance as required by Minnesota law; and (c) Professional Liability (Errors and Omissions) Insurance with limits of not less than $1,000,000 per claim and $1,000,000 aggregate for claims arising from the performance of services under this Agreement.

Subscriber shall be named as an additional insured on the Commercial General Liability policy. Licensor shall provide Subscriber with certificates of insurance evidencing the required coverage prior to the commencement of the Services and upon renewal of any such policies. Licensor shall also provide at least thirty (30) days' prior written notice to Subscriber of any cancellation, non-renewal, or material change in the required insurance coverage.

14. TERMINATION AND REMEDY

14.1. Termination of Agreement for Cause. Licensor and Subscriber each have the right to terminate this Agreement and pursue injunctive relief if the other Party breaches or is in default of any material obligation under this Agreement, when such a breach or default (i) is incapable of cure; or (ii), being capable of cure, has not been cured within thirty (30) days after receipt of written notice of breach or default.

14.2. Termination for Convenience. This Agreement may be terminated by either Party at any time upon at least thirty (30) days' written notice to the other Party.

14.3. Remedy. In the event Subscriber terminates this Agreement pursuant to Article 14.1 or Article 14.2 Licensor shall return to Subscriber any prepaid payments it received for the terminated portion of the Agreement.

14.4. Subscriber Data. Upon termination or expiration of this Agreement, Licensor shall remove from its servers and return to Subscriber all Subscriber Data in a mutually agreed upon format or provide Subscriber access for a reasonable period (but, in any event, no more than 180 days) after termination or expiration in order to gather and facilitate a transfer of all Subscriber Data. Notwithstanding the foregoing, Licensor shall be permitted to retain one archival copy of the Subscriber Data, and Licensor shall represent to Subscriber that the same is retained for archival purposes only and any possible litigation arising thereunder, and for no other purpose.

15. GOVERNING LAW

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15.1. THE INTERPRETATION AND PERFORMANCE OF THIS AGREEMENT SHALL BE GOVERNED BY AND CONSTRUED IN ACCORDANCE WITH THE LAWS OF THE STATE OF MINNESOTA, EXCEPT FOR ANY RULE OF LAW OF THE STATE OF MINNESOTA, WHICH WOULD MAKE THE LAW OF ANY OTHER JURISDICTION APPLICABLE.

15.2. The Parties specifically agree that, if any provision of this Agreement is determined to be unenforceable or in contravention of any applicable law, such provision shall be deemed modified to the minimum extent required to bring such provision into compliance with said statute or case law. NOTHING CONTAINED HEREIN SHOULD BE CONSTRUED AS CONTRAVENING THE EXPRESS INTENTION OF THE PARTIES THAT THE LAWS OF THE STATE OF MINNESOTA SHALL APPLY IN ALL RESPECTS, UNLESS AND EXCEPT TO THE EXTENT THAT THE PARTIES MAY REFERENCE AND REQUEST APPLICATION OF A LAW, STATUTE, OR RULE OF ANOTHER JURISDICTION OR GOVERNMENTAL BODY IN A SPECIFIC PROVISION OF THIS AGREEMENT.

16. DISPUTE RESOLUTION

16.1. All actions and proceedings arising out of or related, in whole or in part, to this Agreement shall lie exclusively in the state courts of Washington County, Minnesota. Both Parties hereby irrevocably submit to the exclusive jurisdiction of such courts (and, in the case of appeals, appropriate appellate courts therefrom) in any such action or proceeding and irrevocably waive the defenses of lack of personal jurisdiction or any inconvenient forum to the maintenance of any such action or proceeding.

17. DATA AND CONFIDENTIAL INFORMATION

17.1. During the term of this Agreement, the Parties may provide information to each other or come into possession of information which is considered confidential ("Confidential Information"). Confidential Information shall include Subscriber Data, Licensor Technology, and information which is marked as "confidential" or "proprietary" or would reasonably be assumed to be confidential based on its content or the context surrounding its disclosure.

17.2. Licensor specifically agrees that all Subscriber Data (including Personal Data) is and shall always remain the exclusive property of Subscriber, and Licensor shall not access, download, or make use of the Subscriber Data for any reason other than for the purposes of providing the Services or as otherwise required by applicable law.

17.3. Upon expiration or termination of this Agreement, and as directed by the disclosing Party, each Party will promptly (i) return to the other Party all the Confidential Information of the other Party; or (ii) erase and destroy all copies of the Confidential Information of the other Party in its possession and certify destruction of the same.

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18. ACCESS TO SUBSCRIBER'S SYSTEMS AND NETWORKS

18.1. Subscriber shall determine the portions of Subscriber's System and/or Network to which the Accessing Parties will have access and will designate such portions of the System and Network in writing. No Accessing Party shall access or attempt to access any portion of Subscriber's System or Network except as expressly permitted hereunder.

18.2. SUBSCRIBER MAKES NO WARRANTIES, EXPRESS OR IMPLIED, AND EXPRESSLY DISCLAIMS THE WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE AND MERCHANTABILITY WITH RESPECT TO SUBSCRIBER'S SYSTEM AND NETWORK.

19. ASSIGNMENT

19.1 Neither Licensor nor Subscriber may assign, transfer, or novate this Agreement, in whole or in part, without the prior written consent of the other party, which consent shall not be unreasonably withheld. Notwithstanding the forgoing, Licensor may assign this Agreement in connection with a merger, acquisition, sale or consolidation to the successor in interest without consent or notice, provided the successor assumes all obligations of Licensor. Any assignment in violation of this Article 19.1 shall be null and void.

20. GENERAL

20.1 Headings. The captions and headings used in this Agreement are for convenience only and shall not be used for purposes of construction or interpretation.

20.2 Non-Waiver. No waiver by either Party of any one or more defaults by the other Party in performance of this Agreement shall operate or be construed as a waiver of any future default or defaults by the same Party, whether of a like or a different character.

20.3 Amendment. No change to any term or provision hereof shall be effective unless stated in writing and signed by the duly authorized representatives of both Parties.

20.4 Right to Defend. Each Party shall notify the other immediately upon the commencement of any action brought and the outcome of which may affect the rights of the other Party herein granted, and such other Party shall have the right at its own expense to appear in and defend such actions.

20.5 Severability. It is intended that if any provision of this Agreement is determined to be unenforceable or void for any reason, such provision shall be adjusted, if possible, to achieve the intent of the Parties. In any event, all other provisions of this Agreement shall be deemed valid, binding, and enforceable.

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20.6 Legal Representation and Language Construction. Each Party has had the opportunity to be represented by counsel in connection with the drafting and negotiation of this Agreement, and the Parties agree that this Agreement and the terms hereof shall not be construed more severely against one of the Parties than the other. Specifically, but not by limitation, the Parties agree that no term of this Agreement shall be construed more severely against the Party deemed to be the drafter of such term than against the other Party.

20.7 Entire Agreement. This Agreement reflects the entire agreement between the Parties with respect to its subject matter. All other oral or written agreements, contracts, understandings, conditions, warranties, or representations with respect to the subject matter of this Agreement are superseded by this Agreement.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their respective duly authorized representatives, effective as of the Effective Date.

CITY OF NEW BRIGHTON	**LETAC USA, LLC**
By: _____	By: _____
Print: _____	Print: Imran S. Ali
Title: _____	Title: President and CEO, LETAC
Date: _____	Date: _____

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EXHIBIT A
SCOPE OF SERVICES

1. GENERAL:

1.1 **POLICIES360**

Licensor will provide Policies360 Law Enforcement Policies and a hosted platform for Policies360 Law Enforcement Policies Software. The platform provides Subscriber the ability to receive law enforcement policies and provides a platform to deliver, access, manage, audit and report on Policies360 Law Enforcement Policies.

1.2 **PROCEDURES360**

Licensor will provide Procedures360, a hosted platform which provides Subscriber the ability to organize, deliver, access, manage, audit and report on Subscriber's law enforcement procedures provided by Subscriber.

2. SUMMARY OF SERVICES:

2.1 **POLICIES360**

Policies360 is a web-based Law Enforcement Policy management system created to increase understanding, access, retention, proficiency, and efficiency in locating and understanding Law Enforcement Policies by eliminating unnecessary processes and providing enhanced targeted knowledge management systems. All policy storage, retrieval, updating, auditing, reporting and proprietary knowledge management systems are performed online.

Policies360 is used by law enforcement agencies to protect the public, officers and municipalities from unnecessary risk and harm by providing comprehensive policies and intuitive knowledge management systems to promote public safety.

2.2 **PROCEDURES360**

Procedures360 is a web-based Law Enforcement Procedure management system created to separate procedures from policy to increase understanding, access, retention, proficiency, and efficiency in locating and understanding of Subscriber's Law Enforcement Procedures. Subscriber created Law Enforcement Procedures are hosted in an online platform providing retrieval, updating, auditing, and reporting through a proprietary knowledge management system.

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Policies360 include the following:

- Complete and comprehensive Law Enforcement Policy Manual
- Online access to Policies 24/7
- Integrated intuitive Knowledge Management System
- Policy update notifications
- Compliance and reporting
- Support for locations and users
- Web-based application access
- Setup, credentialling and configuration
- Telephone support, upgrades and maintenance
- Current auditing and reporting
- Fully redundant and secure data center
- Policy Monitoring

Procedures360 include the following:

- Online access to Subscriber created procedures 24/7
- Integrated intuitive Knowledge Management System
- Procedure update notifications
- Compliance and reporting
- Support for locations and users
- Web-based application access
- Setup, credentialling and configuration
- Telephone support, upgrades and maintenance
- Current auditing and reporting
- Fully redundant and secure data center

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EXHIBIT B
FEES

SUMMARY OF FEES

Based on 32 FTE/PTE Officers

Policies360	
Year 1 Policies360 Onboarding, Included Customization and Annual Management	$16,500
Year 2 Policies360 Annual Management	$11,550
Year 3 Policies360 Annual Management	$12,128

Procedures360	
Year 1 Procedures360	$3,630
Year 2 Procedures360	$3,812
Year 3 Procedures360	$4,002

Contract pricing is based on the number of officers at the effective date of the agreement for the term of the agreement and adjusted for the number of officers prior to the effective date of any subsequent extension period.

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Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Consider a Resolution Adopting the Downtown Vision Plan Final Draft

Action Requested: Motion
Form of Action: Resolution
Votes Needed: 3 Votes

Summary Statement:	The Downtown Vision Plan (phase I) is finally complete! The provided resolution will officially adopt the Downtown Vision Plan and will direct staff to continue planning efforts, and to incorporate the developed concepts into the next version of the comprehensive plan due by December 31, 2028.

Recommendations:	Approval of the resolution adopting the Downtown Vision Plan.

Applicable Deadlines:	No pending deadlines, although final adoption will allow staff to close the critical corridors grant from Ramsey County which funded this work.

Community Impact:	The Downtown Vision Plan establishes a long-term framework for improvements to strengthen Downtown by making it a more walkable, welcoming, and community-oriented place. With the adoption of this plan, incremental growth and change over time can now result in a Downtown that matches a collective vision expressed by New Brighton residents.

Legislative History:	-- February 2025: staff authorized to pursue Ramsey County Critical Corridor funding to support a Downtown study -- May 2025: Ramsey County approves the City's funding request -- July 2025: Grant agreement and services contract approved -- September 2025: Staff completes initial kick-off meeting with the consultant to review process and steps -- October 2025: Study Kicks off at the Annual Pumpkin Walk concurrent with the launch of an online survey -- Jan 2026: Design charrette held to review public input from phase I and explore design options -- March 2026: Initial downtown concept plans presented to Council for review and feedback prior to public input phase II -- April 8, 2026: Downtown Options Open House and Survey #2 launch -- May 2026: survey #2 input compiled, and final vision plan materials prepared -- June 2026: plan finalization -- July 2026: plan adoption

Strategic Priority:	**Financial Sustainability** **Economic Development** **City Assets** **Community Engagement & Belonging**

Fiscal Impact:	

Financial Consideration?	**No**
Revenue/Expenditure Amount:	$
Financing Source:	**N/A**
Notes:	While achieving the long-term vision for Downtown will certainly come with costs, adopting the plan that recognizes the collective vision for Downtown does not have any immediate financial impacts. All future improvements and costs will need to be analyzed on a case by case basis.

Attachments:	1.	Resolution
	2.	Resolution Exhibit A: FINAL DOWNTOWN VISION PLAN

RESOLUTION
CITY COUNCIL
CITY OF NEW BRIGHTON

RESOLUTION ADOPTING THE DOWNTOWN VISION PLAN

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

WHEREAS, the City Council of the City of the New Brighton has adopted a comprehensive plan to encapsulate the City's vison for the future and to set a roadmap for future development; and

WHEREAS, for comprehensive plans to be most effective, it is important that Cities treat them as dynamic documents to continually be examined and updated as needed to study under-examined areas, reflect new realities, and to take advantage of opportunities as they arise; and

WHEREAS, the City's Downtown area was nearly fully developed when New Brighton became a City, and has therefore has never been the sole focus of an in-depth planning effort; and

WHEREAS, Ramsey County offers critical corridor grants on a yearly basis specifically intended to support planning efforts around primary corridors throughout the County; and

WHEREAS, New Brighton's Downtown is surrounded and bisected by qualifying critical corridors, so the opportunity existed to undertake a long-overdue examination of the Downtown area with residents to develop a long-term plan for this important area of the City; and

WHEREAS, the City applied for and was awarded a fifty-thousand dollar grant to support the desired planning effort; and

WHEREAS, the City and its consulting firm Damon Farber collaborated over the course of nine months to conduct a significant community engagement program that included on-line surveys, open houses, pop-up outreach efforts, on-line listening sessions, and a design charette which collectively guided development of the plan; and

WHEREAS, the culmination of these planning efforts and community feedback has been packaged into a final document entitled New Brighton Downtown Vision Plan: from settlement to center, dated July 2026, which is now ready for adoption.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of New Brighton hereby adopts the Downtown Vision Plan, attached as Exhibit A, as the City's guide for future development in and around Downtown New Brighton; and

BE IT FURTHER RESOLVED, that in recognition of the Downtown Vision Plan, staff is instructed to undertake the following tasks moving forward:

1. Continue the Downtown Vision Planning effort with Phase II examining land north of I-694 if funded through additional grant dollars;

2. Combine the results of Phase I and Phase II of the Downtown Vision Planning efforts into a single document once all work is complete;

3. Incorporate the vision and direction outlined in the combined Downtown Vision Plan within the next comprehensive plan being prepared by the City;

4. Begin work on specific zoning updates for the downtown area to allow for implementation of the Downtown Vision Plan.

ADOPTED this 28th day of July, 2026, by the New Brighton City Council with a vote of __ ayes and __ nays.

_____
Kari Niedfeldt-Thomas, Mayor

_____
Devin Massopust, City Manager

ATTEST:

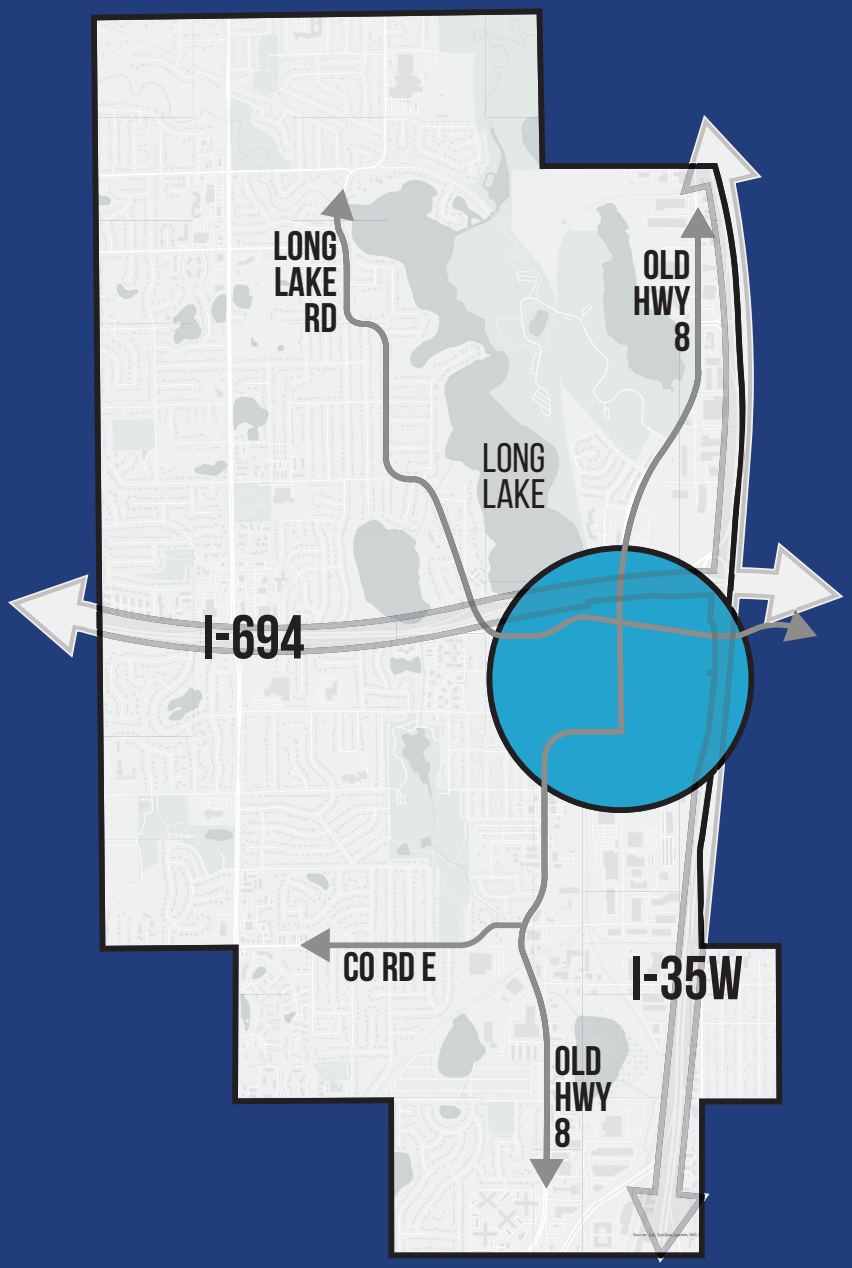
_____
Terri Spangrud, City Clerk

EXHIBIT A:

DOWNTOWN VISION PLAN

From Settlement to Center

July 2026



New Brighton Downtown Vision Plan

FROM SETTLEMENT TO CENTER PHASE 1

July 2026

RAMSEY COUNTY DF/

New Brighton
Downtown Vision Plan

FROM SETTLEMENT TO CENTER PHASE 1

Prepared for:

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This plan was partially funded through Ramsey County's Critical Corridors program

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LOCAL
COFFEE
GOOD
PEOPLE

Executive Summary

An Overview of this Plan

Why the Plan Was Created

A Downtown Ready to Reconnect

Downtown New Brighton has long been shaped by movement, exchange, and connection. Indigenous trails and waterways, railroads, Old Highway 8, regional freeways, and suburban growth have each influenced how the community developed.

Old Highway 8 once functioned as an active main street where businesses, civic life, and everyday activity came together. Later transportation and development patterns improved regional access but also separated buildings, streets, public spaces, and destinations. Today, downtown contains many valued assets, including established neighborhoods, local businesses, civic facilities, parks, trails, transit, and nearby natural systems, but these places do not always function as a cohesive center.

Purpose of the Plan

The Downtown Vision Plan establishes a long-term framework for reconnecting these assets and strengthening downtown as a more walkable, welcoming, and community-oriented place.

It is not a fixed redevelopment blueprint. It provides a shared direction for coordinating public investment, private development, infrastructure, public spaces, and policy decisions over time.

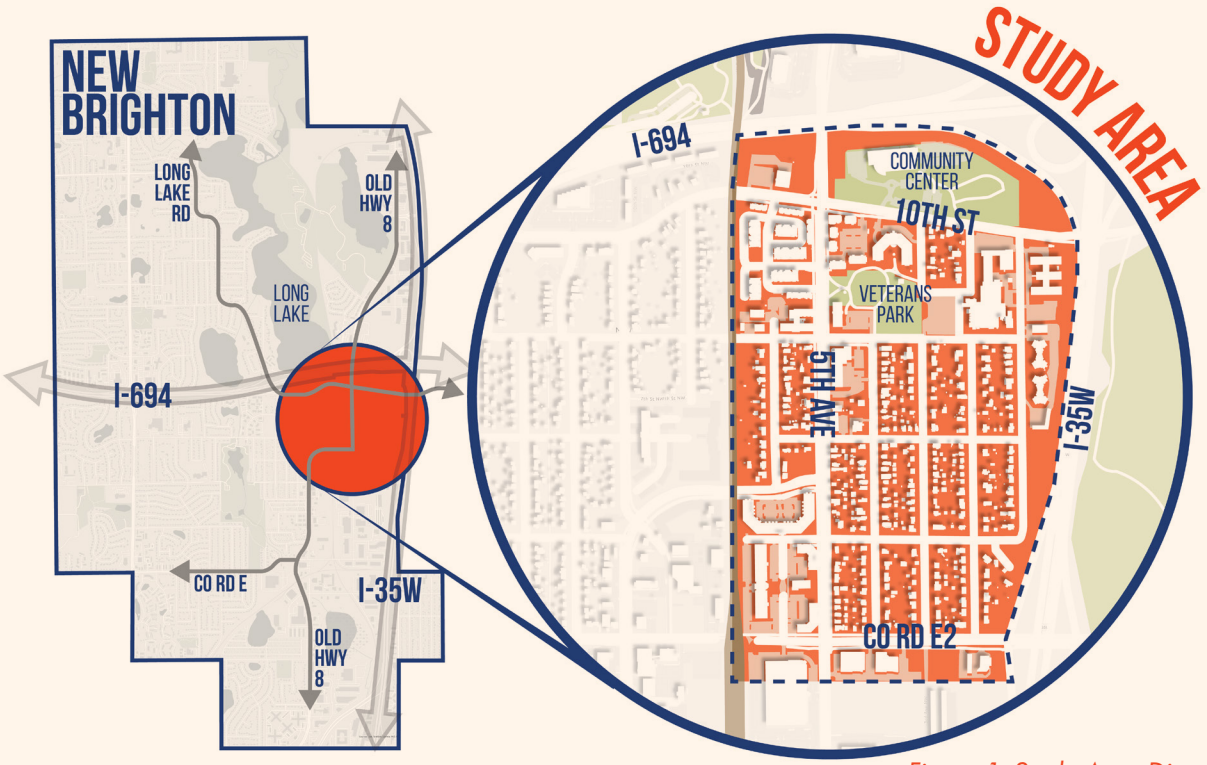


Figure 1. Study Area Diagram

The opportunity is not to create a center from nothing, but to reconnect the places that already matter.

Process and Engagement

A full breakdown of community engagement efforts and plan input can be found in the Community Engagement Summary placed in the appendix.

Project Timeline

Oct–Dec '25

The project began with analysis, previous-plan review, pop-up outreach, surveys, and resident and business listening sessions.

Jan–Apr '26

Community priorities were translated into guiding principles and initial concepts. Draft ideas were reviewed through a public open house, a second survey, and interactive feedback activities.

May–Jul '26

The final plan combined the most broadly supported ideas into a coordinated framework for public investment, redevelopment, mobility, and public space.

What We Heard

1. **Walkability and safety matter most**
   Improve sidewalks, crossings, bicycle connections, lighting, and accessibility.
2. **Public spaces should anchor downtown**
   Create welcoming places for gathering, recreation, events, and everyday use.
3. **Residents want local-serving businesses**
   Support cafés, restaurants, shops, services, and daily amenities.
4. **Small-town character should be preserved**
   Keep future development human-scaled and compatible with surrounding neighborhoods.
5. **Change should be incremental and responsible**
   Prioritize practical improvements and focused reinvestment over immediate transformation.

How Feedback Shaped the Plan

Community priority	Plan response
Safer everyday movement	*Civic Spine, trails, sidewalks, and crossing improvements*
More gathering places	*Veterans Park, pocket parks, plazas, and streetscapes*
Concern about excessive change	*Focused redevelopment and gradual neighborhood transitions*

The Downtown Vision

The Vision for Downtown

Downtown New Brighton will evolve as a connected civic center where people-first streets, welcoming public spaces, housing choice, local businesses, and natural systems reinforce one another.

Four Coordinated Moves

1. Establish the Civic Spine
Reimagine Old Highway 8 as a people-oriented corridor with safer crossings, sidewalks, bicycle connections, trees, lighting, transit amenities, and stronger relationships between buildings and the street.

2. Strengthen the Downtown Hub
Focus gathering spaces, local businesses, mixed-use activity, and public investment around Old Highway 8 and 10th Street / Front Street.

3. Connect Neighborhoods and Destinations
Create a more complete network linking homes, parks, trails, civic facilities, transit, Long Lake, and downtown businesses.

4. Support Incremental Growth
Direct housing and mixed-use reinvestment toward strategic sites while improving parks, streetscapes, ecological systems, shared parking, and transitions to surrounding neighborhoods.

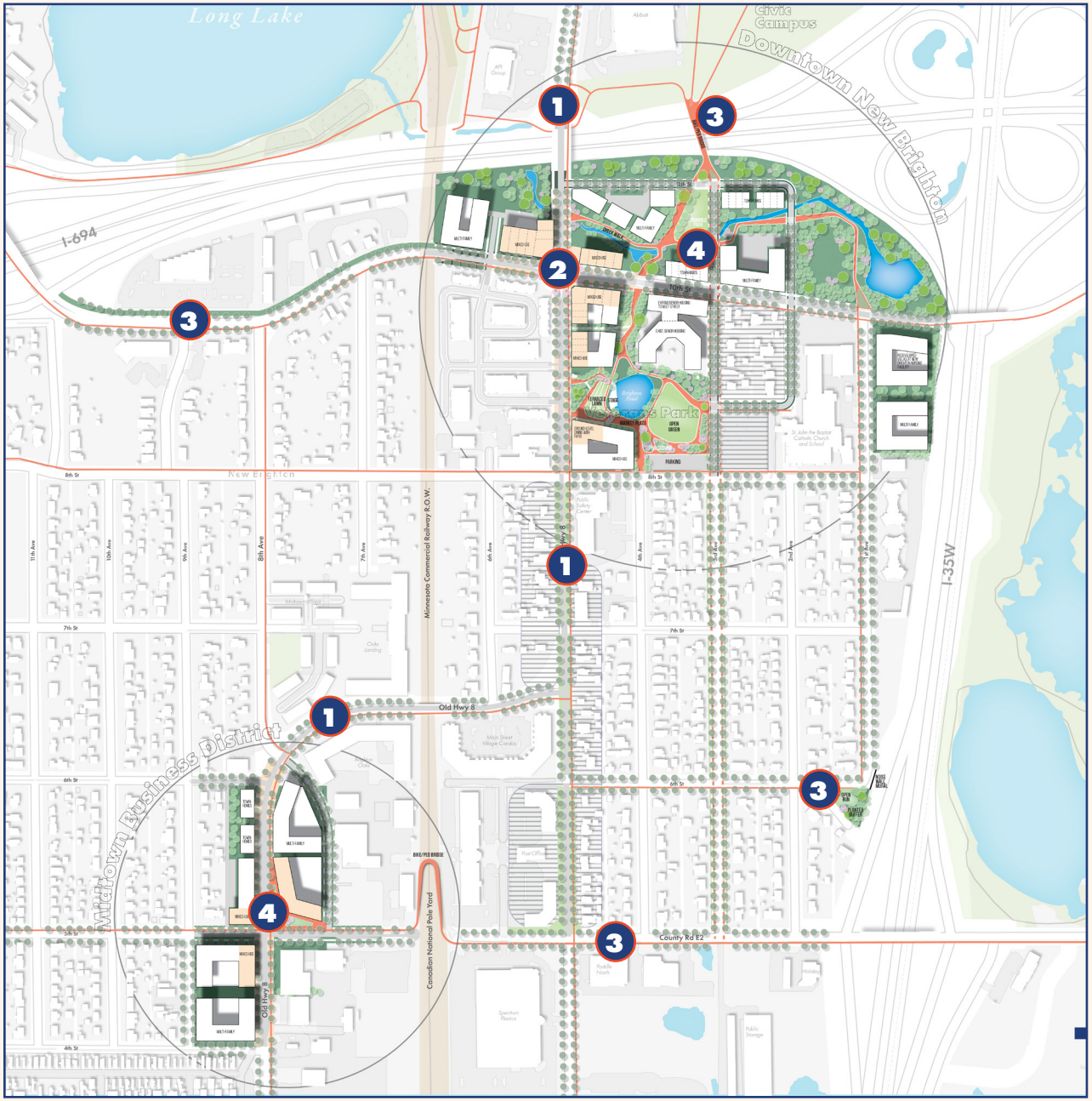
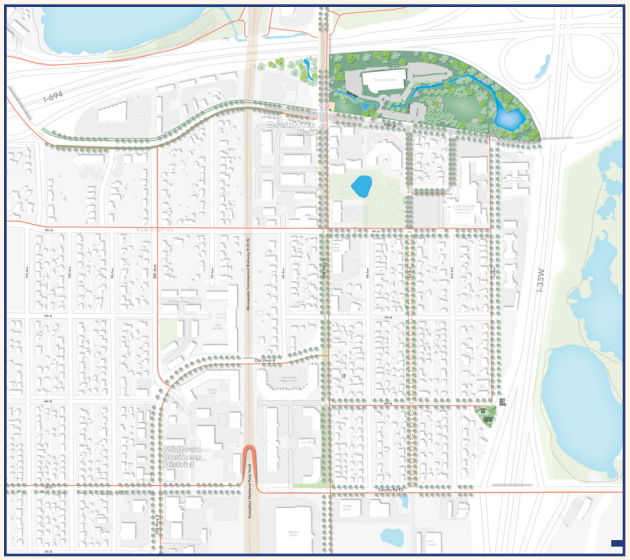


Figure 2. The Downtown Vision Plan ▶

Implementation

Phase 1



Build the Foundation
0–10 years

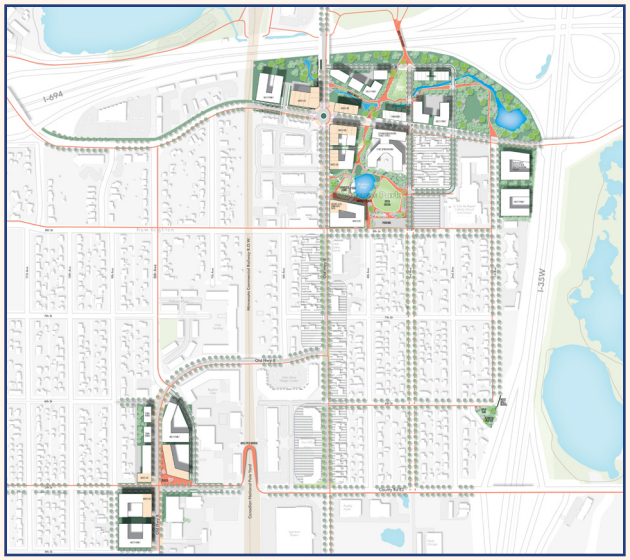
- Fill priority sidewalk gaps and improve crossings
- Begin Old Highway 8 streetscape improvements
- Strengthen trails, wayfinding, and park connections
- Develop the 1st Avenue Pocket Park
- Update zoning and development standards
- Advance shared-parking and bridge studies

Phase 2

Reinforce the Center
10–25 years

- Rebuild Veterans Park
- Establish Downtown Hub gathering spaces\
- Support redevelopment near Old Highway 8 and Front Street
- Expand streetscape and multimodal improvements
- Improve transit stops and shared-parking systems
- Support compatible housing near downtown

Phase 3



Expand the Framework
20-40 years

- Extend the Civic Spine
- Complete major bicycle and pedestrian connections
- Support Midtown and former civic-site redevelopment
- Consider the long-term civic-campus scenario
- Continue district-wide public-realm investment

From Vision to Action

The plan will be implemented gradually through public investment, private redevelopment, infrastructure projects, partnerships, and policy changes. The phases are flexible and may overlap as funding, property-owner interest, development demand, and construction opportunities arise.

Funding and Delivery

Implementation will require a combination of City capital funds, infrastructure investments, Ramsey County and agency partnerships, grants, redevelopment tools, private investment, and community partnerships.

Measuring Success

Success will be measured by whether downtown becomes safer, more connected, more welcoming, more resilient, and more useful in the everyday lives of New Brighton residents.

7TH ST NW
3RD Ave NW
NEW BRIGHTON POLICE
NEIGHBORHOOD
CRIME WATCH

1 Introduction

Why This Place Matters

Purpose of This Plan

The New Brighton Downtown Vision Plan establishes a long-term framework for strengthening downtown as a more connected, walkable, and community-oriented center. Rather than functioning as a fixed redevelopment blueprint, the plan is intended to guide future public investment, private development, infrastructure improvements, and policy decisions over time. The document identifies opportunities to improve connectivity, reinforce downtown identity, strengthen relationships between destinations, and support incremental growth in ways that reflect community priorities and the unique character of New Brighton.

The plan is rooted in the understanding that downtown is shaped not only by individual projects, but by the broader systems that influence how people move, gather, invest, and experience place. Streets, trails, parks, public spaces, land use patterns, and infrastructure all work together to influence whether downtown functions as a fragmented corridor or as a cohesive center of community life. As a result, the plan focuses on aligning these systems to better support everyday activity, public life, local businesses, and long-term resilience.

Community engagement played a central role throughout the planning process. Residents consistently emphasized the importance of safer walking and biking connections, stronger public spaces, local-serving businesses, enhanced parks and trails, and preserving New Brighton's small-town identity and character. The recommendations and frameworks outlined throughout this document respond directly to these themes, prioritizing incremental and achievable improvements that strengthen downtown over time while remaining sensitive to surrounding neighborhoods and existing community assets.

Ultimately, the Downtown Vision Plan is intended to provide a flexible structure for future change. The goal is not to prescribe a single end-state, but to establish a shared direction that allows downtown New Brighton to evolve gradually into a more active, connected, and memorable place over time.

A Place Shaped By Movement & Exchange

Downtown New Brighton has long been shaped by systems of movement, exchange, and connection. Long before the area developed into a suburban commercial corridor, the landscape functioned as part of a broader network of trails, waterways, wetlands, and gathering spaces used by Indigenous communities throughout the region. Later transportation systems, first rail corridors and eventually regional highways, continued to influence where development occurred, how people moved through the area, and how the downtown evolved over time. Each era introduced new priorities and development patterns that reshaped the physical form and experience of downtown.

During the early highway era, Old Highway 8 emerged as an active main street corridor connecting communities throughout the region. Buildings aligned closely to the street, businesses clustered near key intersections, and the downtown functioned as both a local destination and a regional stopping point. Over time, however, broader changes in transportation systems and suburban development patterns shifted activity away from traditional walkable commercial forms toward auto-oriented site design, surface parking, and separated land uses. As regional mobility increasingly prioritized vehicle throughput and convenience, many of the spatial relationships that once supported a cohesive downtown environment became fragmented.

Today, traces of these earlier systems still remain visible within the downtown. The historic center near Old Highway 8 and 10th Street continues to function as an important civic and commercial node, while surrounding parks, trails, neighborhoods, and public destinations provide the foundation for a more connected and walkable future. Understanding how these systems shaped downtown over time is critical to understanding how the area can evolve moving forward. If the goal is to create a stronger and more cohesive downtown, the systems that shape mobility, public space, development, and everyday experience must once again begin reinforcing one another rather than operating in isolation.

Historic Businesses of Downtown New Brighton

2 Inventory + Analysis

Why This Place Matters

Open Spaces and Natural Systems

The Parks and Natural Spaces map highlights the ecological framework surrounding New Brighton's Downtown and the role these spaces play in shaping both environmental systems and everyday experience. The district is positioned within a broader landscape of lakes, wetlands, and open spaces, including Long Lake to the north and a large pond and wetland complex to the east. These natural features provide important ecological functions such as stormwater storage, habitat, and water quality protection, while also offering recreational and visual amenities.

Within the Downtown, parks and open spaces are more limited but strategically located. Veterans Park and the Community Center grounds serve as the primary civic green spaces, providing opportunities for gathering, recreation, and community programming. These spaces act as key anchors within the district, though they are relatively small in scale compared to the surrounding regional natural systems.

Hydrologic features, including small ponds and drainage corridors, extend into the Downtown from the larger surrounding systems. These elements suggest an underlying environmental network that is present but not always fully expressed or integrated into the public realm. In many cases, these features function primarily as infrastructure rather than as visible or accessible amenities.

Access to parks and natural spaces is generally strong at a district scale, with much of the Downtown located within a quarter-mile of a park or open space. However, connections to larger regional assets—particularly the wetlands and lakes at the edges—can be limited by major roadways and unclear or indirect routes.

Overall, the system reflects a Downtown embedded within a rich ecological context but with opportunities to better connect, reveal, and integrate natural features into the daily experience of the district. Strengthening these relationships can support both environmental performance and a more distinctive sense of place.

Figure 3. Open Space and Natural Systems Analysis

Key Takeaways

Strong regional natural context
Lakes, wetlands, and open spaces surround the Downtown, providing significant ecological and recreational assets.

Limited but important internal green spaces
Veterans Park and the Community Center serve as primary civic open spaces within the district.

Hydrologic systems are present but understated
Ponds and drainage corridors suggest an underlying environmental network that is not always visible or accessible.

Most areas are within walking distance of parks
A large portion of the Downtown falls within a quarter-mile of open space, supporting general access to recreation.

Major corridors limit ecological connectivity
Roadways such as I-35W and I-694 create barriers between the Downtown and adjacent natural systems.

Opportunity to integrate nature into the public realm
Existing water features and open spaces could be better connected and designed as visible, experiential elements.

Potential to define identity through landscape
Leveraging nearby lakes and wetlands can help shape a more distinctive, place-based character for the Downtown.

Population and Ownership

The Population and Ownership map illustrates how people are distributed within and around New Brighton's Downtown, providing insight into both the intensity of residential presence and the structure of land control across the district. With a total study area population of approximately 1,335 residents, the Downtown functions as a moderately populated area within a broader residential context.

Population density is not evenly distributed. Higher concentrations of residents are clustered within specific blocks, particularly in areas with multifamily or higher-density housing types. These pockets of increased density are primarily located within the core of the Downtown, reinforcing the role of this area as a focal point for residential activity. In contrast, surrounding neighborhoods tend to exhibit lower and more consistent densities, characteristic of single-family residential patterns.

The map also highlights a number of parcels with little to no residential population, corresponding to commercial uses, civic facilities, or large-format developments. These areas create gaps in the lived residential fabric, particularly along key corridors and at the edges of the district. While these uses are important to the function of the Downtown, they can reduce the continuity of everyday activity and limit the presence of people outside of peak hours.

Ownership patterns further shape how the district functions and evolves over time. Larger parcels and consolidated ownership—often associated with commercial or institutional uses—contrast with the finer-grained ownership patterns found in residential areas. This distinction has implications for redevelopment, phasing, and the ability to implement change, as areas with fewer ownership entities may present different opportunities and constraints compared to more fragmented residential blocks.

Overall, the Downtown reflects a mix of concentrated residential nodes, lower-density surrounding neighborhoods, and non-residential gaps. This structure creates opportunities to strengthen the presence of people within the district, better connect residential areas to key destinations, and align future development with areas that can support increased activity and vibrancy.

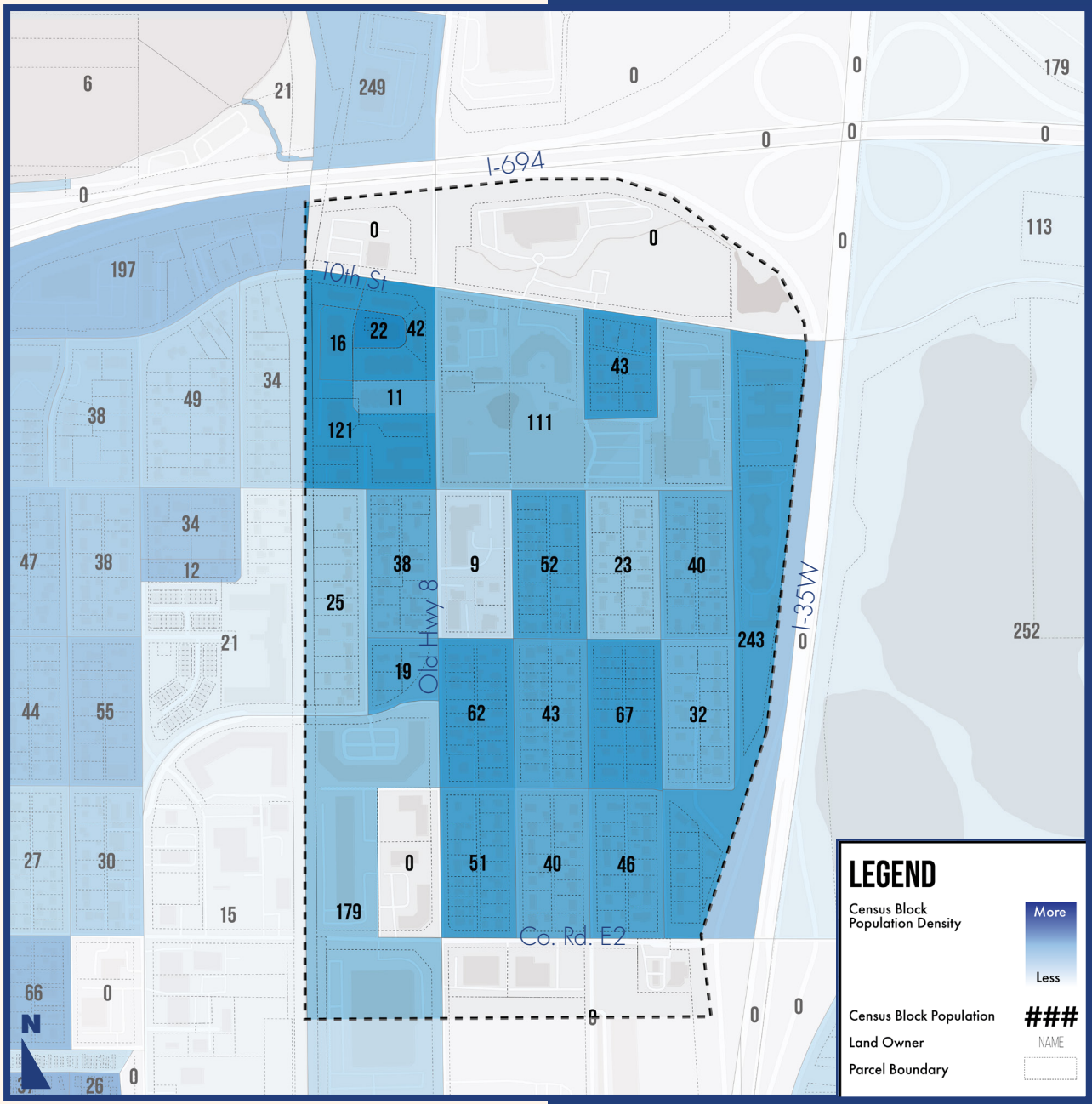


Figure 4. Population and Ownership Analysis

Key Takeaways

Moderate population within the study area
Approximately 1,335 residents live within the Downtown, establishing a baseline level of activity and demand.

Population is unevenly distributed
Higher-density clusters are concentrated in select areas, particularly where multifamily housing is present.

Core residential nodes reinforce the center
Areas with higher population densities align with the central portions of the Downtown.

Surrounding neighborhoods are lower density
Adjacent areas exhibit more consistent, lower-density residential patterns typical of single-family housing.

Non-residential gaps interrupt continuity
Commercial, civic, and institutional uses create areas with little or no population, reducing the consistency of everyday activity.

Ownership patterns vary significantly
Larger, consolidated parcels contrast with finer-grained residential ownership, influencing redevelopment potential.

Opportunity to strengthen residential presence
Strategic infill and redevelopment could help fill gaps, increase population, and support a more active, mixed-use environment.

Land Use and Zoning

The Land Use and Zoning map illustrates how different uses are organized within New Brighton's Downtown and how regulatory frameworks shape the form and function of the district. The pattern reflects a clear distinction between the Downtown core and the surrounding residential neighborhoods, with a mix of commercial, civic, and higher-density residential uses concentrated within the study area.

At the heart of the district, larger parcels accommodate a range of commercial, civic, and mixed-use functions, including retail, institutional uses, and community-serving destinations. These uses are generally aligned along key corridors such as Old Highway 8, 5th Avenue, and 10th Street, reinforcing their role as primary organizing elements. Zoning within this area tends to allow for greater intensity and flexibility, supporting a broader mix of uses and the potential for more compact, walkable development patterns over time.

Surrounding the Downtown, land use transitions quickly into predominantly single-family residential neighborhoods. These areas are characterized by smaller parcels, consistent block patterns, and more restrictive zoning districts. While this provides stability and predictability for existing residents, it also creates a relatively sharp edge between the mixed-use core and adjacent neighborhoods, limiting gradual transitions in scale and intensity.

The map also highlights several larger-format uses, including civic facilities, lodging, and light industrial or service-oriented areas, particularly toward the edges of the district. These uses often occupy consolidated parcels and can interrupt the continuity of the urban fabric, especially where they are oriented toward vehicular access or separated from surrounding uses.

Overall, the land use and zoning pattern establishes a strong foundation for a Downtown with a defined core and supportive surrounding neighborhoods. However, the current arrangement also reflects separation between uses and limited gradation between intensities, suggesting opportunities to introduce more mixed-use environments, improve transitions, and better align land use with a walkable, connected public realm.

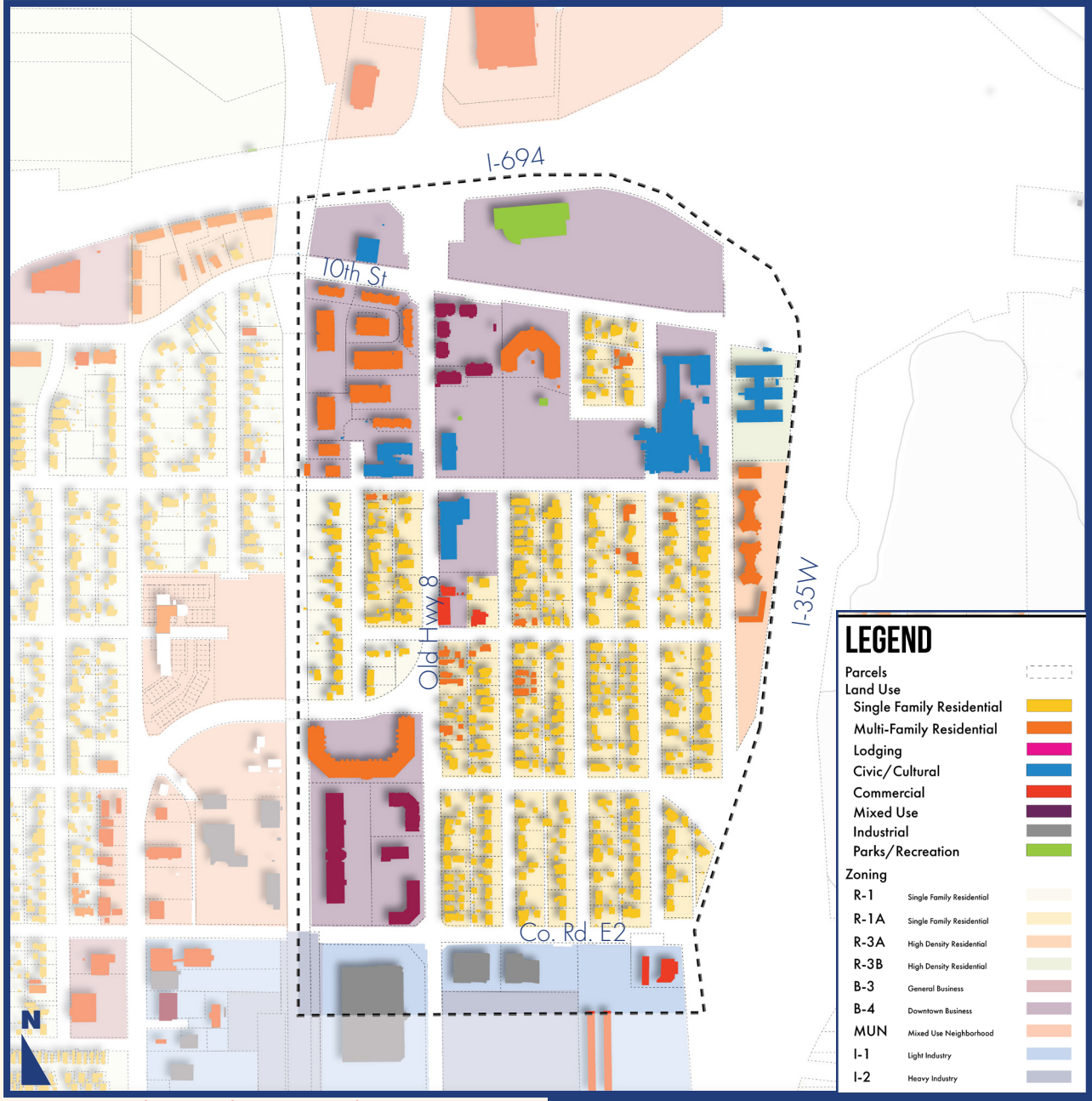


Figure 5. Land Use and Zoning Analysis

Key Takeaways

Clear distinction between core and neighborhoods
A mixed-use Downtown is surrounded by predominantly single-family residential areas with more restrictive zoning.

Higher-intensity uses are centrally located
Commercial, civic, and mixed-use functions are concentrated within the core, reinforcing its role as a destination.

Corridors organize land use patterns
Key streets such as Old Highway 8, 5th Avenue, and 10th Street structure where more intense uses occur.

Zoning supports but also limits evolution
Flexible zoning in the core allows for change, while surrounding districts reinforce stability but limit incremental growth.

Sharp transitions in scale and intensity
The shift from mixed-use to single-family residential is relatively abrupt, with limited "missing middle" conditions.

Large parcels shape redevelopment potential
Consolidated ownership and larger sites in the core create both opportunities and constraints for future change.

Auto-oriented uses interrupt continuity
Some commercial and service uses are oriented around parking and access, reducing walkability and cohesion.

Opportunity to introduce gradation and mix
There is potential to better integrate uses, soften transitions, and support a more continuous, walkable urban fabric.

Vehicle Network

The Vehicle Network illustrates the hierarchy and performance of roadways serving New Brighton's Downtown, highlighting how local streets connect to the regional transportation system. The district is framed by major regional corridors, including I-694 to the north and I-35W to the east, which carry significant traffic volumes and provide high-speed access to the broader Twin Cities. These facilities establish strong regional connectivity but also create physical and perceptual edges around and barriers to the Downtown.

Within the study area, Old Highway 8 and 5th Avenue function as the primary north–south routes, while 10th Street and County Road E2 serve as key east–west connectors. Traffic volume data (AADT) indicates that these corridors carry moderate levels of traffic relative to the surrounding highway system, positioning them as important local and sub-regional streets rather than purely high-speed through routes. This creates an opportunity to balance vehicle movement with other modes, particularly as the Downtown continues to evolve.

The internal street network is generally well-connected, with a fine-grained grid of local streets that distribute traffic and provide multiple routing options. However, this network is anchored by a limited number of signalized intersections, most notably at 5th Avenue and 10th Street, which serves as a primary control point for movement through the district. The concentration of traffic and control at this intersection reinforces its role as a central node but may also contribute to congestion or delays during peak periods.

Land use patterns and parking areas are closely tied to the vehicle network, with many commercial and civic destinations oriented toward vehicular access. Larger surface parking areas and curb cuts along key corridors further emphasize the auto-oriented nature of the district today. While this supports ease of access by car, it can also interrupt the continuity of the public realm and create conflicts with pedestrians and cyclists.

Overall, the vehicle network provides strong accessibility and multiple points of entry into the Downtown, supported by a connected local grid. At the same time, its current configuration prioritizes vehicle movement and access, creating opportunities to rebalance the system to better support multimodal use, improve safety, and reinforce a more defined and walkable downtown core.

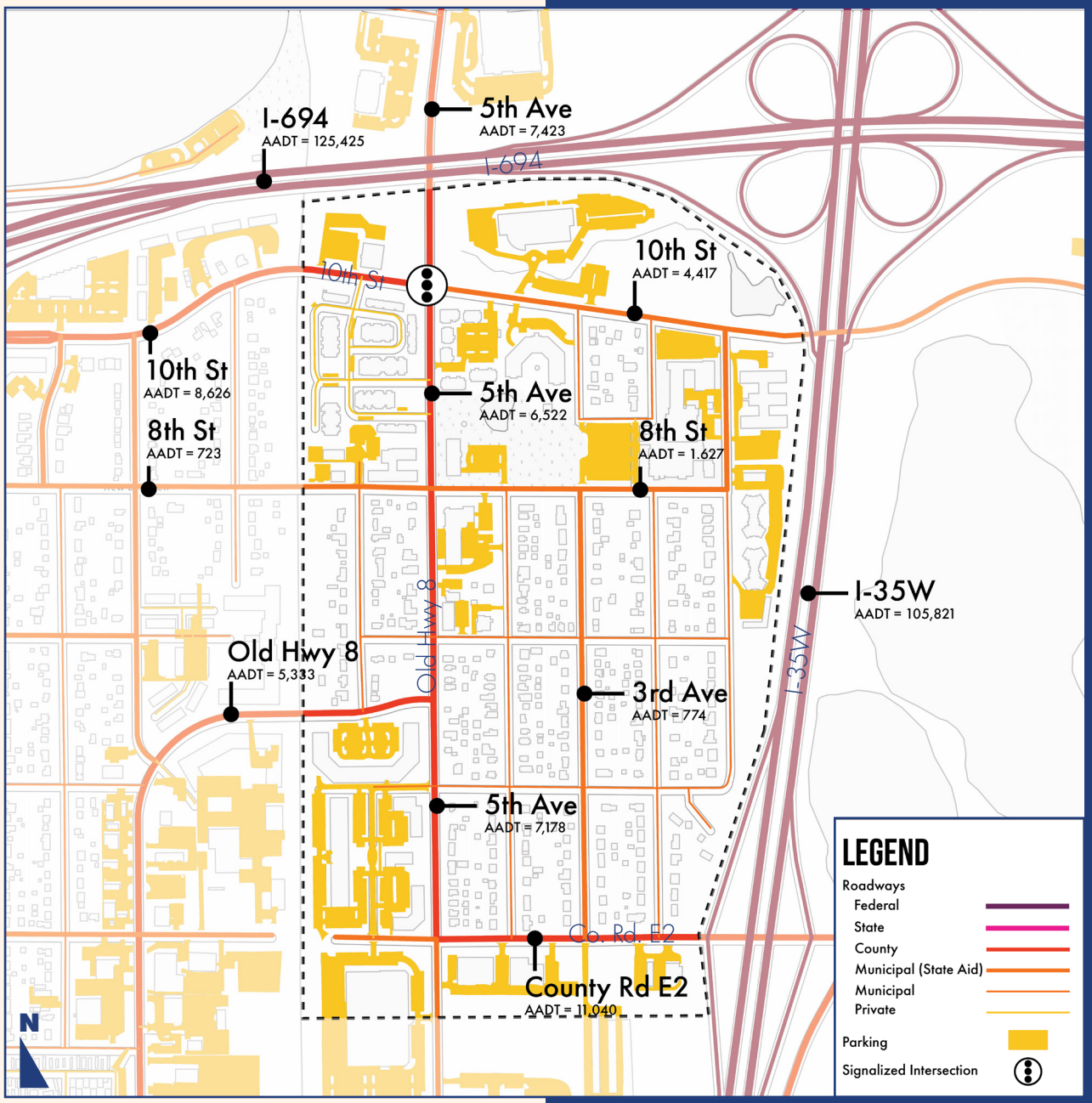


Figure 6. Vehicle Network Analysis

Key Takeaways

Strong regional access defines the district
I-694 and I-35W provide high-volume connections but also act as edges that shape how the Downtown is accessed and experienced.

Primary corridors structure movement
Old Highway 8, 5th Avenue, 10th Street, and County Road E2 form the backbone of the local vehicle network and carry the majority of traffic.

Traffic volumes are moderate within the core
Compared to adjacent highways, AADT levels on local corridors suggest an opportunity to rebalance streets toward multimodal use.

A single key intersection anchors the system
The signalized intersection at 5th Avenue and 10th Street functions as a central node for circulation but may concentrate delay and complexity.

Fine-grained grid supports connectivity
The local street network provides multiple routing options and distributes traffic effectively across the district.

Auto-oriented land use patterns persist
Surface parking, curb cuts, and building orientation reinforce a vehicle-first experience in many parts of the Downtown.

Opportunity to evolve toward a complete street network
With its existing structure and manageable traffic volumes, the network is well-positioned to support a shift toward safer, more balanced, and more place-focused streets.

Transit + Bike + Ped Network

The Transit, Bike, and Pedestrian Network illustrates how New Brighton's Downtown is positioned within a broader multimodal system while identifying key opportunities to strengthen connectivity at the local level. The framework highlights Old Highway 8 and 5th Avenue as the primary north–south spine, supported by 10th Street and County Road E2 as critical east–west corridors. Together, these routes form the structural backbone of movement through the district, accommodating transit service, bicycle facilities, and pedestrian connections.

Transit service is concentrated along these primary corridors, with a series of closely spaced stops that provide strong regional access into and through the Downtown. This creates a foundation for transit-supportive development, particularly at the intersection of Old Highway 8 and 10th Street, where multiple routes converge and reinforce the area's role as a central hub. However, while transit access is present, the quality of the first- and last-mile experience—particularly for people walking or biking to stops—varies significantly across the network.

Bicycle and pedestrian infrastructure is distributed throughout the study area but is often fragmented or inconsistent in quality. While trails and bike routes provide regional connections, gaps remain in creating a cohesive, intuitive network within the Downtown itself. Sidewalk coverage is generally present, but crossings along major corridors and transitions between facility types can create barriers to comfortable movement, especially near higher-speed roadways and larger intersections.

Overall, the network reflects a system with strong underlying bones—defined by key corridors and transit access—but one that requires targeted improvements to better connect destinations, enhance safety, and create a more seamless multimodal experience. Strengthening these connections will be critical to supporting a more walkable, accessible, and vibrant Downtown.

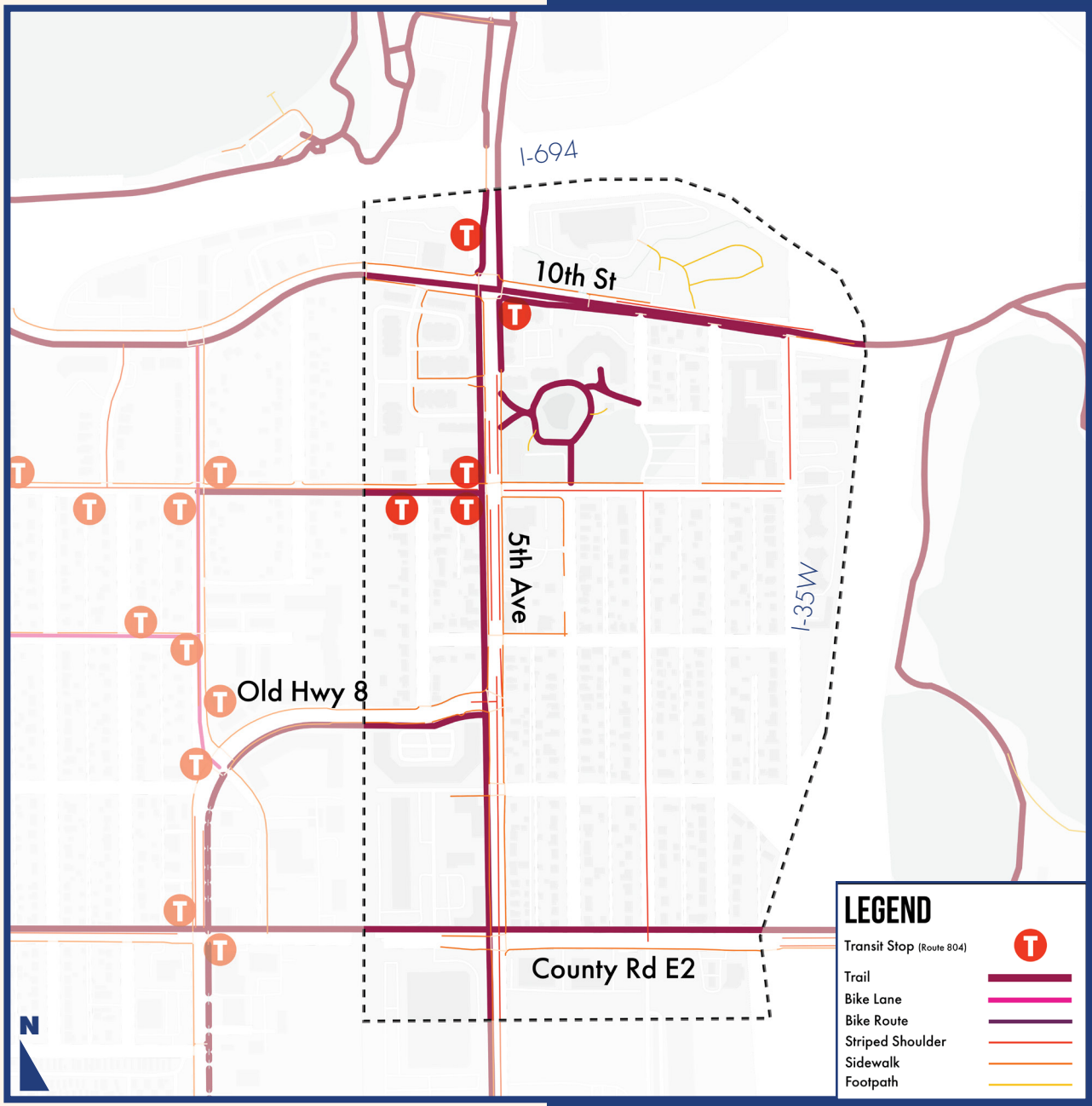


Figure 7. Transit, Bike, and Ped. Network Analysis

Key Takeaways

Strong Corridor Structure Exists

Old Highway 8 and 5th Avenue function as the primary organizing spine, with 10th Street and County Road E2 reinforcing east–west connectivity.

Transit access is a major asset

Frequent stops along key corridors provide strong regional connectivity and position the Downtown as a potential transit-supportive hub.

A clear downtown node is emerging

The concentration of transit routes and infrastructure near Old Highway 8 and 10th Street reinforces this intersection as the functional center of the district.

First- and last-mile gaps persist

While transit service is present, inconsistent pedestrian and bicycle conditions limit comfortable access to stops and destinations.

Network continuity is incomplete

Bike and pedestrian facilities exist but are fragmented, with gaps in connectivity and transitions between facility types.

Major corridors act as both connectors and barriers

Streets like County Road E2 and Old Highway 8 provide regional access but can be difficult to cross, impacting local walkability.

Opportunity to unify the system

With relatively targeted improvements—particularly at crossings, along key spines, and between destinations—the network can evolve into a cohesive, legible multimodal system.

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WHAT'S HAPPENIN

3

Community Engagement

Voices of Today

Engagement Overview

Summary

Community engagement played a central role in shaping the New Brighton Downtown Vision Plan. Throughout the planning process, the City of New Brighton and the project team worked to engage residents, businesses, agency partners, and everyday users of the downtown through a combination of pop-up events, listening sessions, surveys, visual preference exercises, and open house activities. These efforts were designed not only to gather feedback on specific ideas, but also to better understand the values, concerns, aspirations, and everyday experiences that shape how community members view the future of downtown New Brighton.

Across all engagement activities, several consistent themes emerged. Residents expressed strong interest in creating a downtown that feels more walkable, welcoming, connected, and community-oriented while preserving New Brighton's small-town character and identity. Community members consistently prioritized safer walking and biking connections, parks and gathering spaces, local businesses and dining, and improvements to the public realm over large-scale redevelopment or dramatic increases in density. The following pages summarize the engagement process and the key themes that helped inform the direction of the Downtown Vision Plan.

- **357 responses to Survey 1**
- **529 responses to Survey 2**
- **100+ open house attendees**
- **Pop-up outreach at Pumpkin Crawl**
- **Resident + business listening sessions**
- **Visual preference exercises**
- **Interactive concept feedback**

Figure 8. Project Timeline and Engagement Events

Engagement Process and Timeline

Engagement for the Downtown Vision Plan occurred across multiple phases between October 2025 and April 2026 and was designed to reach community members through a variety of formats and settings. Early outreach efforts focused on understanding how residents currently experience downtown New Brighton and what types of improvements and amenities they would most like to see in the future. As the project progressed, engagement activities evolved to include visual preference exercises, concept feedback, and conversations about redevelopment, mobility, public spaces, and long-term community identity.

The engagement process included pop-up outreach at the City's Pumpkin Walk event, resident and business listening sessions, online surveys, visual preference exercises, and a public open house presenting draft concepts for the future of downtown. Together, these activities generated hundreds of responses and provided both quantitative and qualitative insight into community priorities, concerns, and aspirations. The process also helped identify areas of broad agreement as well as topics where community opinions were more mixed or nuanced.

What We Heard

Across all engagement activities, residents consistently described a vision for downtown New Brighton centered around everyday usability, walkability, community gathering, and small-town identity. Community members expressed strong interest in creating a downtown that functions as an active and welcoming center for daily life, with safer streets, improved public spaces, local businesses, parks, trails, and opportunities for social connection. Rather than emphasizing large-scale redevelopment or dramatic growth, participants generally favored incremental improvements that strengthen the experience and identity of downtown while remaining sensitive to surrounding neighborhoods.

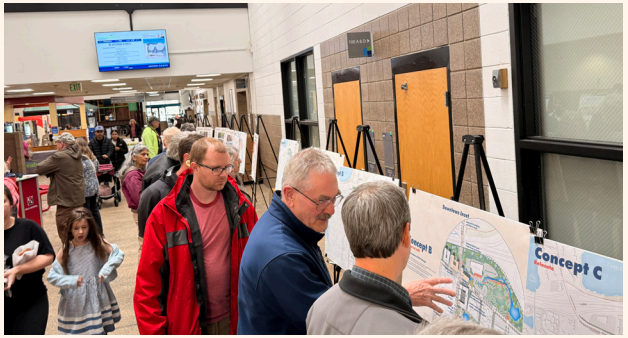
Several themes emerged repeatedly throughout surveys, listening sessions, and visual preference exercises. Walkability and pedestrian safety were among the strongest priorities identified, particularly along Old Highway 8 and at key crossings and connections throughout the district. Residents also emphasized the importance of creating more gathering spaces, supporting cafés and local businesses, strengthening connections between parks and civic destinations, and maintaining a human-scaled, distinctly "New Brighton" character. At the same time, engagement revealed concerns around traffic, taxes, housing intensity, and the pace of redevelopment, reinforcing the importance of a balanced and incremental approach to long-term change.

The Engagement Team got into Costume to Speak with Residents at the New Brighton Pumpkin Crawl

5 Key Takeaways

From All Phases of Engagement

- **Walkability and safety matter most**
- **Public spaces should anchor downtown**
- **Residents want local-serving businesses**
- **Small-town character should be preserved**
- **Change should be incremental and fiscally responsible**



Above: Pumpkin Crawl Photos

Above: Open House Photos

Key Takeaways

New Brighton Wants...

Walkability + Safety

Improving walkability, pedestrian safety, and multimodal connectivity emerged as one of the strongest and most consistent themes throughout the engagement process. Community members repeatedly identified safer crossings, improved sidewalks, better bike connections, and stronger trail linkages as essential priorities for the future of downtown New Brighton. Particular concern was expressed around Old Highway 8, major intersections, and connections to destinations such as the Community Center, Veterans Park, and Long Lake. Residents frequently described existing walking and biking conditions as uncomfortable, fragmented, or difficult to navigate, especially for seniors, children, and people moving between destinations without a vehicle.

Participants consistently favored streets and public spaces designed to better support walking and biking rather than prioritizing vehicle movement alone. Survey responses and visual preference exercises showed strong support for protected bike facilities, improved crossings, sidewalks on both sides of streets, landscaped buffers, lighting, and trail connections that help create a more comfortable and connected downtown environment. Overall, the engagement process reinforced the idea that mobility improvements should not simply focus on transportation efficiency, but on creating a downtown that feels safer, more welcoming, and easier to experience at the human scale.

What would make you feel most comfortable and safe walking or biking in the Downtown? (Survey #1)

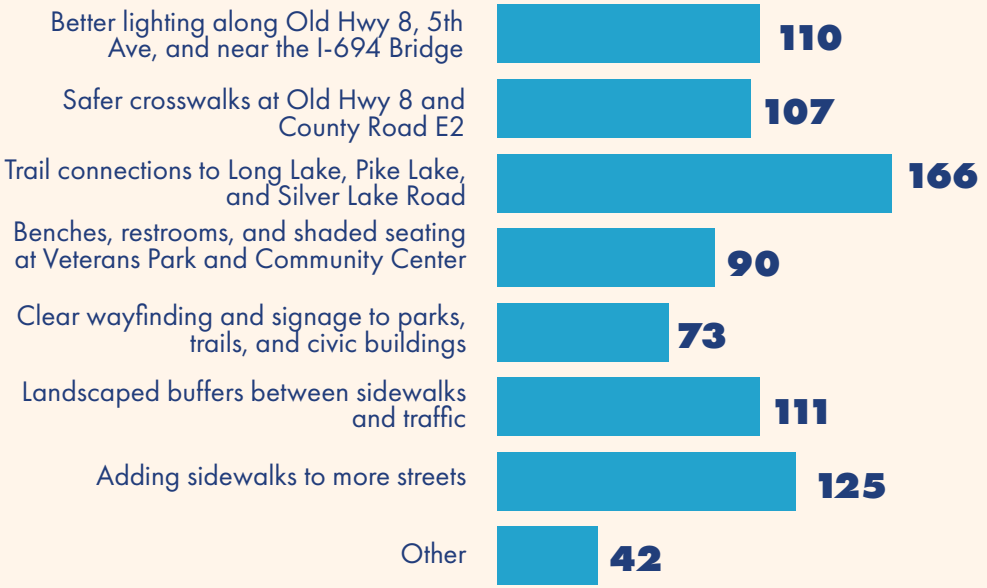


Figure 9. User Preferences for Improving Non-Driving Network

New Brighton Wants...

Public Spaces + Gathering

Community members consistently described downtown New Brighton as a place that should function as a gathering space and social center for the community. Residents expressed strong interest in parks, plazas, outdoor dining, event spaces, streetscape improvements, and everyday public spaces that encourage people to spend time downtown beyond simply driving through it. Throughout surveys and visual preference exercises, participants repeatedly favored environments that felt welcoming, active, green, and people-oriented, with comfortable places to sit, gather, walk, and interact throughout the day and across seasons.

The engagement process also highlighted the importance of creating flexible public spaces that can support both everyday activity and larger community events. Residents expressed enthusiasm for farmers markets, festivals, food trucks, outdoor seating, concerts, and informal gathering spaces integrated throughout downtown. At the same time, participants emphasized the importance of balancing activity with comfort and maintaining a relaxed, approachable atmosphere consistent with New Brighton's identity. Together, these responses reinforced the role of the public realm as one of the most important drivers of downtown identity, vibrancy, and long-term community life.

What types of public spaces in the Downtown would you use most? (Survey #1)

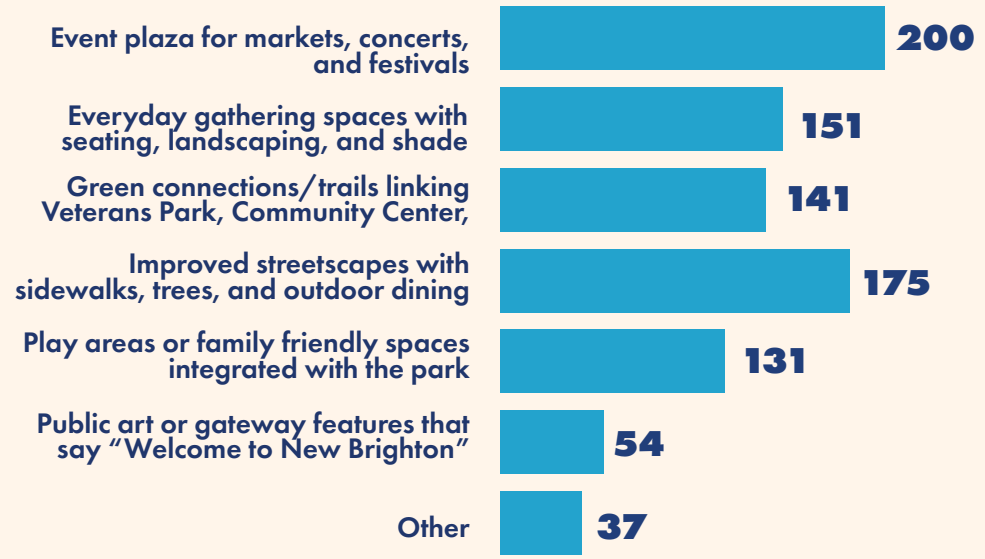


Figure 10. Public Space Preference Results

How do you want to spend time here? (Open House Dot Voting)

Social Activities: 20 votes
Dining and Gathering: 40 votes
Quiet and Relaxing: 18 votes
Community Events: 26 votes

Figure 11. Public Programming Preference Results

New Brighton Wants...

Small-Town Identity + Incremental Change

While residents expressed strong support for reinvestment and improvements throughout downtown, engagement consistently reinforced the importance of preserving New Brighton's small-town identity and community character. Participants frequently described wanting a downtown that feels welcoming, human-scaled, familiar, and distinctly connected to the community's history and neighborhoods rather than one modeled after larger urban centers. Visual preference exercises showed strong support for cozy, walkable environments, street-lined development patterns, greenery, and places that feel approachable and comfortable for everyday use.

At the same time, engagement revealed caution toward large-scale redevelopment, rapid growth, and additional multifamily housing. Many residents expressed concern about traffic, taxes, neighborhood impacts, and the possibility of losing the qualities that currently make New Brighton feel unique. Community members generally favored incremental improvements and targeted reinvestment strategies focused on improving public spaces, walkability, local businesses, and downtown experience rather than pursuing growth as an end in itself. These themes helped shape a planning approach centered on gradual, community-oriented change that reinforces downtown identity while remaining sensitive to surrounding neighborhoods and existing community character.

Looking at the example images, which best reflects the type of Downtown you'd like to see in New Brighton? (Survey 1)

Liveable streets

Plazas for events and gathering

Gateways/public art

Better neighborhood connections

Mixed-use buildings

Figure 12. Downtown Visual Character Preferences

New Brighton Wants...

An Everyday Downtown

A recurring theme throughout the engagement process was the desire for a downtown that better supports everyday life. Community members consistently emphasized the importance of local-serving businesses and amenities that provide reasons to visit downtown regularly rather than only during special events or occasional trips. Residents expressed strong interest in cafés, restaurants, grocery options, small shops, outdoor seating, gathering spaces, and walkable destinations that contribute to a more active and useful downtown environment throughout the day.

Participants frequently described wanting a downtown where people can comfortably park once and walk between destinations, combining errands, dining, recreation, and social interaction within a more connected and people-oriented environment. This emphasis on everyday usability reflects a broader desire for downtown to function as the social and civic heart of New Brighton rather than simply a corridor for movement or isolated redevelopment projects. Overall, engagement findings reinforced the importance of creating a downtown that feels active, welcoming, practical, and integrated into the daily routines of community members.

What words best describe the kind of New Brighton Downtown you'd like to see in the future? (Survey 1)

Convenient for local shops, dining, and daily needs — 197 votes (56.29%)
The strongest signal overall, emphasizing a downtown that functions as an everyday destination for errands, dining, and services.

A hub for families and community events — 151 votes (43.14%)
Respondents want downtown to serve as a gathering place for shared experiences, festivals, and community life.

Walkable and bike-friendly — 131 votes (37.43%)
Strong support for safe, comfortable walking and biking connections along Old Highway 8, 10th Street, and nearby trails.

Distinctive, with a small-town feel — 129 votes (36.86%)
Indicates a desire for character, identity, and design that reflects New Brighton's history and neighborhoods.

Vibrant and active, with places to meet, play, and gather year-round — 119 votes (34.00%)
Highlights interest in an energetic downtown with programming and spaces that are active beyond business hours and across seasons.

Figure 13. Downtown Written Descriptor Preferences

New Brighton Wants...

Nature + Landscape Preferences

Landscape, greenery, and ecological character emerged as important components of how residents envision the future of downtown New Brighton. Community members consistently favored naturalistic landscapes, stormwater gardens, shade trees, and green infrastructure approaches that help create a more comfortable, attractive, and environmentally integrated downtown environment. Survey responses showed particularly strong support for landscapes that feel functional, resilient, and easy to maintain while reinforcing a sense of connection to New Brighton's natural systems and nearby parks and lakes.

Participants generally preferred landscape approaches that support everyday comfort and environmental performance over highly formal or ornamental treatments. Trees, native planting, stormwater features, and green connections between destinations were repeatedly identified as important elements contributing to downtown identity and walkability. These findings reinforced the importance of integrating landscape and ecological systems into streets, public spaces, trails, and redevelopment areas as part of a more connected and people-centered downtown framework.

There are many ways to incorporate landscape design into the public spaces. Which landscape designs would you like more of for this area of New Brighton? (Survey 1)

Rain/stormwater gardens

Naturalistic landscape design

Contemporary landscape design

Simple landscape design

Formal landscape design

Low-maintenance landscape design

Figure 14. Landscape Visual Preferences

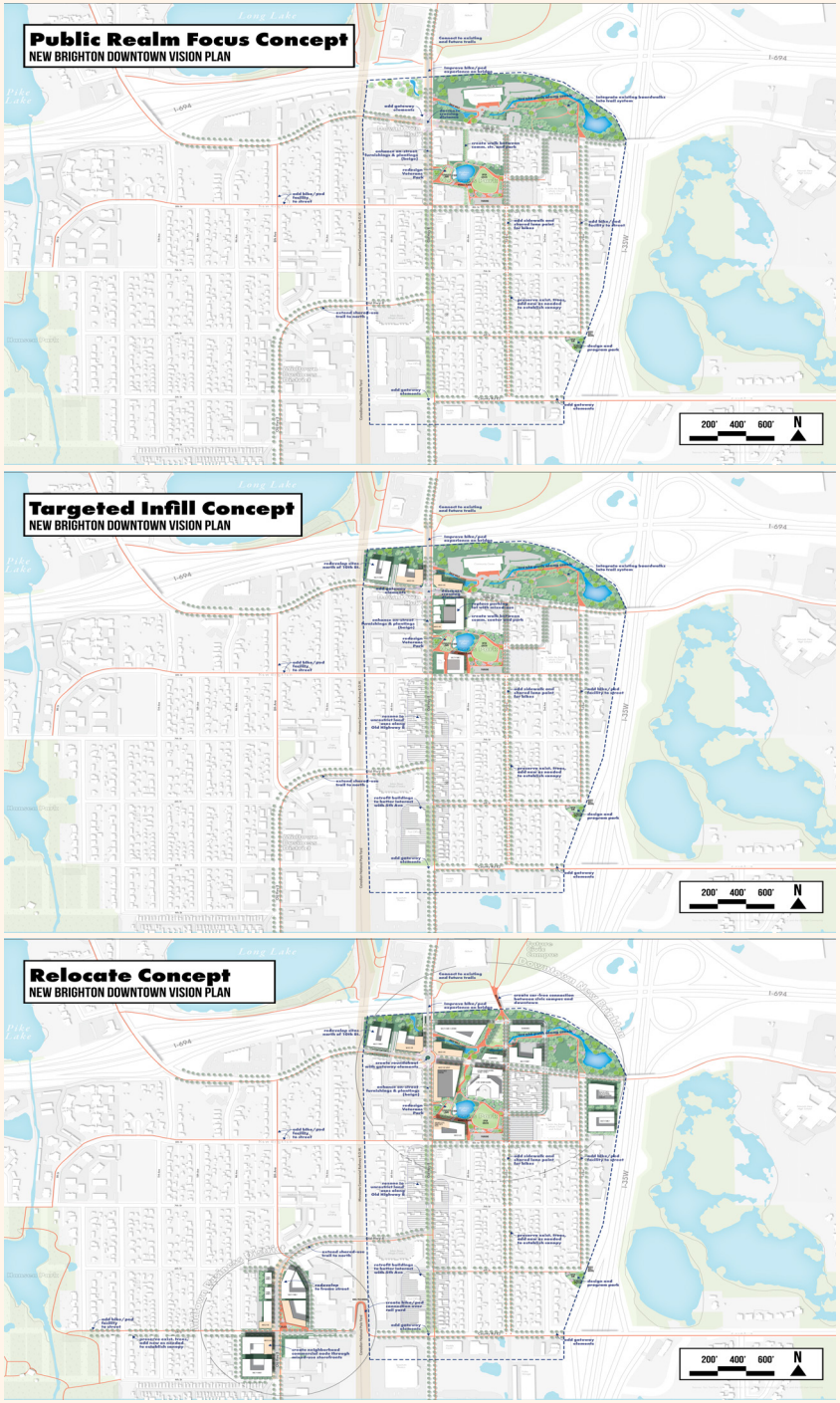


Figure 15. Preliminary Downtown Vision Plan Concepts

Initial Concept Review

Easing Into Transformative Changes

As part of the planning process, community members were asked to review and respond to three draft downtown concepts representing different approaches to redevelopment, public space, mobility, and long-term growth. Rather than selecting a single preferred concept, participants were encouraged to identify elements they supported, concerns they had, and tradeoffs they felt were important to consider moving forward. The exercise provided valuable insight into community comfort levels around redevelopment intensity, housing, transportation, public space improvements, and downtown identity.

Overall, participants expressed the strongest support for concepts that emphasized walkability, public spaces, safer biking and pedestrian connections, local businesses, and incremental reinvestment strategies that reinforce New Brighton's existing character. Concepts introducing more significant redevelopment intensity, multifamily housing, hotels, or larger-scale transformation generated more mixed reactions and greater concern regarding traffic, taxes, parking, and neighborhood impacts. Feedback consistently reinforced a desire for thoughtful and gradual change that improves the downtown experience while remaining sensitive to scale, identity, and community character.

How Feedback Shaped the Final Plan

Easing Into Transformative Changes

Community feedback directly informed the direction, priorities, and recommendations included throughout the Downtown Vision Plan. The final plan reflects the strong community emphasis on walkability, safer crossings, trails, public spaces, local businesses, and preserving New Brighton's small-town character while also responding to concerns related to redevelopment intensity, traffic, parking, taxes, and neighborhood compatibility. Rather than pursuing a highly transformative or growth-driven vision, the plan focuses on incremental improvements that strengthen the public realm, improve connectivity, and reinforce downtown as an everyday community destination.

Many of the plan's core strategies emerged directly from recurring themes identified throughout engagement. Priorities such as improving sidewalks and crossings, strengthening trail connections, expanding public gathering spaces, supporting local-serving businesses, improving streetscapes, and creating a more walkable downtown framework reflect consistent community feedback across surveys, listening sessions, and concept exercises. The plan also intentionally focuses redevelopment and future growth within appropriate downtown locations while emphasizing gradual change, flexibility, and sensitivity to surrounding neighborhoods. Together, these responses helped shape a vision centered on creating a more connected, welcoming, and community-oriented downtown New Brighton.

Residents Asked For:	What We Included:
Safer walking and biking connections	→ **Expanded sidewalk, crossing, and trail network**
More places to gather and spend time	→ **Downtown Hub and public realm improvements**
Local businesses and everyday amenities	→ **Flexible mixed-use and small-scale commercial opportunities**
Incremental change that respects neighborhoods	→ **Targeted redevelopment framework and transition zones**
More greenery and comfortable streets	→ **Tree canopy, green infrastructure, and nature-forward public spaces**

Representation + Participation

Did We Reach Everybody?

The engagement process generated strong participation from residents and community members who regularly use and experience downtown New Brighton. Survey responses primarily reflected the perspectives of long-term residents, homeowners, frequent downtown users, and middle- to higher-income households with a strong personal connection to the community. This level of participation provided valuable insight into how many residents currently experience downtown and what priorities they feel should guide future investment and change.

At the same time, demographic analysis identified several groups that were underrepresented relative to the broader New Brighton population, including younger residents, renters, lower-income households, and some racial and ethnic communities. Recognizing these gaps is important when interpreting engagement findings and understanding that community experiences and priorities may vary across different groups. Continued outreach and engagement will remain important as future implementation efforts move forward to ensure downtown improvements continue responding to a broad range of community needs, perspectives, and lived experiences.

Who We Heard From

+Long Term Residents

+Frequent downtown users

+Homeowners

+Families

+Community center users

+Local business patrons

Who We Didn't Hear From

-Younger residents

-Renters

-Lower-income households

-Residents of color

-New community members

-Individuals less connected to downtown today

4

Systems Over Time

The Eras of Downtown New Brighton

1850-1900

Founding Era

A Place Rooted in Production and Connection

Long before New Brighton was established as a village, the area was part of a broader landscape shaped by natural systems and Indigenous presence. The Mdewakanton Dakota lived in and moved through a settlement here they called "Otonwewakpadan," or "Village on a Stream." They gathered wild rice from the marshes and lakes, including areas around Long Lake and Rice Creek.

These waterways and wetlands were not incidental features, they structured patterns of seasonal movement, food systems, and settlement, establishing the area as a place defined by ecological productivity and connection.

By the mid-19th century, European-American settlement began to take hold, with early farmers establishing homesteads in what became Mounds View Township. The landscape's relatively flat terrain and proximity to the growing urban centers of Minneapolis and Saint Paul made it well suited for agriculture and early rural development.

At this stage, the area remained loosely organized, with development dispersed and shaped primarily by land ownership, access to water, and informal road connections.

A more defined center began to emerge in the late 19th century as regional economic forces converged on the area. In 1883, the Minnesota Transfer Railway was established, creating critical connections between multiple rail lines and positioning New Brighton as a strategic node for the movement of goods. Shortly after, a group of prominent Minneapolis industrialists including figures such as John S. Pillsbury, William D. Washburn, and Thomas Lowry invested in the creation of the Minneapolis Stockyards and Packing Company

This investment was not incidental. It reflected a deliberate effort by Minneapolis-based interests to expand industrial capacity beyond the core city, leveraging rail access and available land in New Brighton to support a growing regional economy. The stockyards and associated industries quickly became a defining feature of the area, anchoring employment, attracting supporting businesses, and shaping patterns of development.

As the village was formally platted in 1887 and incorporated in 1891, its physical form reflected these overlapping systems. Development clustered tightly around rail lines and early roadways, forming a compact, utilitarian center oriented toward production, exchange, and movement. Buildings were located based on proximity and function rather than formal design standards, resulting in a pattern that was efficient, adaptable, and incrementally built over time.

While modest in scale, this early structure established the spatial logic that would later support a recognizable downtown: a concentration of activity, buildings oriented to shared corridors, and a close relationship between movement systems and land use. In this way, New Brighton's earliest development was not planned as a "downtown" in the modern sense, but it created the conditions from which one could emerge.

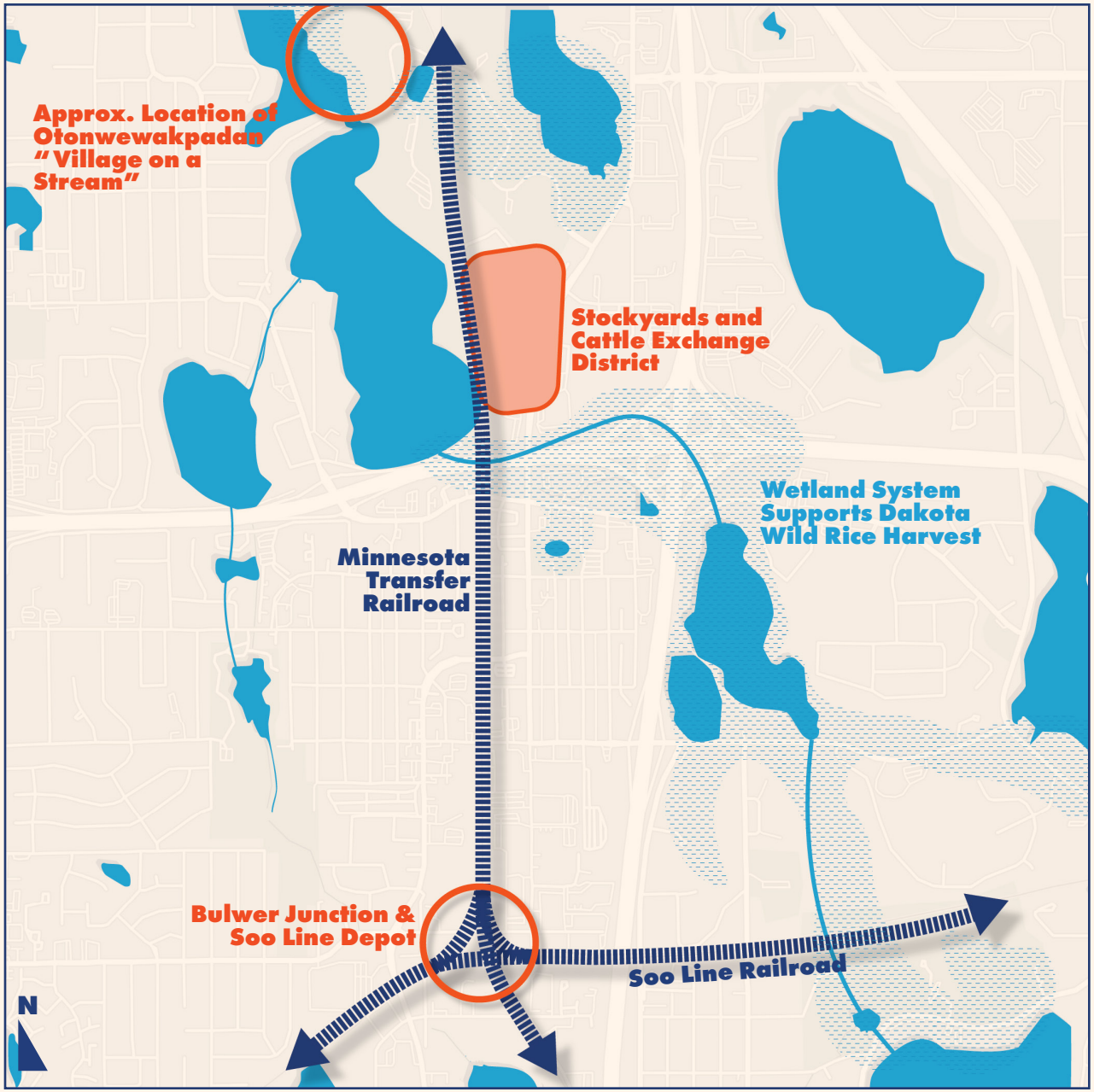


Figure 16. Key Drivers: Downtown New Brighton

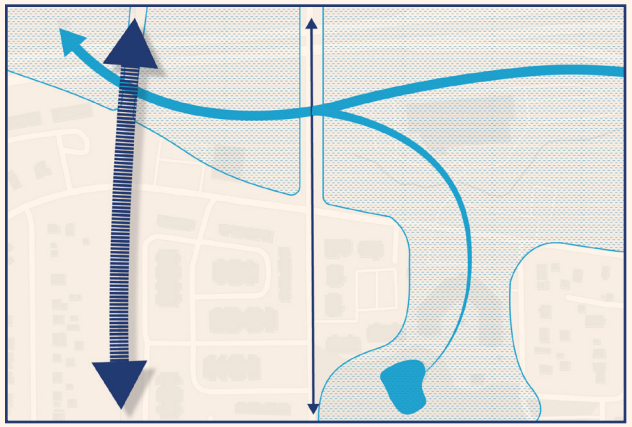


Figure 17. Key Drivers: Old Hwy 8 and 10th Ave Inset

Key Drivers

Indigenous land use and natural systems
Dakota presence and seasonal movement patterns were shaped by lakes, wetlands, and wild rice ecosystems.

Agricultural settlement and early land division
Mid-19th century farming established initial patterns of land ownership and rural development.

Rail infrastructure and regional connectivity
The Minnesota Transfer Railway positioned New Brighton as a key node for freight and industrial movement.

Industrial investment from Minneapolis
Stockyards and packing operations, driven by regional economic demand, anchored growth and employment.

1900-1950

Main Street Era

The Street as the Framework for Daily Life

By the early 20th century, New Brighton had begun to transition from a production-oriented settlement into a more defined local center, shaped by both its industrial base and its growing role as a community hub. While rail infrastructure and the stockyards remained important economic drivers, the emergence of improved road networks introduced new patterns of movement and access that began to reorganize the downtown.

The designation and development of U.S. Route 8 established a direct regional connection between Minneapolis, New Brighton, and destinations to the northeast, including Duluth via U.S. Route 61. Unlike later highway systems, this early roadway functioned as both a regional connector and a local street, carrying through traffic while remaining integrated into the daily life of the community. Movement occurred at slower speeds, intersections were frequent, and access to adjacent properties was direct and visible.

These conditions supported the emergence of a recognizable main street environment centered around the intersection of Old Highway 8 and what is now 10th Avenue / Front Street. Businesses located along the corridor to take advantage of visibility and foot traffic, while residential and civic uses remained within close walking distance. Rather than being separated into distinct zones, uses were layered and interdependent, creating a compact and active district

The physical form of downtown reflected this alignment between transportation and land use. Buildings were typically constructed close to the street, with minimal setbacks and shared walls, forming a continuous frontage that defined the public realm. Narrow parcels and incremental development patterns allowed for a diversity of building types and uses, while reinforcing a consistent street edge. Parking, where present, was informal and secondary, often located behind buildings or accommodated within the street itself.

Importantly, this pattern was not the result of prescriptive regulation, but of a system in which economic activity, movement, and building form were closely aligned. The street functioned simultaneously as infrastructure, marketplace, and social space, supporting both regional connectivity and local identity. This balance created a downtown environment that was legible, walkable, and resilient, capable of adapting over time while maintaining a coherent structure.

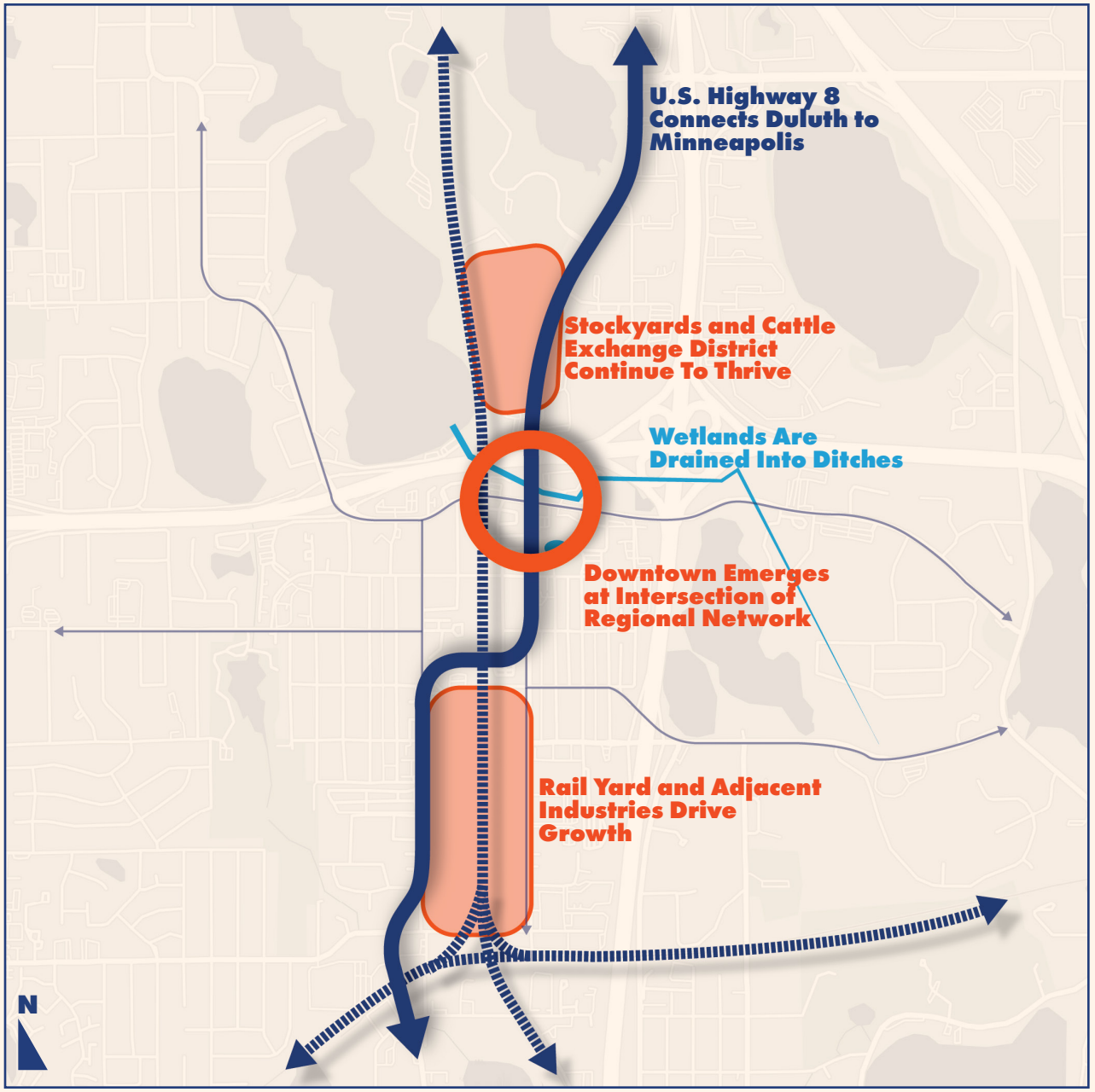


Figure 18. Key Drivers: Downtown New Brighton

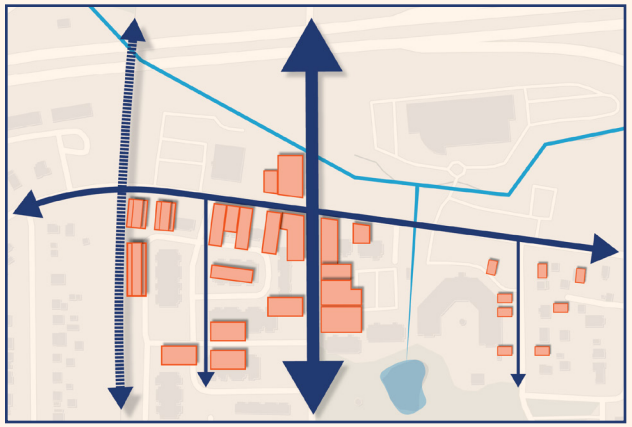


Figure 19. Key Drivers: Old Hwy 8 and 10th Ave Inset

Key Drivers

Early highway development (U.S. Route 8)
Regional connectivity improves while remaining integrated with local access and activity, with commercial nodes emerging at key intersections.

Rail-supported local economy
Continued industrial and commercial activity supports a concentration of businesses along the railroad corridor.

Human-scale mobility
Slower travel speeds and frequent intersections support walking and direct access.

Incremental development pattern
Small parcels, absence of zoning, and phased growth create a fine-grained, adaptable urban fabric.

1950-2000

Corridor Era

The Street Becomes a Transportation Corridor

By the mid-20th century, regional transportation systems underwent a fundamental transformation that reshaped not only how people moved, but how cities and towns were built. The construction of the interstate highway network—including I-35W and I-694—reorganized movement across the Twin Cities, prioritizing speed, efficiency, and regional connectivity at a scale far beyond earlier rail and roadway systems.

As these new corridors came online, they supplanted routes like U.S. Highway 8 as the primary means of regional travel. What had once functioned as a local main street—supporting both movement and daily activity—was redefined as a secondary corridor. Old Highway 8 remained an important route, but its role shifted. Rather than serving as a destination along a crucial regional route, it increasingly functioned as a conduit for local and pass-through traffic.

At the same time, new regulatory and development frameworks emerged to support an increasingly auto-oriented society. Zoning codes formalized the separation of land uses, establishing clearer distinctions between residential, commercial, and industrial areas. Parking requirements were introduced to ensure convenient access for drivers, often requiring significant portions of land to be dedicated to vehicle storage. Street design standards evolved to accommodate higher speeds, larger vehicles, and increased traffic volumes, resulting in wider lanes, larger turning radii, and expanded rights-of-way.

These systems were rational responses to the needs of a growing, mobile population. They improved access, expanded development potential, and supported new forms of economic activity. However, they also introduced a different set of spatial relationships. Development began to organize around the site rather than the street, with buildings set back to accommodate parking and circulation. Larger parcels and consolidated ownership patterns reduced the fine-grained structure that had previously supported incremental growth.

At the intersection of Old Highway 8 and 10th Avenue, these changes became visible over time. The continuous street edge began to break down as buildings were replaced or reconfigured. Parking moved to the front of sites, increasing visibility and convenience for drivers but reducing the definition of the public realm. Access points multiplied, introducing curb cuts and interrupting pedestrian continuity. The intersection itself became more open and less spatially defined, functioning more as a node within a traffic network than as the center of a district.

While these changes were not immediate, their cumulative impact was significant. The alignment between transportation, land use, and building form that had once supported a cohesive main street gradually gave way to a system optimized for movement and access by car. In this new framework, the street was no longer the primary organizing element, it became one component within a larger network of infrastructure shaping how development occurred.

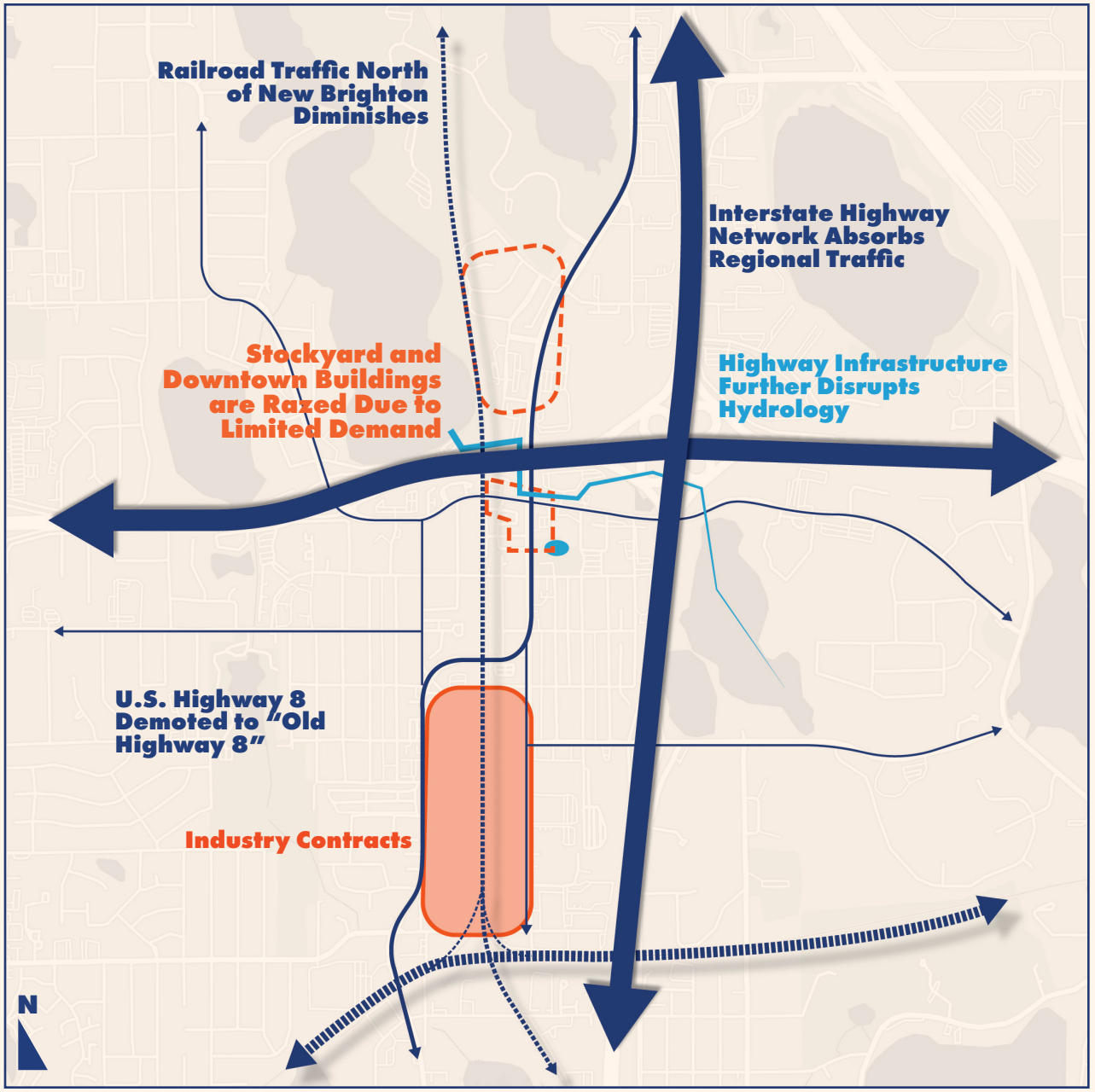


Figure 20. Key Drivers: Downtown New Brighton

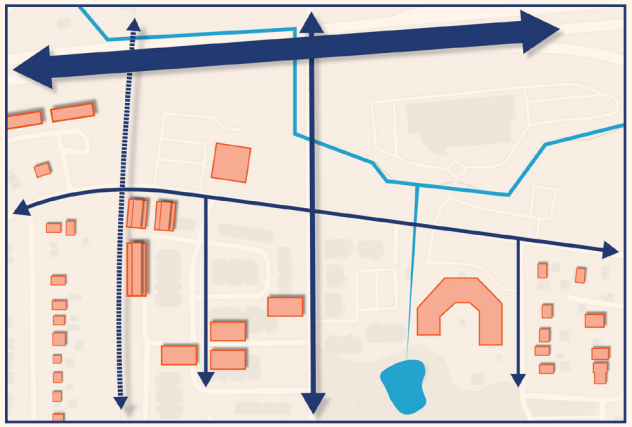


Figure 21. Key Drivers: Old Hwy 8 and 10th Ave Inset

Key Drivers

Interstate highway system (I-35W, I-694)
Regional mobility shifts toward high-speed, limited-access corridors, drawing activity out of downtown.

Reclassification of U.S. Route 8
Highway 8 becomes "Old Highway 8" as it transitions from main street to secondary corridor.

Zoning and land use separation
Uses are divided into distinct districts, reducing mixed-use patterns and discouraging building types that existed here during the "Main Street" era.

Introduction of parking requirements
Surface parking becomes a dominant feature of newly developed parcels and streets.

Evolving street design standards
Wider lanes and increased turning radii prioritize vehicular movement and eat up right-of-way.

2000-Present

Today

Incremental Change Within an Established System

Today, downtown New Brighton reflects a period of ongoing reinvestment and change, shaped by both new development activity and the continued influence of established systems. The legacy of mid-20th century transportation, zoning, and parking standards remains deeply embedded in how land is organized and developed, even as the community expresses a desire for a more connected and walkable downtown.

Recent projects have introduced new housing, commercial uses, and public investments into the area, contributing to increased activity and a broader mix of destinations. These developments signal a shift in market demand and community priorities, with greater emphasis on walkability, access to amenities, and a more defined civic center. However, these changes have largely occurred within the same regulatory and infrastructural framework established during the auto-oriented era.

As a result, new development often reflects a hybrid condition. Buildings may be taller and incorporate a mix of uses, but are still frequently set back from the street to accommodate parking, circulation, and site-specific constraints. Surface parking remains a visible and influential component of the public realm, shaping how buildings are arranged and how people move through the district. While pedestrian connections exist, they are not always continuous or intuitive, and often require navigating through parking areas or across wide roadways.

At the intersection of Old Highway 8 and 10th Avenue, this pattern is particularly evident. The area functions as a local center, with a mix of uses and activity, but lacks a consistent spatial definition. Buildings do not consistently frame the street, and the public realm is fragmented by gaps in frontage, curb cuts, and variations in setback. The intersection serves multiple roles, both as a movement corridor, an access point, and a destination, but without a clear hierarchy or organizing structure.

This condition reflects a broader reality: while the intent to create a more cohesive downtown is present, the systems that shape development outcomes have not yet been fully realigned with that goal. Incremental improvements have introduced new activity and value, but without coordinated changes to zoning, street standards, and parking strategies, they continue to reproduce many of the same spatial patterns established in previous decades.

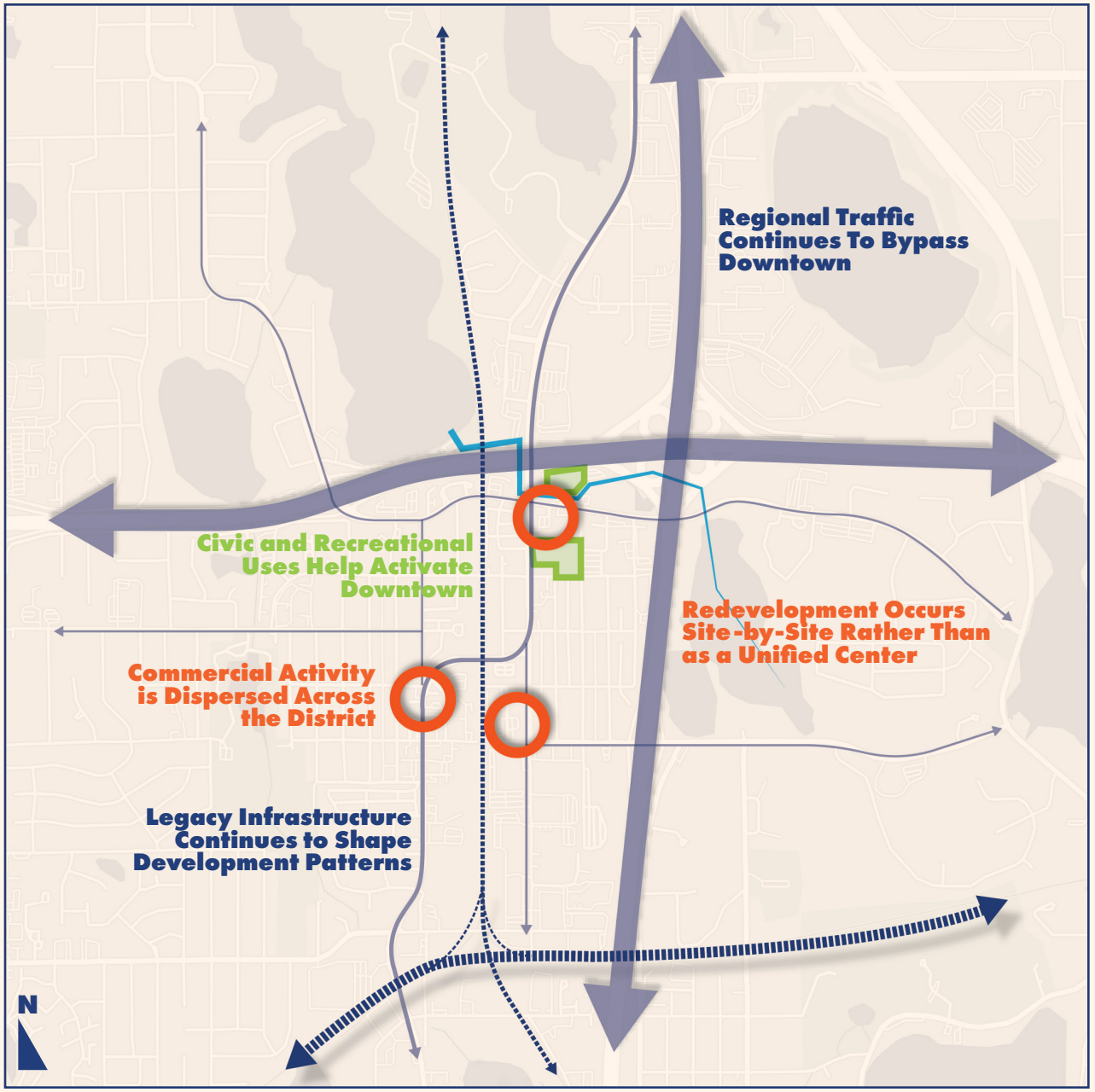


Figure 22. Key Drivers: Downtown New Brighton

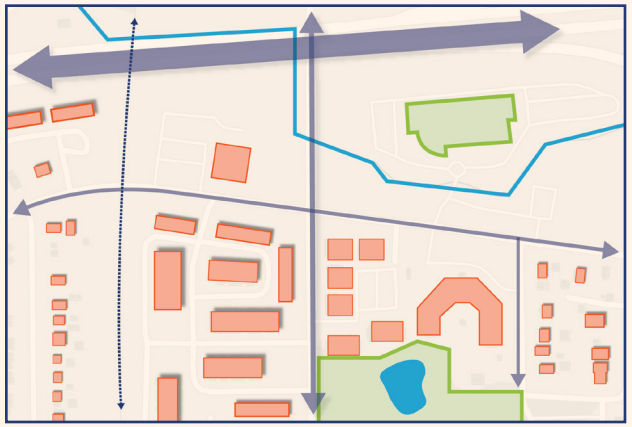


Figure 23. Key Drivers: Old Hwy 8 and 10th Ave Inset

Key Drivers

Legacy zoning and parking requirements
Existing regulations continue to shape building placement and site design.

Auto-oriented street network
Roadway design continues to prioritize vehicle movement and access over walkability and multimodality.

Market-driven redevelopment
New housing and commercial uses respond to demand but operate within existing constraints, resulting in a dispersed development pattern.

Incremental public investment
Improvements occur project-by-project rather than through a unified framework.

2025+

Future

The Street as a Framework for a Connected Downtown

The future of downtown New Brighton is not defined by a single project or site, but by a coordinated shift in the systems that shape how the district evolves over time. Rather than continuing to rely on incremental change within an inherited framework, this plan establishes a clear structure for growth, one that realigns transportation, land use, and development patterns around a shared vision for a walkable, mixed-use center.

At the core of this approach is the redefinition of Old Highway 8 as a civic spine. No longer functioning primarily as a corridor for vehicular movement, the street becomes the organizing framework for downtown activity, designed to prioritize safety, comfort, and accessibility for people walking, biking, and gathering. This shift is supported by a more refined street hierarchy, where different streets serve distinct roles within the network, balancing mobility with placemaking.

Zoning and development standards are recalibrated to support this structure. Buildings are encouraged and in key locations required to align with the street, creating a continuous and active frontage that defines the public realm. Increased intensity and a mix of uses are concentrated along the civic spine and at key intersections, supporting a critical mass of activity while maintaining transitions to surrounding neighborhoods. Parking is treated as a shared and managed resource, integrated within blocks or located behind buildings, rather than shaping site design.

At the intersection of Old Highway 8 and 10th Avenue, these changes come together to reestablish a clear and legible center. Buildings frame the intersection with active ground floors, reinforcing its role as a focal point within the district. The public realm is continuous and well-defined, with street trees, furnishings, and pedestrian-scale design elements contributing to a comfortable and engaging environment. Movement remains an important function, but it is balanced with the needs of people spending time in the space.

This approach does not seek to replicate a past condition, but to reestablish the underlying relationships that once supported a successful downtown. By aligning systems, rather than relying on isolated interventions, the plan creates a framework in which future development can contribute to a cohesive, adaptable, and resilient urban environment. Over time, as individual projects are realized, these changes reinforce one another, allowing downtown New Brighton to evolve as a connected and vibrant place.

Figure 24. Key Drivers: Downtown New Brighton

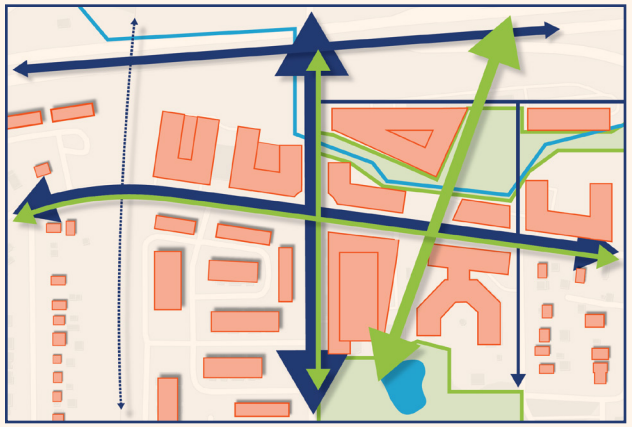


Figure 25. Key Drivers: Old Hwy 8 and 10th Ave Inset

Key Drivers

Civic spine framework
Old Highway 8 is redefined as a people-oriented street and organizing element.

Refined street hierarchy
Streets are designed to balance mobility, safety, and public life.

Form-based zoning adjustments
Building placement, frontage, and intensity are aligned with desired outcomes.

Shared and strategic parking approach
Parking is integrated within blocks and managed at the district scale.

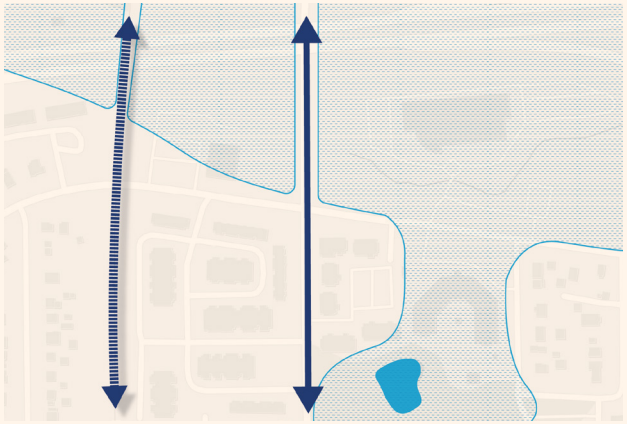
Coordinated public realm investment
Streets, open spaces, and infrastructure reinforce a cohesive identity.

Systems Shape Downtown Form

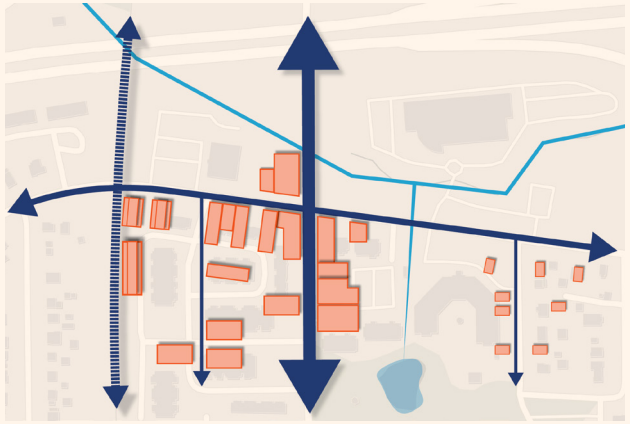
From Main Street to Corridor and Back Again

The evolution of downtown New Brighton reflects a series of shifts in the systems that shape development—transportation, land use, and economic patterns. Each era introduced new priorities, from proximity and production, to regional mobility, to auto-oriented access.

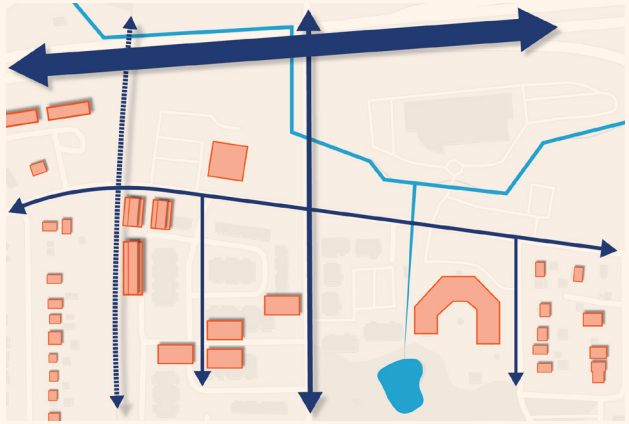
These systems produced distinct physical outcomes at the same location over time. Understanding this relationship is critical: if the goal is to create a more cohesive and walkable downtown, the underlying systems must be realigned to support that outcome.



Founding Era
Regional transportation networks connecting industrial areas, initially trails and then rails, lay the groundwork for New Brighton. This interrupts the hyrdological system of lakes and wetlands being utilized by Indigenous people for food harvesting.



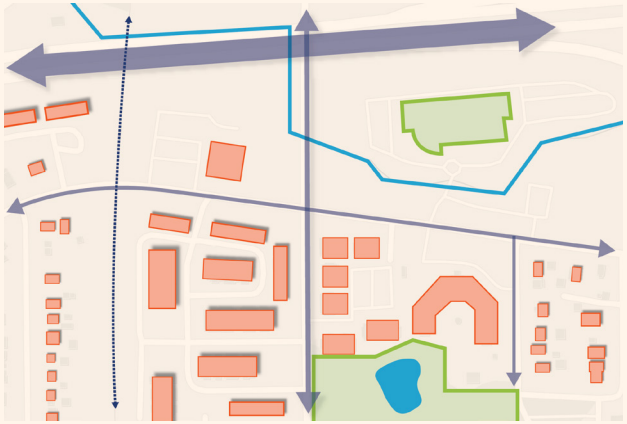
Main Street Era
A commercial core sets up shop on U.S. Highway 8, a major transportation route connecting Minneapolis to Duluth. Buildings align with the street, forming a continuous and walkable center.



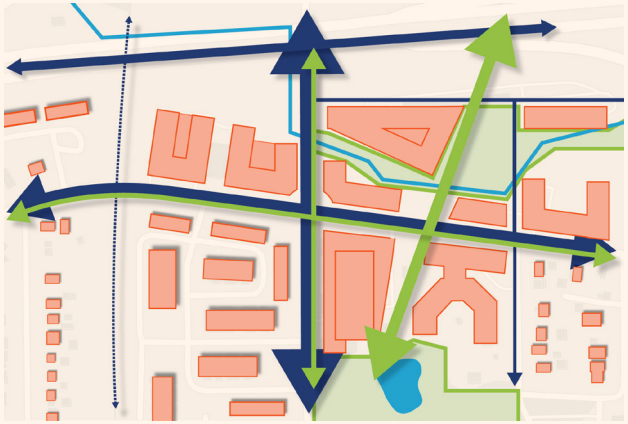
Corridor Era
Interstate system shifts regional traffic out of downtown. The decrease in activity on Highway 8 causes walkable storefronts to fall into neglect, eventually being demolished. Implementation of parking and setback requirements reshape the street into a movement corridor.

What Changed / What Needs to Change

System	Past Outcome	Current Condition	Needed Shift
Streets	Main Street	Corridor	Civic Spine
Parking	Minimal	Dominant	Managed/shared
Zoning	Incremental	Flexible-but-Limiting	Form-Driven
Development	Fine-Grained	Consolidated	Structured + Incremental



Today
Redevelopment pressure has caused the old downtown to fill with buildings again, but zoning codes have caused them to take a more separated, auto-forward form. Incremental change occurs within an auto-oriented framework and without a plan to guide change in the downtown.



Future
Realigned systems restore the street as the organizing framework.

The same place, shaped by different systems, produces entirely different outcomes.

5 Planning Vision

From Settlement to Center

Vision Statement

Downtown New Brighton will evolve into a connected civic center organized around people-first streets, walkable destinations, housing choice, public life, and ecological identity.

Downtown New Brighton will become a more connected, walkable, and welcoming center of community life. Rooted in its history as a place shaped by movement, exchange, and everyday gathering, downtown will evolve into a district where streets, public spaces, local businesses, parks, civic destinations, and surrounding neighborhoods work together as part of a stronger and more cohesive whole.

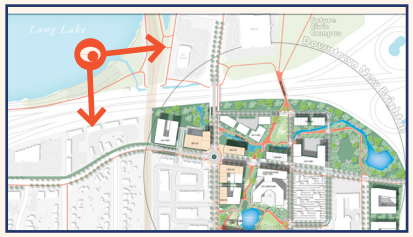
The vision for downtown is not to create an entirely new place, but to build on the qualities that already make New Brighton recognizable and valued. Residents expressed a clear desire for a downtown that feels comfortable, human-scaled, practical, and distinctly local. They want safer places to walk and bike, more opportunities to gather, stronger connections to parks and trails, local-serving businesses, and improvements that respect the character of nearby neighborhoods. This vision responds to those aspirations by focusing future investment on the everyday experience of downtown: how people arrive, move, meet, linger, shop, recreate, and connect with one another.

Achieving this vision will require aligning the systems that shape downtown over time. Old Highway 8 should once again serve as a civic spine that supports both movement and public life. The historic center around Old Highway 8 and 10th Street / Front Street should become a more active downtown hub, with public spaces, small businesses, mixed-use activity, and streetscape improvements reinforcing one another. Surrounding neighborhoods should be better connected through safe sidewalks, crossings, trails, and bicycle facilities. Parks, plazas, landscapes, and stormwater features should form a more visible and usable public realm network that reflects New Brighton's natural setting and community identity.

Change should occur incrementally and responsibly. Rather than relying on a single transformative redevelopment project, the vision is intended to guide many coordinated decisions over time, including public infrastructure investments, private reinvestment, redevelopment opportunities, policy updates, partnerships, and community programming. Some improvements can happen in the near term, while others will depend on future funding, property owner interest, market conditions, and civic priorities. Together, these actions can help downtown New Brighton grow in a way that is flexible, fiscally responsible, and grounded in community values.

The long-term vision is for downtown New Brighton to become a place where residents can comfortably walk or bike between destinations, gather in welcoming public spaces, support local businesses, access civic and recreational amenities, and experience a stronger sense of connection to the community's history and future. By reconnecting the systems that once made downtown a center of activity, New Brighton can become a more resilient, memorable, and people-oriented place for generations to come.

Existing View



View Angle Key

Overhead View from Above Long Lake

Guiding Principles

Put People First

Design downtown as a comfortable, walkable environment where streets, sidewalks, and public spaces prioritize people over vehicles.

Responds To: residents' desire for a downtown that feels safer, more comfortable, and easier to navigate for people walking, biking, using mobility devices, or moving between destinations without a car.

Strengthen the Public Realm

Invest in plazas, parks, streetscapes, and gathering spaces that make downtown welcoming, active, and usable year-round.

Responds To: community interest in streets, sidewalks, parks, plazas, and civic spaces that feel greener, more welcoming, more comfortable, and more useful.

Create a Downtown for Everyday Life

Support local shops, cafés, restaurants, and services that make downtown useful for daily needs and frequent visits.

Responds To: interest in local-serving businesses, dining, small shops, outdoor seating, and everyday destinations that make downtown useful in daily routines.

Build a Community Gathering Place

Shape downtown as the social heart of New Brighton, hosting events, markets, festivals, and informal everyday activity.

Responds To: desires for flexible public spaces that support farmers markets, festivals, food trucks, concerts, outdoor dining, informal seating, and everyday gathering.

Maintain New Brighton's Small-Town Character

Ensure that development and public space improvements reflect a human-scaled, welcoming identity unique to New Brighton.

Responds To: feedback that future change should preserve New Brighton's familiar, human-scaled, and approachable character while avoiding development that feels too large or out of scale.

What are Guiding Principles?

Guiding principles reflect what we heard from the community and what matters most for the future of downtown New Brighton. They were developed by reviewing input from surveys, conversations, and community events, and identifying shared themes across that feedback. These themes capture both what people value today and what they hope to see in the future. The guiding principles act as a compass for the planning concepts, helping ensure each idea stays grounded in community priorities and moves the vision forward in a clear and consistent direction.

Connect People, Parks, and Places

Improve walking and biking connections between Veterans Park, the Community Center, Long Lake, neighborhoods, and downtown destinations.

Responds To: community desire for safer and more intuitive walking, biking, trail, wayfinding, and crossing connections between downtown destinations, parks, neighborhoods, transit stops, and civic spaces.

Focus Change Where It Matters Most

Target redevelopment and investment within the downtown core and underutilized sites rather than expanding change into surrounding neighborhoods.

Responds To: support for focusing redevelopment and investment in the downtown core, along key corridors, and on underutilized sites rather than spreading higher-intensity change into established neighborhoods.

Design Safe and Comfortable Streets

Improve crossings, sidewalks, lighting, and bike facilities to create safer, more intuitive routes for all ages and abilities.

Responds To: concerns about traffic, crossing safety, sidewalk gaps, bike comfort, lighting, and the need for streets that work better for all users.

Utilize Planting for More Than Just Aesthetics

Incorporate naturalistic planting, stormwater landscapes, and green infrastructure that are resilient, attractive, and easy to maintain.

Responds To: preferences for trees, native plantings, stormwater gardens, shade, and green infrastructure that support comfort, resilience, and downtown identity.

Invest Wisely and Incrementally

Pursue improvements that are financially responsible, phased over time, and designed to provide long-term community benefit.

Responds To: desire for downtown improvement that is phased, practical, fiscally responsible, and sensitive to concerns about cost, traffic, parking, and neighborhood impacts.

Key Drivers

The Core Elements of the Plan

Downtown New Brighton is shaped by a series of overlapping systems that influence how people move, where activity occurs, how development takes shape, and how public life is experienced. While these systems evolved over time in response to changing economic, transportation, and development priorities, they continue to define both the opportunities and challenges present within the district today.

The framework for the Downtown Vision Plan focuses on realigning these systems around a more connected, walkable, and people-oriented center. Rather than relying on isolated projects or individual redevelopment sites, the plan establishes a coordinated structure that guides how future investments contribute to a cohesive downtown environment over time.

At the center of this framework is the transformation of Old Highway 8 from a movement corridor into a civic spine. Historically, this corridor functioned as both a transportation route and the organizing element of downtown activity. Over time, roadway design, parking requirements, and auto-oriented development patterns weakened this relationship, reducing the street's role as a public place. The plan re-establishes the corridor as the primary organizing framework for downtown, supporting a mix of movement, gathering, commerce, and civic life.

This framework is reinforced by a series of connected systems that work together to shape the future of the district. Together, these drivers establish a framework in which transportation, land use, public space, and development patterns reinforce one another rather than compete. The result is not a single project or fixed end state, but a structure for incremental change capable of guiding downtown New Brighton toward a more active, connected, and resilient future.

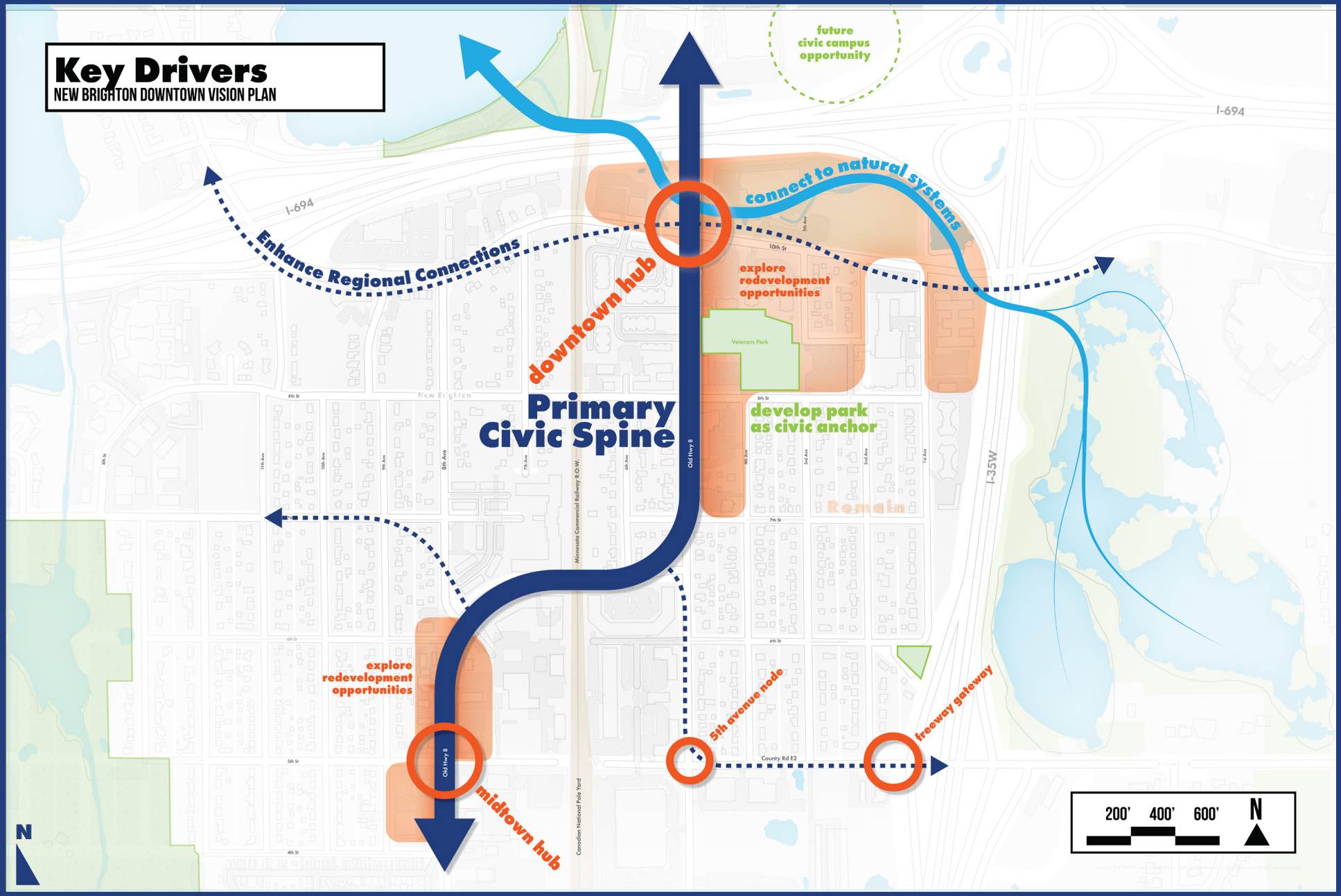


Figure 26. Diagram of Key Drivers

6 The Downtown Plan

Scaling the Vision

From Vision to Place

Concept Plan Introduction

The Concept Plan translates the vision, key drivers, and community priorities outlined in the previous chapters into a coordinated physical framework for downtown New Brighton. While Chapter 5 establishes the broader planning direction, Chapter 6 illustrates how that direction can take shape through streets, public spaces, development patterns, trails, civic destinations, and neighborhood connections. The recommendations that follow are intended to show how individual improvements can work together as part of a larger downtown system rather than as separate or isolated projects.

This chapter should be read as a series of connected frameworks. The Civic Spine, Downtown Hub, Connected Neighborhoods, Development Pattern Strategy, and Public Realm and Open Space Network sections each describe a different dimension of the future downtown, but they are designed to reinforce one another. Streets support movement and public life. Public spaces create places to gather and strengthen identity. Development patterns help concentrate activity in appropriate locations. Trail and sidewalk connections link surrounding neighborhoods to civic, commercial, and recreational destinations. Together, these systems establish a flexible structure for incremental change over time.

The Concept Plan is not a fixed redevelopment blueprint or a single project to be built all at once. It represents a synthesized direction shaped by existing conditions, community engagement, previous planning efforts, and feedback on the initial concept alternatives. During the planning process, residents reviewed different approaches to downtown's future, ranging from lighter public realm improvements to more transformative redevelopment scenarios. The final concept does not simply select one of those alternatives. Instead, it combines the strongest and most broadly supported ideas into a balanced framework that reflects community priorities while remaining sensitive to scale, cost, implementation, and neighborhood compatibility.

As a result, the plan emphasizes improvements that can begin strengthening downtown in the near term while also guiding longer-term reinvestment. Some recommendations, such as sidewalk gaps, crossing improvements, trail connections, streetscape enhancements, and small public spaces, may be advanced through public projects and partnerships. Others, such as redevelopment, shared parking, mixed-use activity, and larger public realm investments, will occur more gradually as opportunities arise. This layered approach allows downtown New Brighton to evolve over time while maintaining a consistent direction toward a more connected, walkable, welcoming, and active community center.

Existing View

View Angle Key

Overhead View of the Downtown Core

The Downtown Plan Overview

Shaping the Future of Downtown New Brighton

The vision plan shows downtown New Brighton as a more connected and recognizable center, shaped by a series of coordinated moves rather than a single transformative project. Old Highway 8 becomes the civic spine, carrying people through downtown while also creating a stronger public address for shops, housing, civic uses, gathering spaces, and everyday activity. At 10th Street and Front Street, the historic heart of downtown becomes more visible and active, with public spaces, street-oriented development, safer crossings, and local-serving destinations reinforcing one another.

Around this center, the plan stitches together places that already matter to the community. Veterans Park, the Community Center, Long Lake, nearby neighborhoods, transit stops, trails, and redevelopment sites are linked through a clearer network of sidewalks, crossings, bike facilities, green connections, and public realm improvements. Instead of experiencing downtown as a series of separate places divided by parking lots, wide streets, and infrastructure, the plan imagines a district where movement is more intuitive and destinations feel closer together.

The plan also uses landscape and development to repair the edges of downtown. New trees, stormwater features, plazas, trail connections, and naturalized landscapes help extend the character of New Brighton's lakes, wetlands, and parks into the downtown experience. Infill and redevelopment are focused in places where they can frame streets, support local businesses, add housing choice, and strengthen the public realm without overwhelming surrounding neighborhoods.

Together, these moves create a flexible long-term framework for downtown's next chapter. Some pieces can begin with near-term public investments, such as crossings, sidewalks, streetscape improvements, and small gathering spaces. Others will take shape gradually through redevelopment, partnerships, civic facility planning, shared parking strategies, and larger infrastructure projects. The result is a vision for a downtown that feels more connected, more usable, and more distinctly New Brighton.

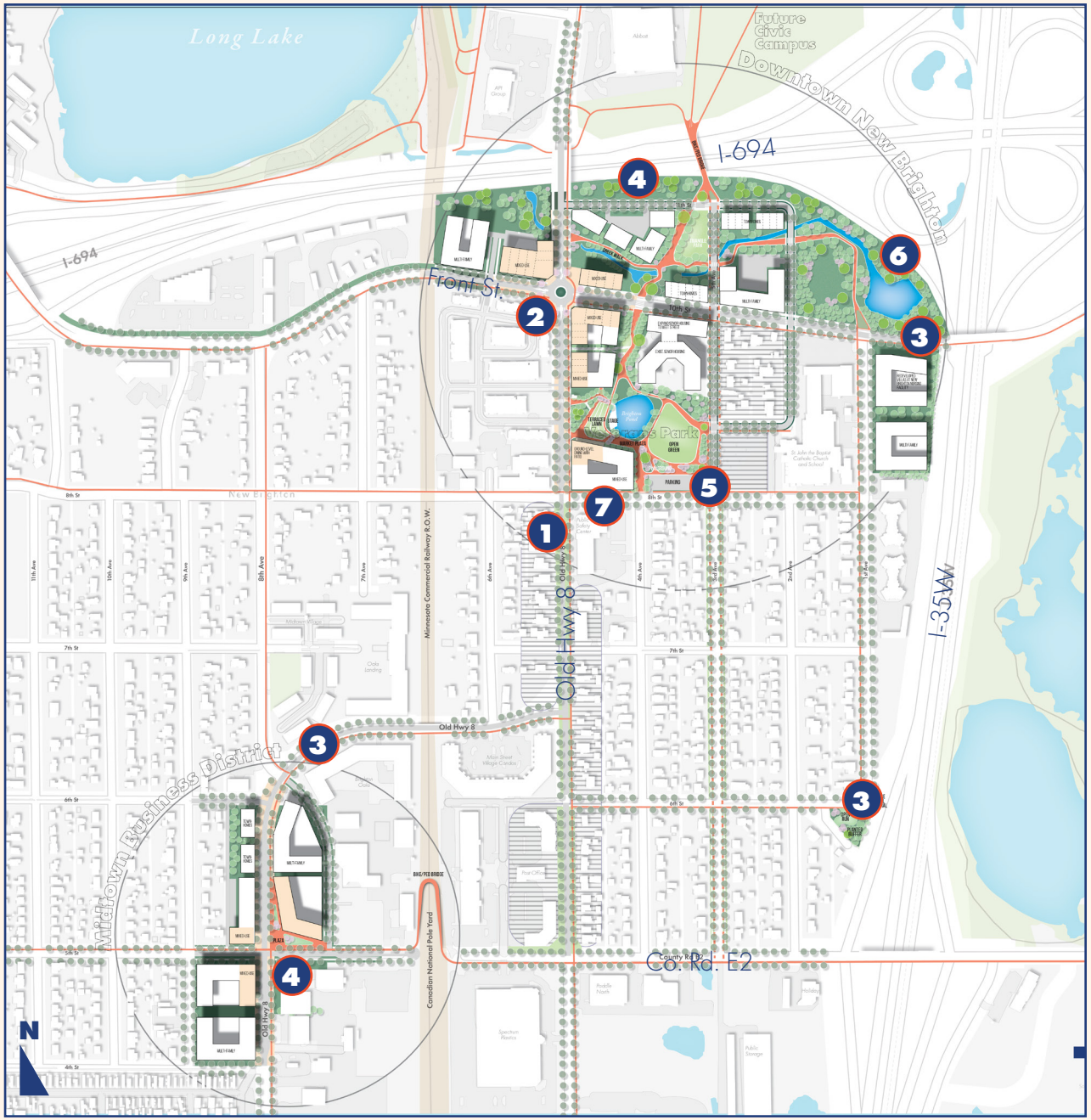


Figure 27. Downtown New Brighton: Full Vision Plan

Core Moves

1. Re-establish Old Highway 8 as a civic spine
2. Strengthen the downtown hub at 10th Street / Front Street and Old Hwy 8
3. Improve multimodal connectivity across the district
4. Support incremental mixed-use redevelopment
5. Create a coordinated and people-oriented public realm
6. Integrate ecological systems and open space connections
7. Transition toward shared and strategic parking approaches

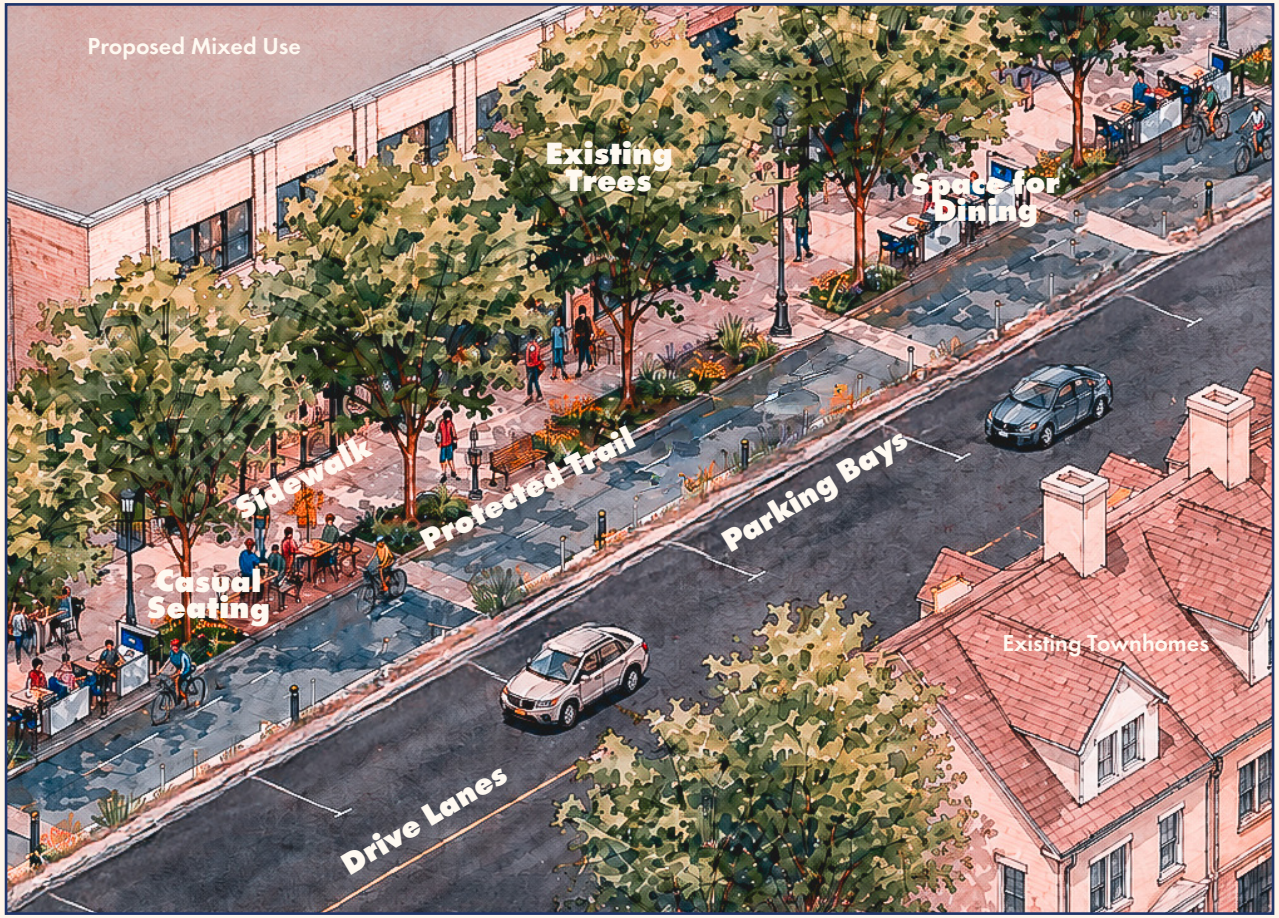
The Civic Spine

Re-establishing Old Highway 8 as the Organizing Framework of Downtown

Old Highway 8 is the primary organizing corridor for downtown New Brighton. Historically, the street helped structure daily life by linking movement, commerce, civic activity, and local identity within a shared public setting. Today, that relationship is less legible. Auto-oriented development patterns, surface parking, inconsistent streetscapes, and uncomfortable crossings have weakened the street's ability to function as both a route and a place.

The Civic Spine framework repositions Old Highway 8 as the main public-facing address of downtown. This does not mean eliminating its transportation role. Instead, it means balancing movement with safety, comfort, visibility, and public life. Streetscape improvements, enhanced crossings, pedestrian and bicycle facilities, parking, lighting, trees, furnishings, and active frontages should work together to create a corridor that is easier to navigate and more inviting to spend time along.

As reinvestment occurs, buildings and public spaces along Old Highway 8 should help define the street rather than turn away from it. This can be accomplished through strategic rezoning along the corridor. Over time, the street can become the connective thread between downtown destinations, supporting businesses, civic activity, and everyday movement while giving New Brighton a stronger and more recognizable center of community life.



Overhead View of Old Highway 8 in the Downtown Core

Existing View

View Angle Key

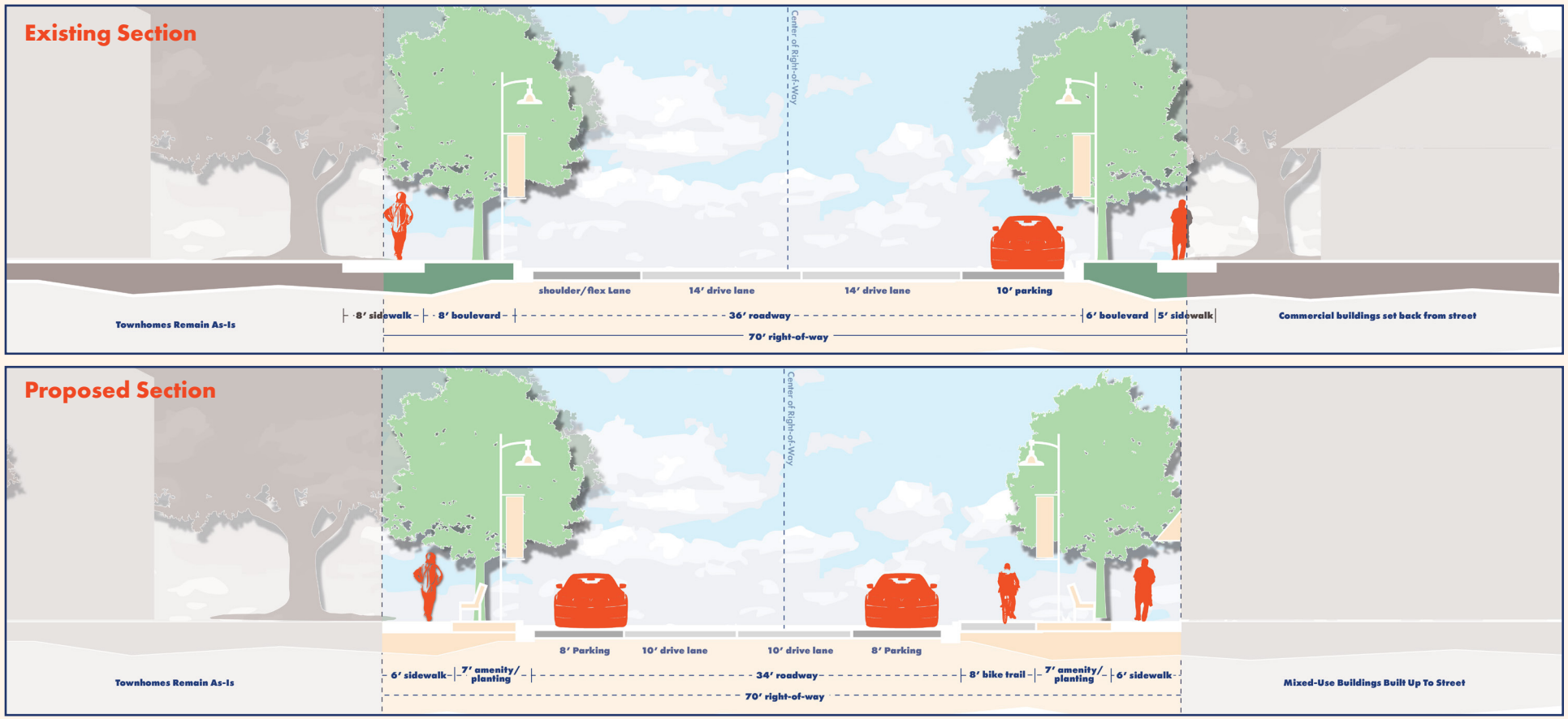


Figure 28. Existing vs. Proposed Sections: Old Highway 8

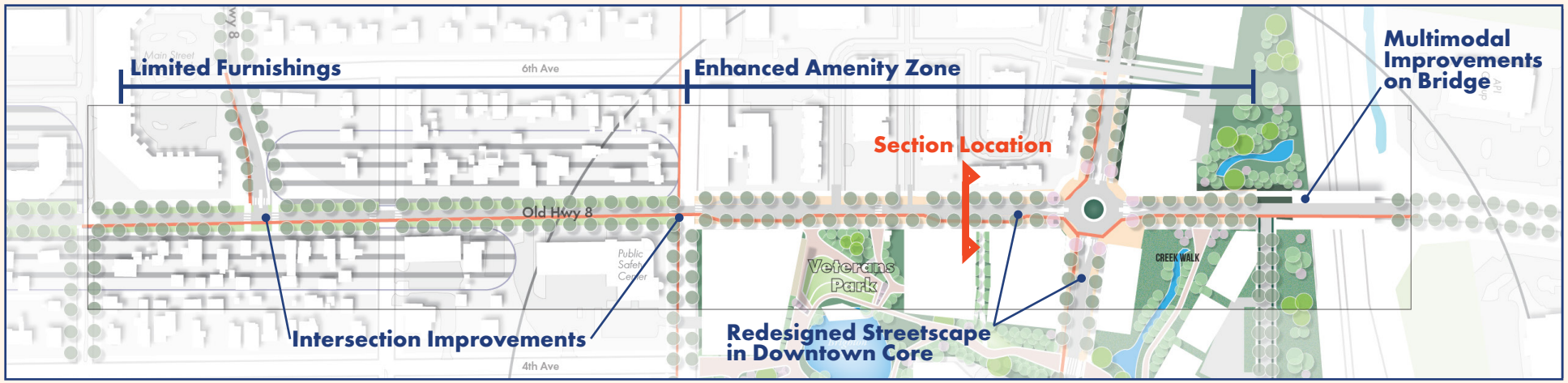


Figure 29. Diagram of Key Enhancements to the Civic Spine through

Why Here?

The intersection of Old Highway 8 and 10th Street / Front Street has functioned as the center of New Brighton for generations, emerging historically where regional movement, commerce, industry, and everyday community life overlapped. While many of the buildings and physical conditions associated with the original downtown have changed over time, the underlying logic of the place remains intact. Today, the area continues to sit at the convergence of key transportation corridors, transit routes, civic destinations, neighborhoods, and redevelopment opportunities, making it one of the most connected and visible locations in the community. Rather than creating a new center elsewhere, the plan builds upon these longstanding structural advantages, reinforcing a place that already functions as both the symbolic and geographic heart of New Brighton.

The Downtown Hub

Strengthening the Heart of New Brighton

The Downtown Hub focuses activity around the intersection of Old Highway 8 and 10th Street / Front Street. This area already holds many of the ingredients of a center: historic development patterns, civic visibility, commercial activity, nearby neighborhoods, and connections to parks and public destinations. The purpose of the Hub framework is to concentrate future investment where it can have the greatest cumulative impact.

Rather than spreading improvements evenly across the entire study area, the Hub identifies a place where public realm investments, redevelopment, gathering spaces, and local-serving businesses can reinforce one another. A stronger hub can help make downtown feel less like a series of disconnected destinations and more like a recognizable place with a shared identity. Future improvements in this area should emphasize human-scaled streets, active ground floors, flexible public spaces, outdoor seating, safer crossings, and design elements that make the center feel welcoming and memorable. The Hub should be active enough to support daily use, but still scaled to New Brighton's small-town character and surrounding neighborhoods.

Existing View

View Angle Key

Walking Along Front Street (10th Avenue) Near the Intersection with Old Highway 8

Connected Neighborhoods

Strengthening Everyday Connections Across the District

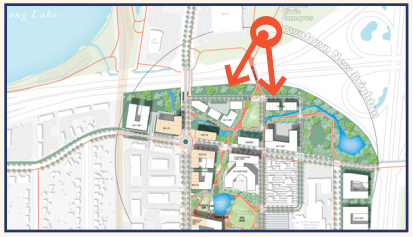
Creating stronger connections between neighborhoods, destinations, and public spaces emerged as one of the clearest and most consistent priorities throughout the engagement process. Across surveys, visual preference exercises, concept feedback, and open house discussions, participants repeatedly emphasized the importance of improving walkability, bike connectivity, trail access, safer crossings, and the ability to comfortably move between neighborhoods and downtown destinations without relying exclusively on a vehicle. Residents consistently prioritized multimodal transportation improvements, pedestrian-first streets, sidewalks, protected bike infrastructure, and enhanced crossings, particularly in areas currently divided or disconnected by major roadways and infrastructure.

The Connected Neighborhoods framework responds directly to these priorities by establishing a more cohesive network of pedestrian, bicycle, greenway, and public space connections throughout the downtown area and surrounding neighborhoods. The plan proposes a series of enhanced north-south and east-west corridors that improve access to schools, parks, neighborhoods, Long Lake, Veterans Park, civic destinations, and future redevelopment areas. Together, these connections are intended to make everyday movement safer, more comfortable, and more intuitive for residents of all ages and abilities while reinforcing downtown as a connected and accessible community hub.

A major focus of the framework is improving connectivity across and around I-694, which participants repeatedly identified as a physical and psychological barrier within the community. The proposed Downtown Linear Park and multimodal bridge connection create an important opportunity to better link neighborhoods north and south of the freeway while strengthening access between future redevelopment areas, parks, trails, and civic spaces. Expanded bike and pedestrian infrastructure along Old Highway 8, 10th Street NW, County Road E2, and surrounding neighborhood streets further supports this goal by creating a more complete multimodal network throughout the district.

The plan also recognizes that connected neighborhoods are not only about transportation, but about creating stronger social and civic relationships between places. Improved sidewalks, boulevard plantings, trails, public gathering spaces, and neighborhood greenways help reinforce a more walkable and community-oriented environment where residents can comfortably move between homes, parks, businesses, schools, and civic destinations. By strengthening these connections over time, the framework supports a downtown that feels more cohesive, accessible, and integrated into the surrounding community while preserving the neighborhood character residents value today.

Existing View



View Angle Key

Looking South Into Downtown Above The Proposed Bike and Pedestrian Bridge Over 694

Adding Sidewalks

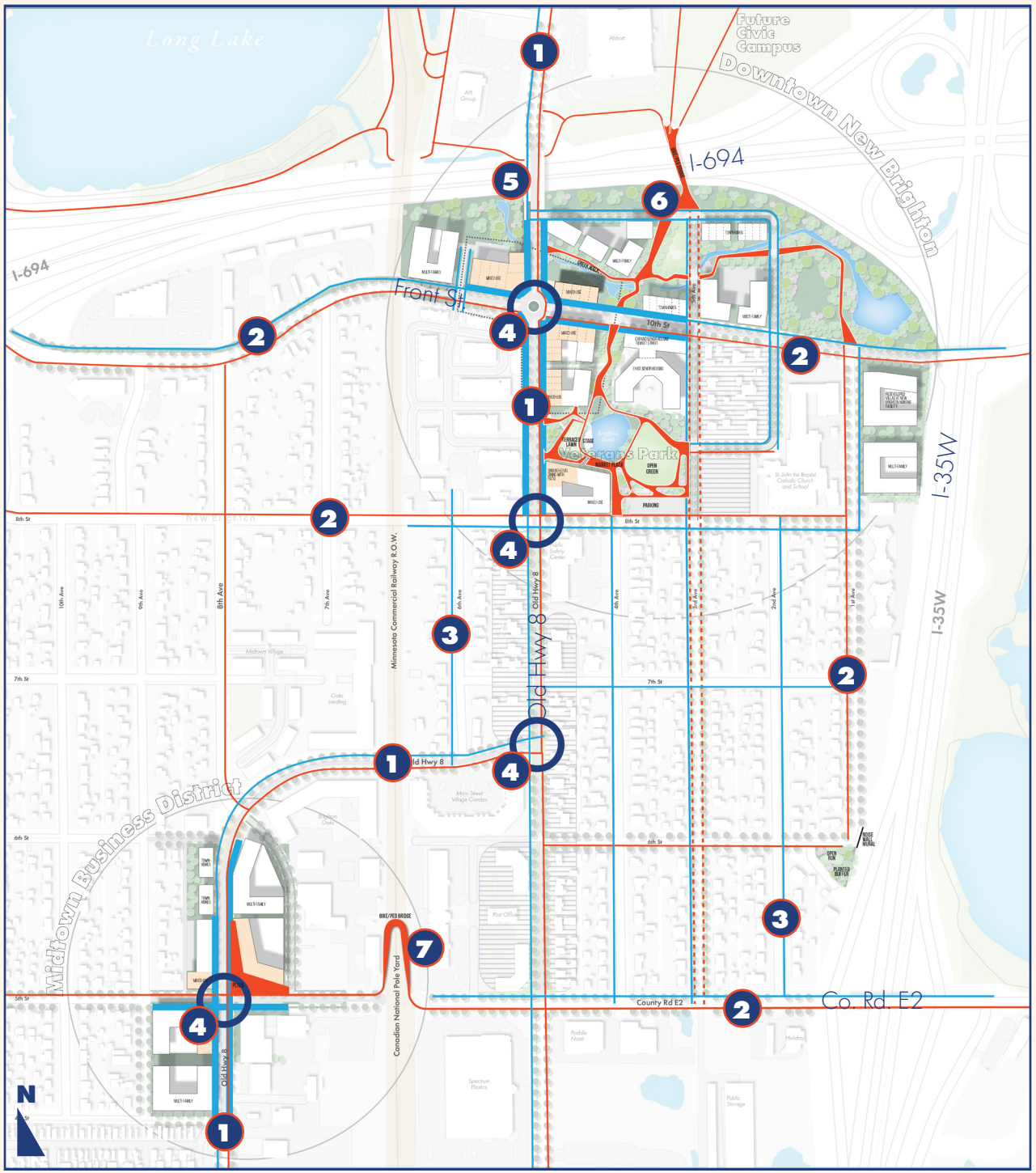
Strategic sidewalk additions, shown in light blue on the connectivity plan on the next page, help close gaps in the pedestrian network, improving everyday access between neighborhoods, parks, transit stops, and downtown destinations. Within the district, each street should have at least one sidewalk or shared-use path. Filling these missing links creates a more continuous and comfortable walking environment throughout the district.

Linking Trails

Strengthening connections between existing trails, parks, and open spaces helps tie the broader community into downtown New Brighton. New trails, shown in orange on the previous page, create safer and more intuitive routes for walking and biking while reinforcing connections to nearby ecological and recreational assets. Trails may be shared use in non-commercial districts, but should be separated from pedestrian sidewalks in Urban Center districts where high activity is anticipated. On 3rd Avenue, a low traffic street, the dashed orange lines indicate shared vehicle lanes with painted symbols and signage.

Improving Intersections

Targeted intersection improvements, especially along Old Highway 8 and Front (10th) Street help make crossings safer, more visible, and more comfortable for people of all ages and abilities. Enhanced crossings, curb extensions, pedestrian refuges, and traffic calming measures support a more walkable downtown while maintaining local access and mobility.



Connectivity Priorities

1. Improve multimodal connectivity along and to Old Highway 8, including a separated two-way bikeway along the corridor where a trail isn't already in place.
2. Create lateral trail connections from Old Highway 8 to local and regional destinations, such as schools, parks, and key services.
3. Expand sidewalk network to include at least one sidewalk per street within the downtown study area.
4. Improve intersections along Old Highway 8 to prioritize safe bike and pedestrian crossings.
5. Work with MnDOT to redesign the Old Highway 8 bridge over I-694 to better accommodate multiple transportation modes
6. Create a new bike/pedestrian corridor running through Veterans Park, through redevelopment at the Community Center Site, and across 694 to the potential future City Hall/Community Center
7. Build a bike/pedestrian bridge over the rail yard east of the Midtown Business District

Figure 30. Connectivity Priorities

Reconnecting New Brighton through movement, memory, and public space

In addition to better connectivity along existing streets, the downtown vision imagines a network of secondary connections through New Brighton that ties together streets, storefronts, civic spaces, parks, and future redevelopment areas for bikers/pedestrians only. Rather than functioning as a single trail or linear park, the corridor is envisioned as a sequence of walkable moments: widened sidewalks, safer crossings, seating areas, small plazas, landscape improvements, wayfinding, and places to pause.

The concept builds on the district's layered history while focusing on the needs of daily life today. It strengthens connections between existing neighborhoods, Veterans Park, Old Highway 8, and future destinations, making it easier and safer to move through the district on foot or by bike. Over time, this corridor can become one of Downtown New Brighton's defining features: a recognizable, human-scaled route that supports local businesses, invites community gathering, and reinforces the small-town character residents value.

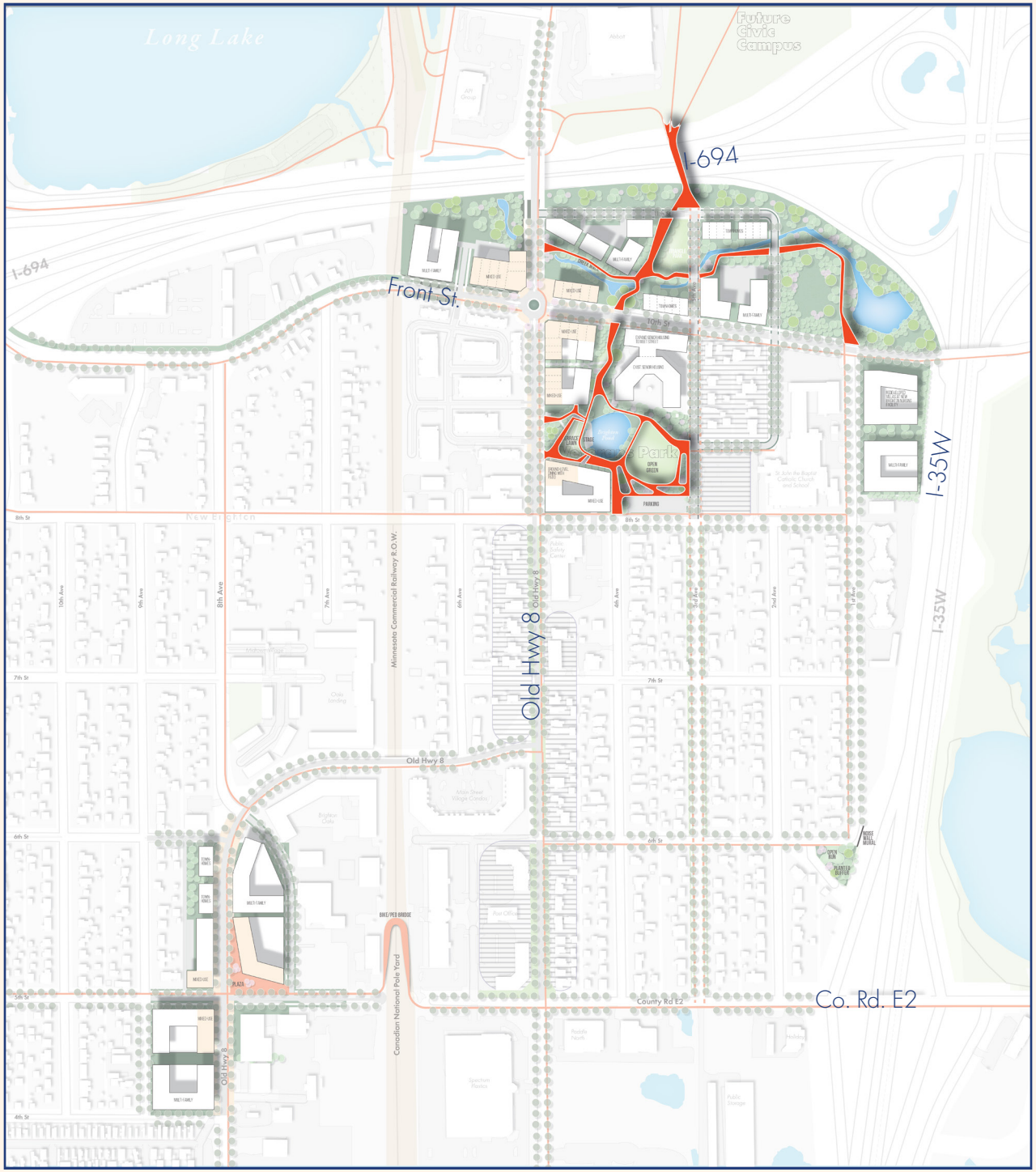


Figure 31. The Bike/Ped Priority Network ▶

Existing View

View Angle Key

An Overhead View of the Secondary Connectivity Network

Development Pattern Strategy

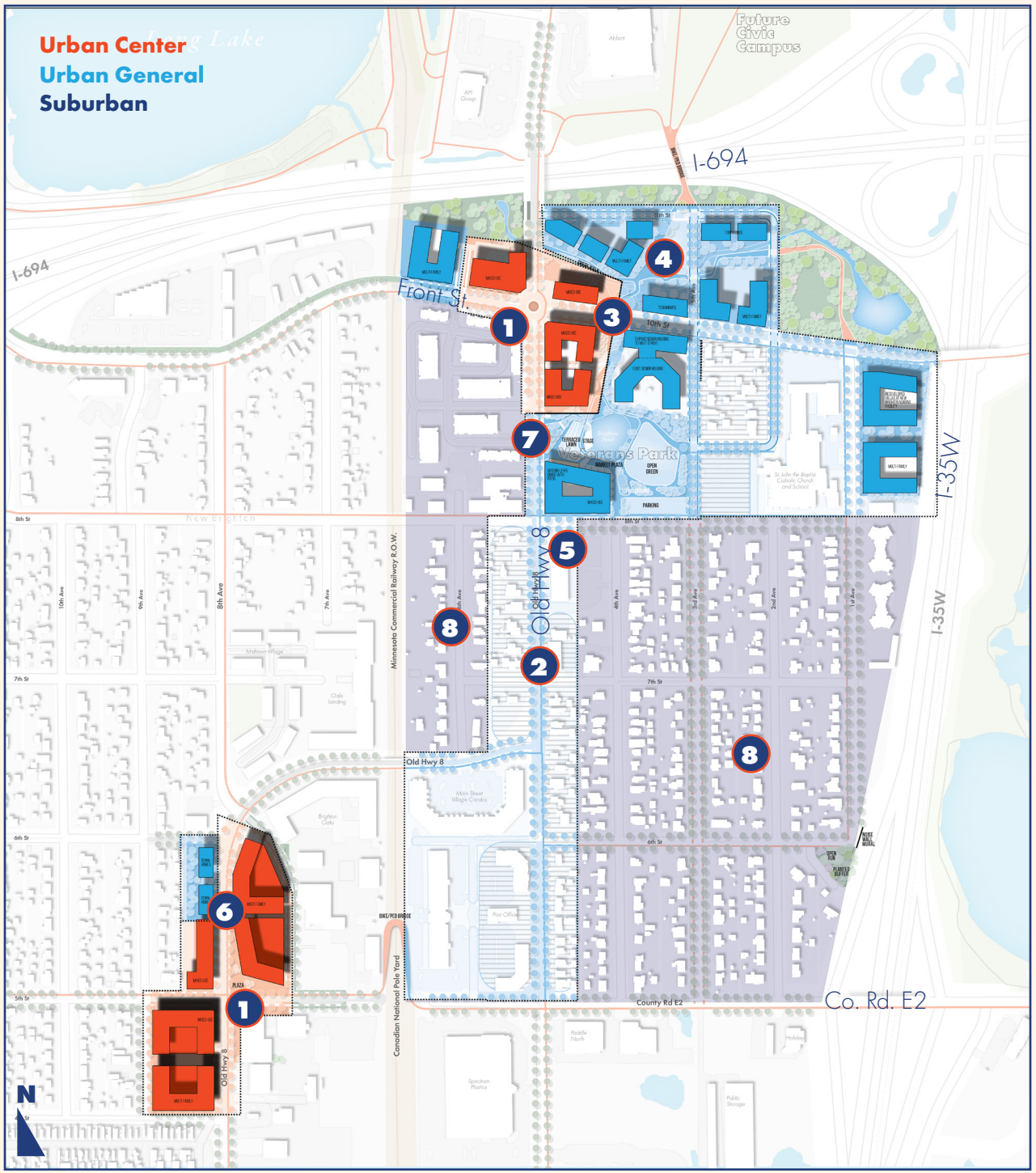
Supporting Incremental Growth Within a Connected Downtown Framework

The future of downtown New Brighton will be shaped not by a single redevelopment project, but by the cumulative impact of many smaller investments occurring over time. The Development Pattern Strategy establishes a framework for how growth, redevelopment, and reinvestment can occur in a coordinated way that reinforces the long-term vision for a more connected, walkable, and active downtown.

The transect below illustrates a continuum of development intensity, ranging from natural and rural landscapes to suburban neighborhoods, general urban places, urban centers, and urban cores. For downtown New Brighton, future development should generally fall between Sub-Urban and Urban Center on this continuum. This range reflects the community's desire for a more active and walkable downtown while recognizing that New Brighton is not intended to become a dense urban core. Instead, the goal is to guide development toward compact, human-scaled, mixed-use patterns that strengthen downtown character and support surrounding neighborhoods.

Rather than distributing intensity evenly across the district, the strategy focuses the highest concentration of mixed-use activity, housing, and commercial development around the downtown hub and along the Old Highway 8 civic spine. In transect terms, these areas should move closer to an Urban Center pattern, with active ground floors, stronger street edges, more continuous building frontage, wider sidewalks, and a greater mix of residential, commercial, civic, and public-space uses. As development transitions outward, the plan encourages a gradual shift toward General Urban and Suburban patterns, including smaller-scale housing, mixed residential types, incremental infill, townhomes, small apartment buildings, and neighborhood-serving uses that increase activity and housing choice while remaining compatible with adjacent residential areas.

Because redevelopment will occur incrementally and in response to market conditions, property ownership, and infrastructure investment cycles, the strategy prioritizes clear public realm expectations, coordinated street improvements, and supportive zoning guidance. Together, these tools can shape development outcomes over time and ensure that each investment contributes to a more coherent downtown pattern, with intensity calibrated to its location along the suburban-to-urban-center continuum.



Development Framework Priorities

1. Concentrate "Urban Center" mixed-use intensity around the downtown and midtown hubs
2. Reinforce Old Highway 8 as an active civic corridor and allow gradual shift to "Urban" category
3. Encourage buildings that frame and engage the street
4. Support incremental and flexible redevelopment patterns
5. Introduce gradual transitions between downtown and neighborhoods
6. Reduce fragmentation caused by surface parking and curb cuts
7. Align future growth with multimodal access and public investment
8. Maintain existing suburban residential districts and support upkeep of the housing stock

Figure 32. Development Framework Priorities

More Ways to Live Near Downtown

What Housing Choice Means

Housing choice means creating more ways for people to live near downtown while maintaining a scale that fits New Brighton. It is not a one-size-fits-all approach or a call for high-intensity development everywhere, but a range of options that may include neighborhood-scale homes, duplexes, fourplexes, townhomes, small apartment buildings, senior housing, and mixed-use buildings with upper-floor housing in the core. When guided carefully, this broader range of housing can support local businesses, add everyday activity, provide options for seniors and smaller households, and allow more residents to live within walking distance of parks, trails, civic destinations, and daily needs.

Where Housing Choice Belongs

Housing choice should be guided to the places where it can most directly support the downtown vision, including the downtown core, key corridors, transit stops, civic and recreational destinations, and underutilized sites where reinvestment can strengthen the public realm. Higher-activity housing types, such as mixed-use buildings with upper-floor housing or small-scale multifamily, are most appropriate near the Downtown Hub and Civic Spine, while lower-scale types such as townhomes, rowhouses, duplexes, and fourplexes can help transition between the core and nearby neighborhoods. By matching housing type to context, the plan supports more ways to live near downtown while maintaining a clear relationship between scale, location, and community character.

How Housing Fits the Neighborhood

Housing choice should strengthen downtown without overwhelming the neighborhoods around it. Compatibility is shaped not only by building type, but by how buildings meet the street, where parking is located, how height and massing transition, and how landscaping, setbacks, entrances, and public spaces are designed. Future housing should use strategies such as stepping down toward lower-scale neighborhoods, placing parking behind or within buildings where possible, and using front doors, windows, porches, stoops, and landscaping to create a human-scaled public realm that respects nearby residents while supporting local businesses and giving people more options to stay in New Brighton through different stages of life.

Figure 33. Building Typology Scale

Single-Family

Description: Single-family homes and lower-scale residential areas that maintain the established character of nearby neighborhoods.

Appropriate Scale Zone:

Suburban

Duplex/Triplex

Description: Duplexes, fourplexes, and small residential buildings that provide additional housing options while remaining compatible with neighborhood scale.

Appropriate Scale Zone:

Suburban
Urban General

Townhomes

Description: Attached homes that create a stronger street edge and provide a transition between lower-scale neighborhoods and more active downtown areas.

Appropriate Scale Zone:

Suburban
Urban General

Small Apartments

Description: Modest apartment or senior housing buildings that support more residents near parks, services, transit, and local businesses without overwhelming the district.

Appropriate Scale Zone:

Urban General
Urban Center

Mixed-Use

Description: Buildings with upper-floor housing above shops, services, or community-serving uses in the downtown core and along key corridors.

Appropriate Scale Zone:

Urban General
Urban Center

Housing choice does not mean the same type of housing everywhere. It means matching housing type, scale, and design to the places where it fits best.

Keeping Neighborhoods Intact

Existing Residential Areas Remain Calm and Quiet

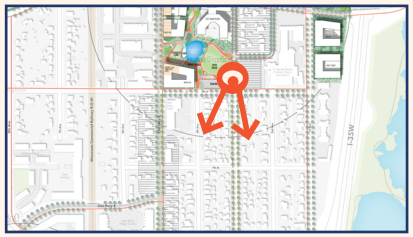
One of the clearest themes heard through community engagement was the importance of preserving the character, scale, and small-town feel of New Brighton's established residential neighborhoods. Residents value the quiet streets, familiar homes, mature trees, and neighborhood feel that already exist around the downtown district. The Downtown Vision Plan reflects this feedback by focusing most new development, public space, and civic activity within the core downtown area, rather than proposing major changes within surrounding residential blocks.

Within established neighborhoods, the plan does not envision widespread redevelopment or a significant change in land use. These areas are expected to remain largely as they are today, continuing to serve as stable residential neighborhoods that frame and support the downtown district.

The primary improvements proposed within these neighborhoods are related to safer and more comfortable connections. This includes filling sidewalk gaps, improving crossings, and adding bike facilities on select streets where they can help create safer routes to parks, schools, civic destinations, local businesses, and future downtown amenities. These investments are intended to make it easier for residents of all ages and abilities to move around the district without needing to drive for every short trip.

By keeping neighborhood change modest and focused on connectivity, the plan supports a balanced future: one that strengthens downtown New Brighton while preserving the residential character that community members value most.

Existing View



View Angle Key

Looking South Along 3rd Avenue

Public Realm and Open Spaces

Creating a More Connected and Memorable Downtown

A successful downtown is shaped not only by its buildings and streets, but by the quality and continuity of the spaces between them. Parks, sidewalks, plazas, trails, streetscapes, and civic gathering spaces collectively form the public realm, creating the framework through which people experience downtown in their everyday lives. In New Brighton, many of these elements already exist, but they often function as isolated destinations rather than as part of a coordinated and legible network.

The Public Realm and Open Space Network concept focuses on strengthening the connections between parks, civic destinations, commercial areas, and surrounding neighborhoods while creating a more cohesive identity throughout downtown. Streetscape improvements, expanded tree canopy, enhanced pedestrian spaces, public gathering areas, and improved access to nearby ecological assets help establish a more comfortable and engaging environment for people walking, biking, gathering, and spending time downtown. Rather than treating open spaces as standalone amenities, the framework positions them as connected pieces of a broader civic and environmental system.

This approach also reinforces the role of landscape and ecology in shaping the identity of downtown New Brighton. Existing lakes, wetlands, drainage corridors, and park spaces become visible and integrated components of the public experience, helping define a sense of place rooted in the community's natural context. Over time, coordinated public realm investments help transform downtown from a collection of disconnected sites into a more unified, active, and memorable center.

Revamping Veterans Park

City plans already call for updating Veterans Park to better serve the needs of residents. This plan incorporates those ideas while revamping them slightly to better interface with anticipated new development along the park's edges. The redesigned park is organized around Brighton Pond as a central civic landscape, with a looping network of walks, plazas, and green spaces connecting the pond to surrounding housing, mixed-use development, and nearby streets. A terraced lawn and stage create flexible space for performances, markets, and community events, while ground-level patios activate the park edge with daily use. The open green, playground, expanded tree canopy, and informal seating areas provide experiences ranging from quiet recreation to larger public gatherings, repositioning Veterans Park as both a neighborhood amenity and an active downtown destination.

Existing View

View Angle Key

A Redesigned Version of Veterans Park

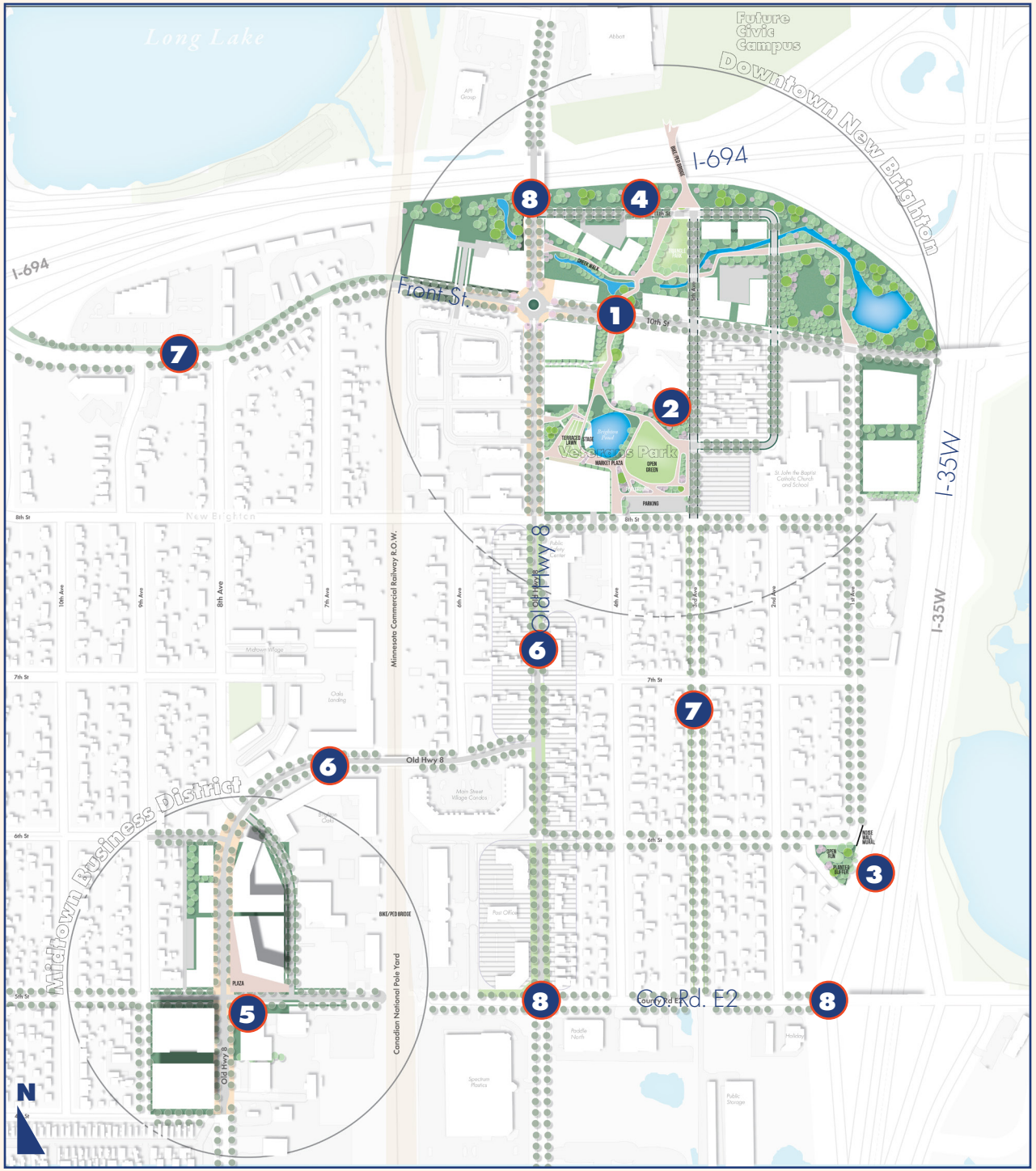
Existing View

View Angle Key

The First Avenue Pocket Park

Additional Public Spaces

Additional public spaces help extend downtown activity beyond Veterans Park and create a more connected network of civic destinations. A new 1st Ave Pocket Park introduces a small-scale neighborhood gathering space at the eastern edge of the district, bringing public realm investment into an area that is otherwise disconnected from the core. Midtown Plaza creates a more active social node along Old Highway 8, supporting nearby redevelopment with flexible space for seating, events, and everyday gathering. To the north, Triangle Park becomes a highly visible green gateway that helps organize trail connections, frame new development, and establish a stronger arrival experience into downtown. Together, these spaces distribute public life across the district while reinforcing key corridors, gateways, and redevelopment areas.



Public Realm Priorities

1. Strengthen connections between parks, trails, and downtown destinations
2. Redesign Veterans Park to better serve the needs of local residents and interface with new development
3. Program and design a pocket park at the end of 1st Avenue
4. Establish Triangle Park to serve as a gateway into downtown and offer green space for new development.
5. Develop a plaza along Old Highway 8 in the heart of the Midtown Business District
6. Reinforce Old Highway 8 as a civic and social corridor
7. Increase tree canopy, landscaping, and environmental integration along highlighted corridors
8. Establish a more cohesive identity through coordinated design elements, especially at gateways

Figure 34. Development Framework Priorities

A Long-Term Civic Campus Scenario

Exploring a future civic anchor north of I-694, contingent on feasibility, funding, public process, and future facility planning

As part of ongoing civic facility planning, the City is already evaluating how City Hall, the Community Center, and other public facilities can best serve New Brighton over the long term. These facilities are major community anchors, and decisions about their future location, design, and relationship to downtown will have significant implications for access, public space, redevelopment, infrastructure, and community identity. For that reason, this Downtown Vision Plan identifies a potential civic campus scenario north of I-694 as an important long-range idea to coordinate with the City's broader facility planning efforts.

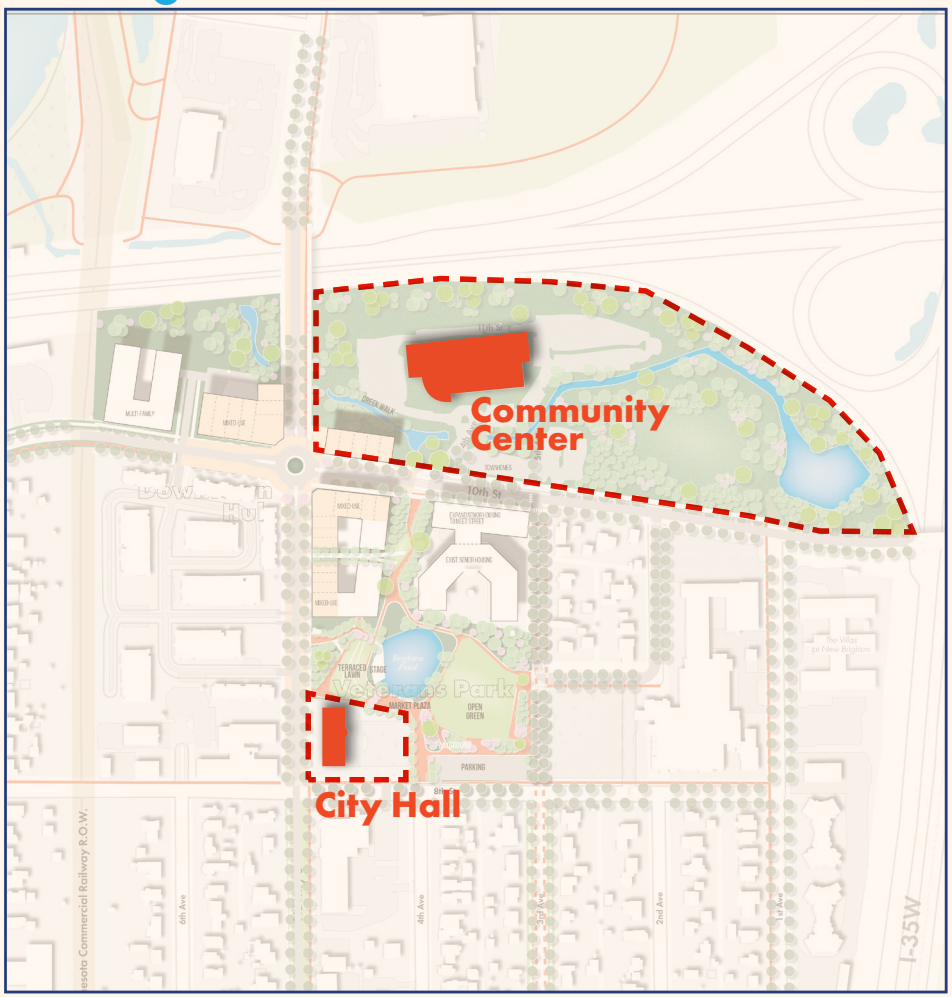
This scenario explores how future civic investment could support the downtown vision if facility needs, funding opportunities, public priorities, and redevelopment conditions align. A civic campus north of I-694 could create a more visible public anchor, strengthen connections across the freeway, and open new possibilities for reinvestment on existing civic sites south of I-694. Paired with improved walking, biking, transit, and public realm connections, the concept could help extend downtown activity across infrastructure barriers that currently separate nearby destinations.

While planning is underway, this scenario should not be understood as a final relocation decision or a funded capital project. Additional analysis, public engagement, feasibility testing, cost evaluation, agency coordination, and formal City action will be needed before any major facility decision moves forward. Within this plan, the concept is intended to preserve flexibility and illustrate how future civic facility investments could reinforce a more connected, accessible, and community-oriented downtown.

Planning Steps for Evaluating Relocation

1. **Facility Needs Assessment**
2. **Site Feasibility Study**
3. **Public Engagement**
4. **Funding and partnerships**
5. **Design and approvals**
6. **Phased implementation**

Existing Civic Facilities



Relocated Civic Campus

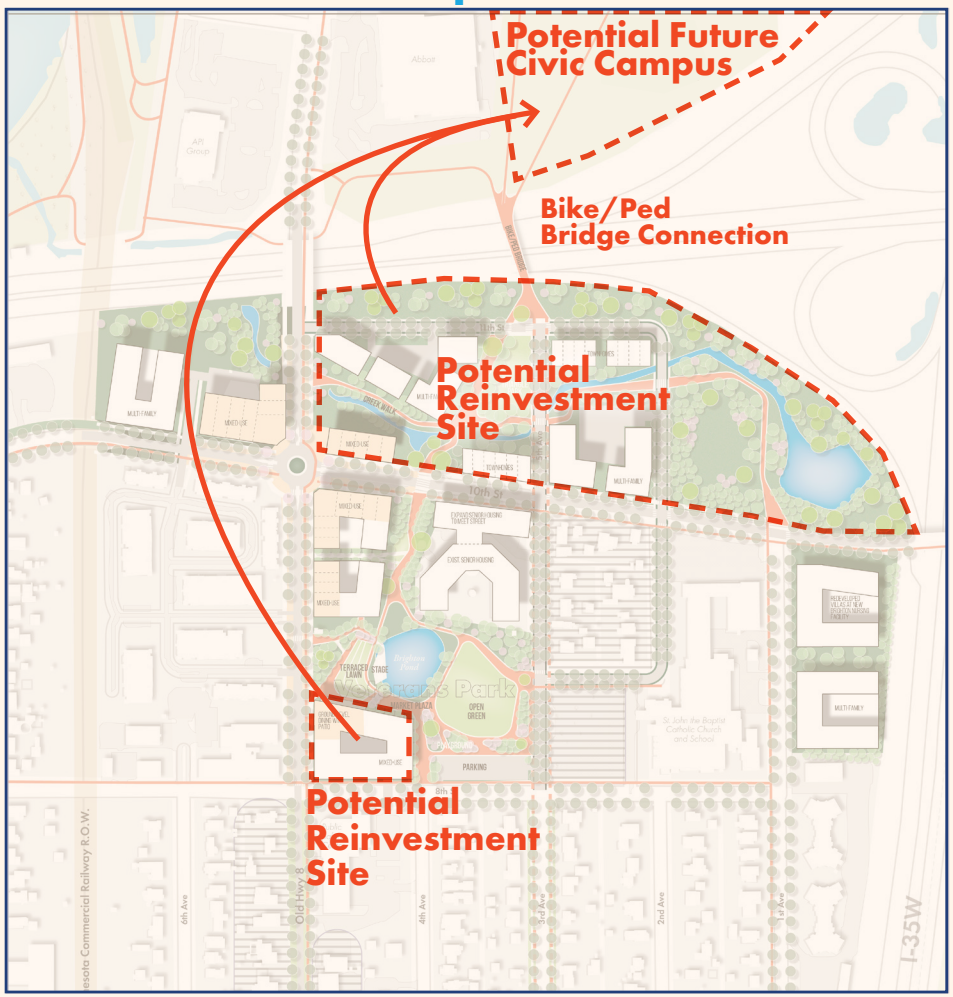


Figure 35. Civic Campus Relocation Concept

Why this matters:

A future civic campus could strengthen connections north of I-694 while opening existing civic sites for reinvestment, but only if future facility planning confirms that relocation is feasible and publicly supported.

7

Implementation

Making it Real

Implementation Strategy

Making it Real

The Downtown Vision Plan is intended to guide coordinated action over time rather than function as a single capital project. Implementation will occur through a combination of public investment, private reinvestment, infrastructure improvements, policy updates, partnerships, grant funding, and ongoing community programming. Some recommendations can move forward through existing City work programs, such as street reconstruction, park planning, zoning updates, development review, and capital improvement planning. Others will require additional feasibility study, interagency coordination, property owner participation, outside funding, and long-term public decision-making.

Successful implementation will depend on aligning the plan with the City's annual budgeting process, Capital Improvement Plan, department work plans, advisory commission review, redevelopment tools, and future grant opportunities. The plan should be treated as a coordinating framework that helps the City identify priorities, prepare projects for funding, guide private development, and evaluate future decisions against a shared downtown vision. By advancing smaller near-term improvements while preserving flexibility for larger long-term opportunities, New Brighton can build momentum toward a more connected, walkable, welcoming, and community-oriented downtown.

Who Leads Implementation?

Implementation of the Downtown Vision Plan will require coordination across multiple City departments, advisory bodies, partner agencies, property owners, businesses, residents, and private developers. The City's Community Assets and Development Department should serve as the primary coordinating lead because many of the plan's recommendations relate directly to planning, engineering, redevelopment, public works, infrastructure, and the public realm. This role includes helping translate the vision into capital projects, development standards, grant applications, redevelopment strategies, and coordinated public improvements.

City Council will play a central role in adopting the plan, setting policy direction, approving budgets and capital projects, authorizing funding applications, approving zoning and code updates, and making major decisions related to redevelopment and civic facilities. City Administration will help coordinate implementation across departments and ensure that the plan is reflected in work plans, communications, and decision-making processes. Finance will support implementation by aligning priority projects with annual budgets, capital planning, grant matching requirements, debt strategy, and long-term financial planning.

Parks and Recreation will be an important partner for Veterans Park, the Community Center, public space programming, recreation improvements, and long-term stewardship of parks and gathering spaces. The Planning Commission should review zoning, land use, development pattern, and comprehensive plan-related recommendations. The Economic Development Commission should support redevelopment strategy, local business vitality, public-private partnerships, and commercial district reinvestment. The Parks, Recreation and Environmental Commission should help guide park, landscape, recreation, environmental, and Community Center-related recommendations. The Equity Commission should help ensure future implementation continues to consider accessibility, inclusion, representation, and the needs of residents who were underrepresented during the initial planning process.

Plan Governance

Lead Department

Community Assets & Development / DCAD

DCAD should be identified as the primary implementation coordinator for the Downtown Vision Plan because it houses Engineering, Community/ Economic Development, Planning, and Public Works. This makes it the natural lead for street projects, development review, zoning amendments, redevelopment coordination, infrastructure, access management, and public realm capital projects.

Supporting Departments

City Council	Adopt the plan, approve budget/CIP items, authorize funding applications, approve zoning/code changes, approve redevelopment agreements, and make final decisions on civic facility investments. New Brighton uses a council-manager form of government, with the Council setting direction and the City Manager carrying out day-to-day operations.
Administration	Coordinate policy direction, interdepartmental alignment, communications, IT, citywide policy implementation, and City Council agenda strategy. Administration is responsible for executing policies adopted by Council and general management of the City.
Finance	Align projects with annual budgets, the Capital Improvement Plan, utility funds, debt strategy, grants, internal financing, and long-range financial planning. Finance plays a key role in the annual budget, CIP, audit, and ACFR.
Parks & Recreation	Lead or co-lead Veterans Park, Community Center-related improvements, programming, public space activation, park operations, and recreation-based community gathering.
Planning Commission	Review land use, zoning, comprehensive plan consistency, development standards, and major redevelopment proposals. The Planning Commission advises Council on land use planning matters and comprehensive plan-related work.
Economic Development Commission	Review redevelopment strategy, business district support, small business coordination, commercial reinvestment, and development partnerships. The EDC advises Council on industrial and commercial development.
Parks, Recreation & Environmental Commission	Review parks, public space, natural systems, Community Center-related issues, recreation policy, and environmental aspects of implementation.
Equity Commission	Review engagement, access, equity, representation, accessibility, housing, and inclusive public space issues. The Equity Commission advises Council on diversity, equity, and inclusion.

Public Realm and Mobility Projects

Public realm and mobility improvements should be among the first priorities for implementation because they respond directly to community feedback and can improve the daily experience of downtown. These projects include sidewalk infill, enhanced crossings, ADA accessibility improvements, lighting, bike facilities, traffic calming, trail links, transit access, streetscape improvements, and wayfinding. Many of these improvements can be coordinated with planned street reconstruction, utility work, park improvements, or development activity to reduce cost and increase impact.

The City should begin by identifying a priority list of sidewalk gaps, difficult crossings, and key walking or biking connections between downtown destinations. Priority locations should include routes to Veterans Park, the Community Center, Long Lake, transit stops, the Downtown Hub, Old Highway 8, County Road E2, and surrounding neighborhoods. Projects should be evaluated based on safety, community benefit, access to civic and recreational destinations, equity, feasibility, cost, and potential to align with other public investments.

Potential funding and delivery tools include the City's Capital Improvement Plan, street reconstruction program, Municipal State Aid, Ramsey County partnerships, regional transportation grants, active transportation funding, federal transportation funds, and development-related frontage improvements. The City should prepare concept plans, cost estimates, and grant-ready project descriptions for the highest-priority mobility improvements so that projects can move quickly when funding opportunities arise.

Old Highway 8 Civic Spine

Old Highway 8 should be implemented as a corridor program rather than a single project. Improvements may include streetscape enhancements, tree canopy, safer crossings, lighting, pedestrian and bicycle facilities, access management, transit stop improvements, active frontages, and redevelopment coordination. Because Old Highway 8 is central to the downtown vision, each public or private investment along the corridor should be evaluated for how well it supports the Civic Spine concept.

Near-term work should focus on priority segments where public improvements can create immediate benefits, especially where streetscape, crossing, trail, and redevelopment opportunities overlap. Mid-term work should expand the corridor framework through more substantial redesign efforts, coordinated frontage improvements, and public realm investments that strengthen the relationship between buildings, sidewalks, streets, and open spaces. Long-term work should complete the full Civic Spine vision as redevelopment, civic facility planning, and larger infrastructure investments occur.

Potential funding and delivery tools include the City's Capital Improvement Plan, Ramsey County partnerships, Municipal State Aid, regional transportation grants, redevelopment agreements, tax increment financing, private development contributions, utility coordination, and grant-funded streetscape or active transportation improvements. Over time, the corridor should become the organizing address for downtown New Brighton and the primary place where mobility, public life, local business, housing choice, and civic identity come together.

Parks, Plazas, and Public Spaces

Parks, plazas, and public spaces are essential to the downtown vision because residents consistently identified gathering, comfort, greenery, and community life as priorities. Implementation should include both capital improvements and ongoing programming so that public spaces are designed, maintained, and activated over time. Priority projects may include the 1st Avenue Pocket Park, Veterans Park improvements, Downtown Hub gathering spaces, Midtown Plaza, Triangle Park, streetscape seating areas, public art, shade, lighting, and flexible event spaces.

Parks and public space projects should be evaluated based on their ability to serve everyday use, support community events, improve walkability, add shade and comfort, strengthen downtown identity, and connect to surrounding destinations. Smaller public spaces can serve as early wins, while larger park and plaza projects may require additional design, engagement, cost estimating, and capital planning. Each project should also include an operations and maintenance strategy to clarify responsibilities for planting, snow removal, furnishings, programming, lighting, and long-term stewardship.

Potential funding and delivery tools include parks capital funding, the City's Capital Improvement Plan, state bonding, park dedication or development-related contributions where applicable, sponsorships, philanthropic partnerships, public-private partnerships, trail-related grants, and redevelopment agreements. Public space projects tied to redevelopment should be coordinated early so that private investment contributes to a more connected and usable downtown public realm.

Trails, I-694 Connections, and Rail Yard Crossings

Trail and crossing improvements should be implemented at two scales: near-term local connections and long-term major infrastructure crossings. Local trail links can improve access between downtown, parks, neighborhoods, Long Lake, Pike Lake, Silver Lake Road, transit stops, and civic destinations. These projects are often more feasible in the near term and can provide meaningful benefits for walking, biking, recreation, and everyday mobility.

Major connections across I-694 or the rail yard should be treated as long-term infrastructure projects that require additional feasibility study, right-of-way analysis, structural design, agency coordination, cost estimating, and funding partnerships. These connections could significantly improve access between currently separated destinations, but they will depend on coordination with MnDOT, Ramsey County, rail partners, regional transportation agencies, adjacent property owners, and future capital planning.

The plan should preserve these connections as long-range opportunities while clearly distinguishing them from near-term trail and sidewalk projects.

Potential funding and delivery tools include regional transportation grants, active transportation funding, DNR trail grants, federal transportation funds, state bonding, Ramsey County partnerships, MnDOT coordination, railroad agreements, and public-private partnerships where redevelopment benefits from improved connectivity. The City should maintain concept-level alignments and planning documentation for these projects so they can be advanced when funding or partnership opportunities arise.

Stormwater, Landscape, and Ecological Systems

Landscape and stormwater improvements should be integrated into streets, parks, public spaces, parking areas, and redevelopment sites rather than treated as separate beautification projects. Residents expressed strong support for trees, naturalistic plantings, stormwater gardens, low-maintenance landscapes, shade, and stronger connections to New Brighton's natural systems. These improvements can support comfort, identity, water quality, habitat, flood resilience, and public realm character.

Implementation should prioritize tree canopy expansion, stormwater gardens, native and resilient planting, parking lot retrofits, streetscape planting, park landscape improvements, and ecological connections to nearby lakes, wetlands, and open spaces. Public projects should model landscape approaches that are attractive, functional, durable, and maintainable. Private redevelopment should be expected to contribute to these goals through stormwater management, site design, frontage improvements, tree preservation or replacement, and landscape standards.

Potential funding and delivery tools include the City's stormwater utility, Capital Improvement Plan, Rice Creek Watershed District grants, BWSR Clean Water Fund programs, redevelopment requirements, private development contributions, parks funding, and climate resilience or urban forestry grants where available. The City should coordinate landscape and stormwater improvements with planned infrastructure work to create projects that meet regulatory needs while also improving the experience of downtown.

Zoning, Land Use, and Development Standards

Policy and zoning updates should be an early implementation priority because they establish the rules that will guide future private reinvestment. The Development Pattern Strategy, housing choice framework, Civic Spine, Downtown Hub, and public realm recommendations should be translated into zoning, design standards, parking requirements, frontage guidance, height transitions, and redevelopment review criteria. This will help ensure that future projects support the plan rather than occur as isolated site-by-site decisions.

Code updates should focus on allowing appropriately scaled mixed-use activity, housing choice, small-scale commercial space, missing-middle transitions, active frontages, shared parking, improved pedestrian environments, and better relationships between buildings and public spaces. Standards should also address parking placement, curb cuts, building orientation, ground-floor transparency, landscaping, stormwater, sidewalk connections, transitions to neighborhoods, and compatibility with surrounding residential areas. The goal is not to require immediate redevelopment, but to ensure that when reinvestment occurs it contributes to a more connected and community-oriented downtown.

Potential funding and delivery tools include staff work programs, the general fund, planning consultant support, development application fees where applicable, Met Council planning or livable communities resources, and future comprehensive plan or zoning update processes. The Planning Commission should play a central role in reviewing proposed updates before City Council consideration.

Redevelopment and Local Business Vitality

Redevelopment should be guided toward sites where reinvestment can strengthen the downtown framework, support local-serving businesses, improve the public realm, and add housing choice without overwhelming surrounding neighborhoods. Priority areas may include underutilized parcels near the Downtown Hub, Old Highway 8, Front Street, Midtown, former civic sites if relocation occurs, and other locations where redevelopment can repair gaps in the urban fabric. The City's role should be to create the conditions for high-quality redevelopment while recognizing that timing will depend on market demand, property owner interest, infrastructure needs, and funding availability.

Implementation should begin with redevelopment readiness. This may include site analysis, property owner conversations, environmental due diligence, market testing, zoning updates, infrastructure planning, parking and access coordination, public realm concepts, and identification of potential funding tools. The City should also continue supporting existing businesses and encouraging new local-serving businesses that align with community priorities, such as cafés, restaurants, small shops, services, outdoor dining, and everyday amenities.

Potential funding and delivery tools include tax increment financing, redevelopment agreements, DEED Redevelopment Grants, DEED Contamination Cleanup and Investigation Grants, Met Council Livable Communities programs, Ramsey County economic development resources, Open to Business support, private investment, public-private partnerships, and development-related infrastructure contributions. The Economic Development Commission should help guide redevelopment strategy, business support, and partnership opportunities.

Shared Parking and Access Management

Shared parking and access management should be treated as a district strategy rather than a site-by-site issue. Community members raised concerns about parking and traffic, while the plan also identifies the need to reduce surface parking fragmentation and create a more walkable downtown. A shared parking approach can help maintain convenient access while reducing the amount of land devoted to isolated surface lots over time.

The first step should be a parking and access management study that inventories existing supply, identifies peak demand patterns, evaluates shared-use opportunities, reviews curb cuts and access points, and identifies locations where parking can be better organized behind buildings, within blocks, or as part of redevelopment. This strategy should also explore opportunities for shared maintenance agreements, coordinated signage, pedestrian routes from parking areas, and future district parking solutions if redevelopment intensity increases.

Potential funding and delivery tools include the general fund, planning consultant support, EDC involvement, redevelopment agreements, private property owner partnerships, tax increment financing where eligible, and shared maintenance or access agreements. The goal is not to remove convenient parking, but to manage parking in a way that supports local businesses while allowing streets, sidewalks, buildings, and public spaces to define the downtown experience.

Transit Stop Environments and Mobility Hubs

Transit improvements should be framed as part of the public realm and first- and last-mile mobility network. The inventory identifies transit access as an asset, but the comfort and safety of reaching transit stops varies throughout the district. Improving the experience around stops can support residents, workers, visitors, seniors, students, and people who do not drive or who prefer to make some trips without a car.

Implementation should focus on safer crossings to transit stops, accessible sidewalks, lighting, seating, shelters where appropriate, bike parking, wayfinding, snow clearance, and stronger connections between stops and nearby destinations. Transit stop improvements should be coordinated with corridor projects, redevelopment frontage improvements, trail connections, and streetscape investments. Over time, key stops near the Downtown Hub, Old Highway 8, 10th Street, and civic destinations could function as small mobility nodes that connect walking, biking, transit, and local destinations.

Potential funding and delivery tools include the City's Capital Improvement Plan, regional transportation grants, Metro Transit or Met Council coordination, federal transportation funds, developer frontage improvements, and Ramsey County partnerships where applicable. Transit improvements should be prioritized where they also advance pedestrian safety, accessibility, and downtown connectivity.

Civic Campus and Public Facilities

The potential civic campus scenario should remain a long-term implementation track coordinated with ongoing civic facility planning. City Hall and the Community Center are major public anchors, and any future decision about their location, design, or relationship to downtown will have significant implications for access, redevelopment, public space, infrastructure, and community identity. Within this plan, the scenario should be understood as a long-range option that requires additional study, public engagement, funding analysis, agency coordination, and formal City action before any relocation decision is made.

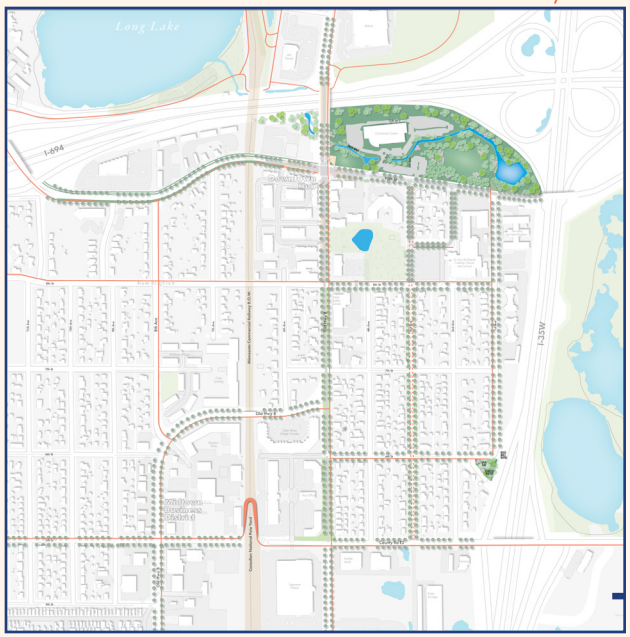
Near-term work should focus on facility needs assessment, site and feasibility analysis, public engagement, cost evaluation, and coordination with the broader downtown vision. If relocation is determined to be feasible and publicly supported, future phases would need to address funding strategy, design, approvals, interagency coordination, infrastructure improvements, redevelopment of former civic sites, and phased implementation. If relocation does not move forward, the downtown plan should still guide improvements around the existing civic facilities, including better access, public realm enhancements, park connections, and reinvestment opportunities.

Potential funding and delivery tools include the City's Capital Improvement Plan, facility capital planning, capital project levy, state bonding, redevelopment of former civic sites, tax increment financing where eligible, public-private partnerships, land sale or land value capture strategies, and grants for eligible components such as trails, stormwater, public infrastructure, or redevelopment preparation. Because of its scale, this scenario should be evaluated through a transparent decision-making process with clear public checkpoints.

Phasing Framework

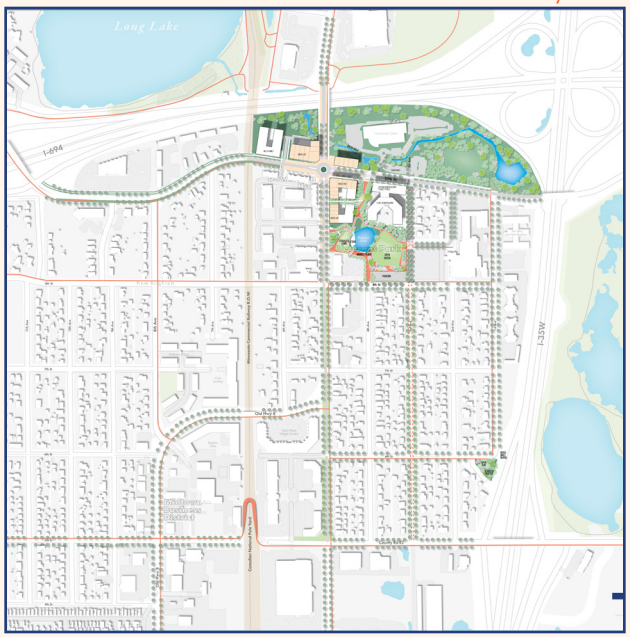
Phase 1

0–10 years



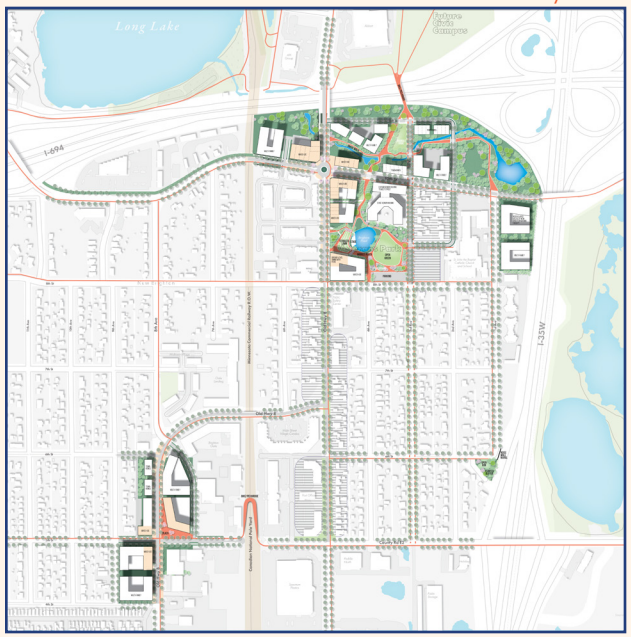
Phase 2

10–25 years



Phase 3

20-40 years



Implementing the Vision, Step by Step.

Implementation should occur in phases that reflect project complexity, funding readiness, community priorities, and the level of coordination required. Early actions should focus on visible and achievable improvements that respond directly to engagement themes, such as safer crossings, sidewalk gaps, trail connections, streetscape enhancements, wayfinding, pocket parks, zoning updates, and shared parking strategies. These projects can improve everyday experience while establishing the policy and physical framework needed for larger investments.

Mid-term actions should reinforce the downtown core through more substantial public realm, park, corridor, and redevelopment projects. These may include Veterans Park improvements, Downtown Hub public spaces, additional Old Highway 8 streetscape work, multimodal corridor improvements, transit stop enhancements, catalyst redevelopment sites, and shared parking partnerships. These projects will require more detailed design, cost estimating, public engagement, funding coordination, and potential property owner or development partnerships.

Long-term actions should focus on district-scale and transformational projects that depend on future feasibility, funding, public support, and interagency coordination. These may include the potential civic campus scenario, redevelopment of former civic sites, full buildout of the Civic Spine, Midtown-area reinvestment, improved connections across I-694, and a potential bike and pedestrian bridge over the rail yard. These projects should be understood as long-range opportunities that preserve flexibility while giving the City a framework for evaluating future decisions.

0-10 Years
Phase 1

The first phase focuses on strengthening the foundational systems needed to support long-term downtown transformation. Rather than relying on major redevelopment immediately, early efforts prioritize highly visible public realm, mobility, and policy improvements that improve safety, connectivity, and the overall downtown experience. These projects help build momentum, establish a clearer identity for downtown, and create the conditions necessary for future private investment and incremental redevelopment.

Early implementation should focus on projects that are achievable within existing public investment cycles and that can produce noticeable improvements to everyday life in downtown New Brighton. This includes targeted sidewalk and crossing improvements, streetscape investments along Old Highway 8, enhanced trail connections, gateway and wayfinding elements, and updates to zoning and development guidance that better align future growth with the vision established in this plan.

Key Projects

1. Sidewalk gap improvements along key corridors
2. Enhanced pedestrian crossings at priority intersections
3. Streetscape and tree canopy improvements along Old Highway 8 north of 8th Street
4. Trail and park connection enhancements
5. Downtown branding, signage, gateways, and wayfinding
6. Create 1st Ave Pocket Park
7. Build Bike/Ped Bridge over north edge of rail yard
8. Zoning and development code updates
9. Develop shared parking and access management strategy

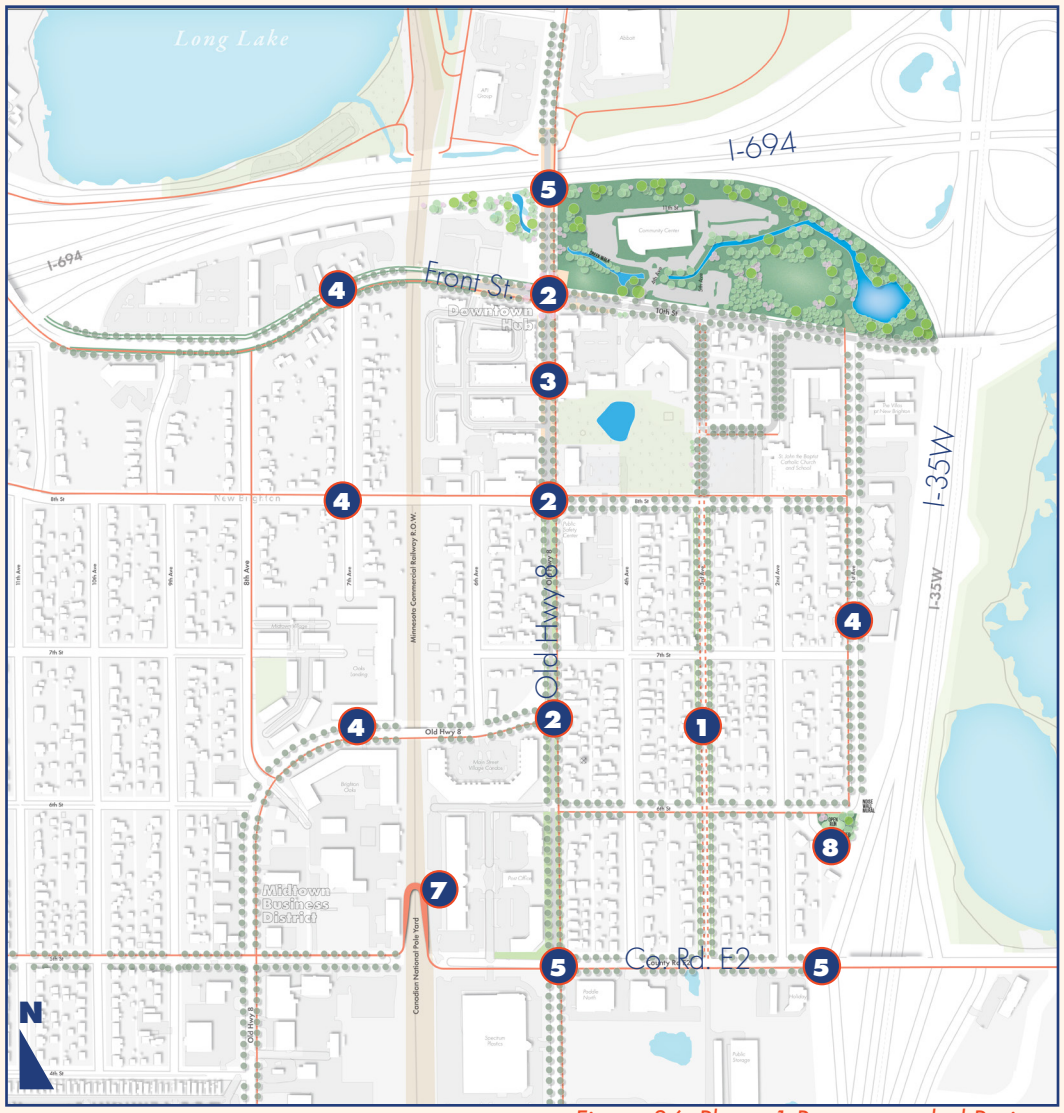


Figure 36. Phase 1 Recommended Projects

Phase 1 Project Matrix

1. Sidewalk Gap Improvements Along Key Corridors

Lead: Community Assets & Development: Engineering / Public Works

Assist: Planning, Finance, Ramsey County, MnDOT, Met Council, adjacent property owners

Description: Fill priority sidewalk gaps along key downtown streets to create a more complete pedestrian network and improve access between neighborhoods, parks, transit stops, civic destinations, and local businesses. Early work should prioritize routes with safety concerns, missing connections, high community benefit, and opportunities to coordinate with street reconstruction or utility projects.

Cost: $$

Potential Funding Sources / Grant Programs: City Capital Improvement Plan; street reconstruction funds; Municipal State Aid, if eligible; Ramsey County partnerships; Met Council Regional Solicitation / Active Transportation Solicitation; federal transportation funds; development-related frontage improvements

2. Enhanced Pedestrian Crossings at Priority Intersections

Lead: Community Assets & Development: Engineering / Public Works

Assist: Planning, Finance, Ramsey County, MnDOT, Met Council, Equity Commission

Description: Upgrade priority crossings with tools such as high-visibility crosswalks, curb extensions, median refuges, pedestrian lighting, ADA curb ramps, traffic calming, and improved signal timing where appropriate. Priority locations should include crossings along Old Highway 8, 5th Avenue, 10th Street, County Road E2, and routes connecting to Veterans Park, the Community Center, Long Lake, and transit stops.

Cost: $$

Potential Funding Sources / Grant Programs: City Capital Improvement Plan; Municipal State Aid, if eligible; Ramsey County partnerships; Met Council Regional Solicitation; Highway Safety Improvement Program; Safe Routes to School, if school connections are included; federal transportation funds improvements, Safe Routes to School Program

3. Streetscape and Tree Canopy Improvements Along Old Highway 8 North of 8th Street

Lead: Community Assets & Development: Engineering / Planning / Public Works

Assist: Parks & Recreation, Forestry, Finance, Ramsey County, utility providers, adjacent property owners

Description: Implement early Civic Spine improvements along Old Highway 8 north of 8th Street, including street trees, planting areas, pedestrian lighting, furnishings, sidewalk improvements, amenity zones, crossing enhancements, and stormwater-integrated landscape where feasible. This project should establish the character of the corridor and create a replicable streetscape approach for later phases.

Cost: $$-$$$

Potential Funding Sources / Grant Programs: City Capital Improvement Plan; street reconstruction funds; Municipal State Aid; Ramsey County partnerships; Met Council Regional Solicitation / Active Transportation Solicitation; Rice Creek Watershed District grants for stormwater components; BWSR Clean Water Fund programs; private development contributions

4. Trail and Park Connection Enhancements

Lead: Community Assets & Development: Engineering / Planning

Assist: Parks & Recreation, Public Works, Finance, Ramsey County, MnDOT, Met Council, DNR, Rice Creek Watershed District

Description: Improve short trail links, park access routes, and connections between downtown, Veterans Park, the Community Center, Long Lake, nearby neighborhoods, and regional trail corridors. Phase 1 should focus on smaller, achievable links that improve wayfinding, safety, comfort, and continuity without requiring major bridge or freeway infrastructure.

Cost: $$

Potential Funding Sources / Grant Programs: City Capital Improvement Plan; parks capital funds; DNR Local Trail Connections Program; DNR Outdoor Recreation Grant Program; Met Council Regional Solicitation / Active Transportation Solicitation; Ramsey County partnerships; Rice Creek Watershed District grants for landscape or stormwater-related trail improvements

5. Downtown Branding, Signage, Gateways, and Wayfinding

Lead: Community Assets & Development: Planning / Community Development

Assist: Administration, Parks & Recreation, Public Works, Economic Development Commission, local businesses, community partners

Description: Develop and install a coordinated downtown identity and wayfinding system that helps residents and visitors navigate to parks, trails, civic buildings, parking, local businesses, and the Downtown Hub. Early improvements may include gateway markers, district signage, trail wayfinding, pedestrian-scale maps, and directional signs that reinforce a stronger sense of arrival and downtown identity.

Cost: $-$$

Potential Funding Sources / Grant Programs: City general fund; planning consultant budget; staff work program; development application fees where applicable; Met Council Livable Communities planning resources; future comprehensive plan or zoning update funds

6. Create 1st Ave Pocket Park

Lead: Parks & Recreation

Assist: Community Assets & Development, Public Works, Finance, Parks, Recreation and Environmental Commission, adjacent property owners, community partners

Description: Create a small neighborhood-scale public space at the eastern edge of the district to extend public realm investment beyond the core and provide a more visible place for seating, shade, planting, informal gathering, and neighborhood connection. The project should be designed as an early public space win with a clear maintenance plan and opportunities for small-scale programming.

Cost: $$

Potential Funding Sources / Grant Programs: City Capital Improvement Plan; parks capital funds; park dedication or development-related contributions, if applicable; DNR Outdoor Recreation Grant Program; sponsorships or philanthropic partnerships; public-private partnerships; Rice Creek Watershed District or BWSR funding if stormwater or ecological improvements are included

7. Bike/Ped Bridge Over North End of Rail Yard

Lead: Community Assets & Development: Engineering / Planning

Assist: Ramsey County, Met Council, rail partners, Parks & Recreation, Public Works, Finance, adjacent property owners, residents, federal and state funding agencies

Description: Advance major bike and pedestrian bridge connections across the rail yard if future feasibility, right-of-way, agency coordination, funding, and public support align. This bridge would address major infrastructure barriers and improve long-term connections between downtown, Midtown, neighborhoods, civic destinations, parks, and regional trail systems.

Cost: $$$

Potential Funding Sources / Grant Programs: Met Council Regional Solicitation / Active Transportation Solicitation; federal transportation funds; state bonding; MnDOT coordination and partnership funds; Ramsey County partnerships; DNR Local Trail Connections Program for eligible trail components; public-private partnerships; USDOT Reconnecting Communities and Neighborhoods Grants, redevelopment-related infrastructure contributions;

8. Zoning and Development Code Updates

Lead: Community Assets & Development: Planning / Community Development

Assist: Planning Commission, Economic Development Commission, Equity Commission, City Council, Administration, consultant support

Description: Update zoning, development standards, parking requirements, frontage guidance, and design expectations to align future reinvestment with the Downtown Vision Plan. Early code work should support context-sensitive housing choice, active frontages, shared parking, pedestrian-oriented site design, neighborhood transitions, stormwater integration, and public realm improvements.

Cost: $-$$

Potential Funding Sources / Grant Programs: City general fund; planning consultant budget; staff work program; development application fees where applicable; Met Council Livable Communities planning resources; future comprehensive plan or zoning update funds

9. Shared Parking and Access Management Strategy

Lead: Community Assets & Development: Planning / Engineering

Assist: Economic Development Commission, Finance, local businesses, property owners, developers, Public Works

Description: Prepare a district parking and access strategy that inventories existing parking, identifies shared-use opportunities, reviews curb cuts and access points, and recommends how parking can be better organized over time. The goal is to maintain convenient access while reducing the extent to which isolated surface parking lots define the downtown experience.

Cost: $-$$

Potential Funding Sources / Grant Programs: City general fund; economic development funds; planning consultant budget; property owner partnerships; redevelopment agreements; tax increment financing where eligible; private cost-sharing or shared maintenance agreements improvements

10-25 Years

Phase 2

Reinforce the Center

As public realm improvements and policy changes begin to reshape the district, the second phase focuses on reinforcing the downtown core through coordinated redevelopment, expanded public spaces, and more substantial corridor improvements. During this phase, individual redevelopment projects begin contributing to a more continuous and walkable urban form, particularly within the Downtown Hub and along the Civic Spine. Public investment continues to guide and support this transition, helping align private development with broader district goals.

This phase emphasizes strengthening the identity and functionality of downtown as a mixed-use center. Investments focus on improving the quality and continuity of the public realm, supporting infill development opportunities, and creating stronger relationships between civic destinations, neighborhoods, parks, and commercial activity. As redevelopment occurs incrementally, downtown begins functioning less as a collection of isolated sites and more as a cohesive and connected district.

Key Projects

1. Redesign and rebuild Veterans Park
2. Redevelop Urban Center properties at the intersection of Front Street and Old Highway 8 to create Downtown Core
3. Downtown Hub public space improvements
4. Corridor redesign and streetscape expansion
5. Shared parking and redevelopment partnerships
6. Improved transit stop environments and multimodal facilities
7. Expansion of existing elderly living facility adjacent to Veterans Park to better frame street

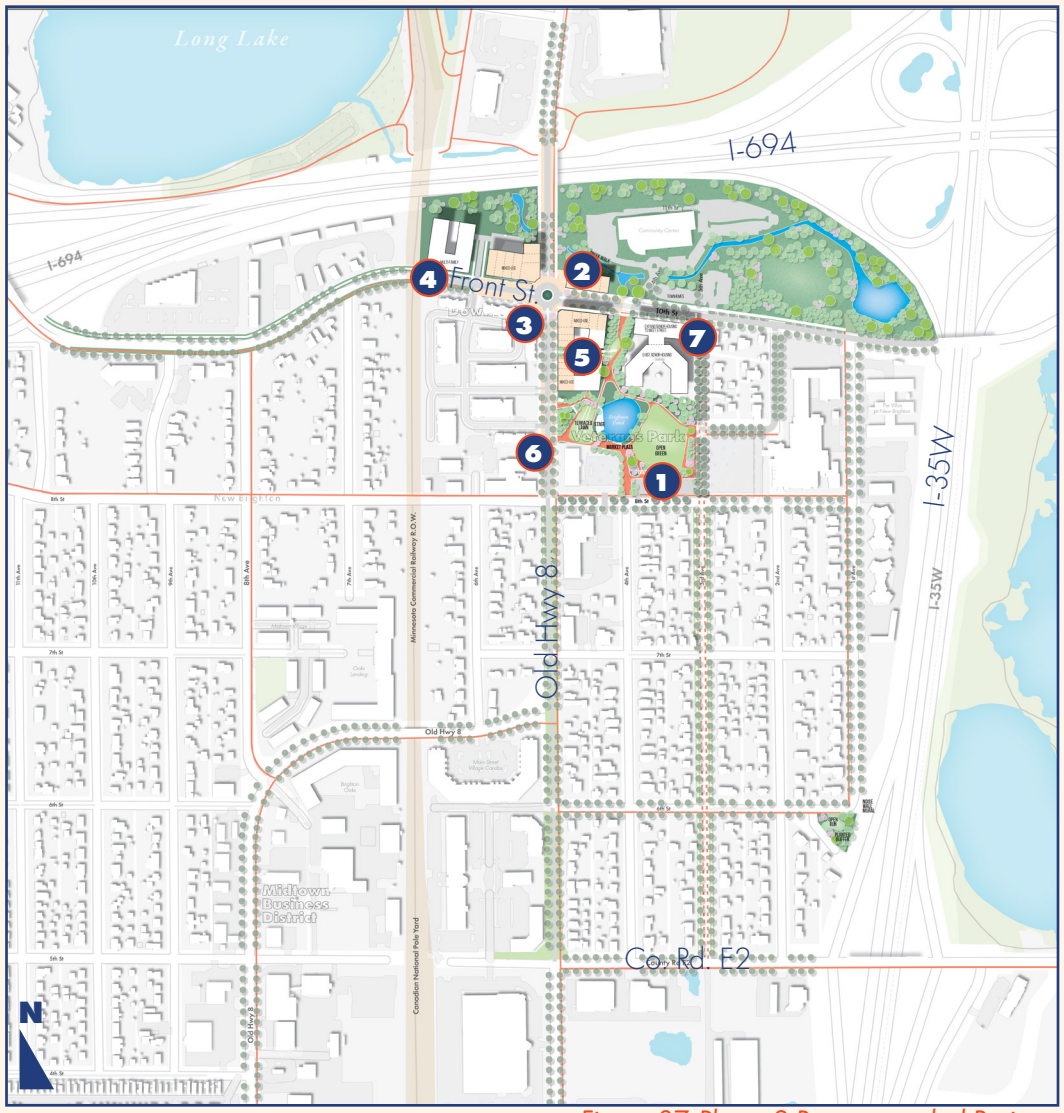


Figure 37. Phase 2 Recommended Projects

Phase 2 Project Matrix

1. Redesign and Rebuild Veterans Park

Lead: Parks & Recreation

Assist: Community Assets & Development, Public Works, Finance, Parks, Recreation and Environmental Commission, nearby residents, adjacent property owners

Description: Redesign Veterans Park to better serve residents, support community gathering, improve visibility and access, and create stronger relationships with anticipated redevelopment along the park's edges. Improvements may include updated park amenities, paths, seating, shade, planting, lighting, flexible gathering areas, stormwater features, and stronger connections to the Downtown Hub and surrounding neighborhoods.

Cost: $$$

Potential Funding Sources / Grant Programs: City Capital Improvement Plan; parks capital funds; park dedication or development-related contributions, if applicable; state bonding; DNR Outdoor Recreation Grant Program; sponsorships or philanthropic partnerships; Rice Creek Watershed District grants for stormwater components; BWSR Clean Water Fund programs transportation funds; development-related frontage improvements

2. Redevelop Urban Center Properties at Front Street and Old Highway 8

Lead: Community Assets & Development: Community / Economic Development and Planning

Assist: Economic Development Commission, Planning Commission, Finance, City Council, property owners, developers, Ramsey County, Met Council, DEED

Description: Support redevelopment of catalyst and underutilized properties near Front Street and Old Highway 8 to create a stronger Downtown Core with street-oriented buildings, mixed-use activity, housing choice, local-serving businesses, and a more continuous public realm. City actions may include zoning alignment, site readiness, environmental review, redevelopment agreements, infrastructure coordination, parking strategy, and developer partnerships.

Cost: $$$

Potential Funding Sources / Grant Programs: Private investment; tax increment financing; redevelopment agreements; DEED Redevelopment Grant Program; DEED Contamination Cleanup and Investigation Grants, if eligible; Met Council Livable Communities grants; Ramsey County economic development resources; local infrastructure funds; development-related public improvements

3. Downtown Hub Public Space Improvements

Lead: Community Assets & Development: Planning / Public Works

Assist: Parks & Recreation, Finance, Economic Development Commission, local businesses, property owners, community partners

Description: Implement public space improvements within the Downtown Hub to create more comfortable and active places for gathering, dining, events, seating, shade, public art, and everyday use. Improvements should be coordinated with redevelopment and streetscape projects so that plazas, sidewalks, storefronts, crossings, and open spaces reinforce one another.

Cost: $$-$$$

Potential Funding Sources / Grant Programs: City Capital Improvement Plan; local public realm funds; tax increment financing where tied to redevelopment; Met Council Livable Communities grants; private development contributions; sponsorships; public art or placemaking grants; public-private partnerships

4. Corridor Redesign and Streetscape Expansion

Lead: Community Assets & Development: Engineering / Planning / Public Works

Assist: Finance, Ramsey County, MnDOT, Met Council, utility providers, adjacent property owners, local businesses

Description: Expand Civic Spine and key corridor improvements beyond the initial Phase 1 segments, including streetscape, sidewalks, bikeways, crossings, lighting, planting, stormwater, access management, and transit-supportive public realm improvements. This project should focus on corridors that organize downtown activity, especially Old Highway 8, 10th Street, 5th Avenue, and connections to County Road E2.

Cost: $$$

Potential Funding Sources / Grant Programs: City City Capital Improvement Plan; street reconstruction funds; Municipal State Aid, if eligible; Ramsey County partnerships; Met Council Regional Solicitation / Active Transportation Solicitation; Highway Safety Improvement Program; federal transportation funds; Rice Creek Watershed District grants for stormwater components; private frontage improvements

5. Shared Parking and Redevelopment Partnerships

Lead: Community Assets & Development: Planning / Community and Economic Development

Assist: Economic Development Commission, Finance, local businesses, property owners, developers, City Council

Description: Implement shared parking agreements, coordinated access improvements, and redevelopment partnerships that support a more walkable downtown while maintaining convenient access for businesses, residents, and visitors. This may include shared-use agreements, parking lot consolidation, access management, improved pedestrian routes from parking areas, signage, and redevelopment agreements that better integrate parking into site design.

Cost: $$

Potential Funding Sources / Grant Programs: City general fund; economic development funds; tax increment financing where eligible; redevelopment agreements; private property owner cost sharing; shared maintenance agreements; business district partnerships; developer contributions

6. Improved Transit Stop Environments and Multimodal Facilities

Lead: Community Assets & Development: Engineering / Planning

Assist: Metro Transit / Met Council, Ramsey County, Public Works, Equity Commission, adjacent property owners, developers

Description: Upgrade transit stop environments and multimodal connections to improve first- and last-mile access throughout the downtown core. Improvements may include accessible sidewalks, safer crossings, seating, shelters where appropriate, lighting, bike parking, wayfinding, snow clearance considerations, and stronger connections between transit stops, trails, parking areas, civic destinations, and local businesses.

Cost: $$

Potential Funding Sources / Grant Programs: City Capital Improvement Plan; Met Council Regional Solicitation; Active Transportation funding; federal transportation funds programmed through regional processes; Metro Transit / Met Council coordination; Ramsey County partnerships; developer frontage improvements

7. Expansion of Existing Elderly Living Facility Adjacent to Veterans Park

Lead: Community Assets & Development: Planning / Community Development

Assist: Property owner, Planning Commission, Economic Development Commission, Parks & Recreation, developer, Finance, Met Council, Minnesota Housing

Description: Encourage context-sensitive expansion or redevelopment of the elderly living facility near Veterans Park in a way that better frames the street, improves access to the park, and provides senior-friendly housing within walking distance of downtown amenities. Any expansion should coordinate building placement, entrances, parking, landscaping, stormwater, and pedestrian connections to strengthen the public realm around Veterans Park.

Cost: $$-$$$

Potential Funding Sources / Grant Programs: Private investment; Minnesota Housing programs, if affordability or senior housing eligibility applies; Met Council Livable Communities grants; tax increment financing where eligible; redevelopment agreements; developer-funded frontage and public realm improvements; DEED or contamination cleanup funds if site conditions warrant

20-40 Years

Phase 3

Expand Beyond the Core

The final phase represents the long-term realization of a more cohesive, active, and resilient downtown New Brighton. By this stage, earlier investments in streets, public spaces, development guidance, and connectivity have established a strong framework for continued reinvestment and growth. Downtown functions as a recognizable civic and mixed-use center, with an interconnected network of public spaces, walkable corridors, housing, commercial activity, and community destinations.

Importantly, this phase is not defined by a single final buildout condition, but by the continued ability of downtown to evolve incrementally while reinforcing the broader vision. Future projects continue filling gaps in the urban fabric, strengthening multimodal connections, and adapting to changing community needs over time. The systems established through earlier phases allow growth and change to occur in a coordinated way that supports long-term flexibility, identity, and economic vitality.

Key Projects

1. Relocation of Community Center and City Hall across I-694
2. Redevelopment of former Com. Center and City Hall sites
3. Full buildout of the Civic Spine framework and streetscape enhancements from 6th Street to Midtown Business District
4. Expansion of district-scale public realm improvements
5. Redevelopment in Midtown Business District
6. Bike/pedestrian bridge over I-694 completed
7. Continued streetscape and public space reinvestment
8. Adaptive reuse and long-term civic partnerships

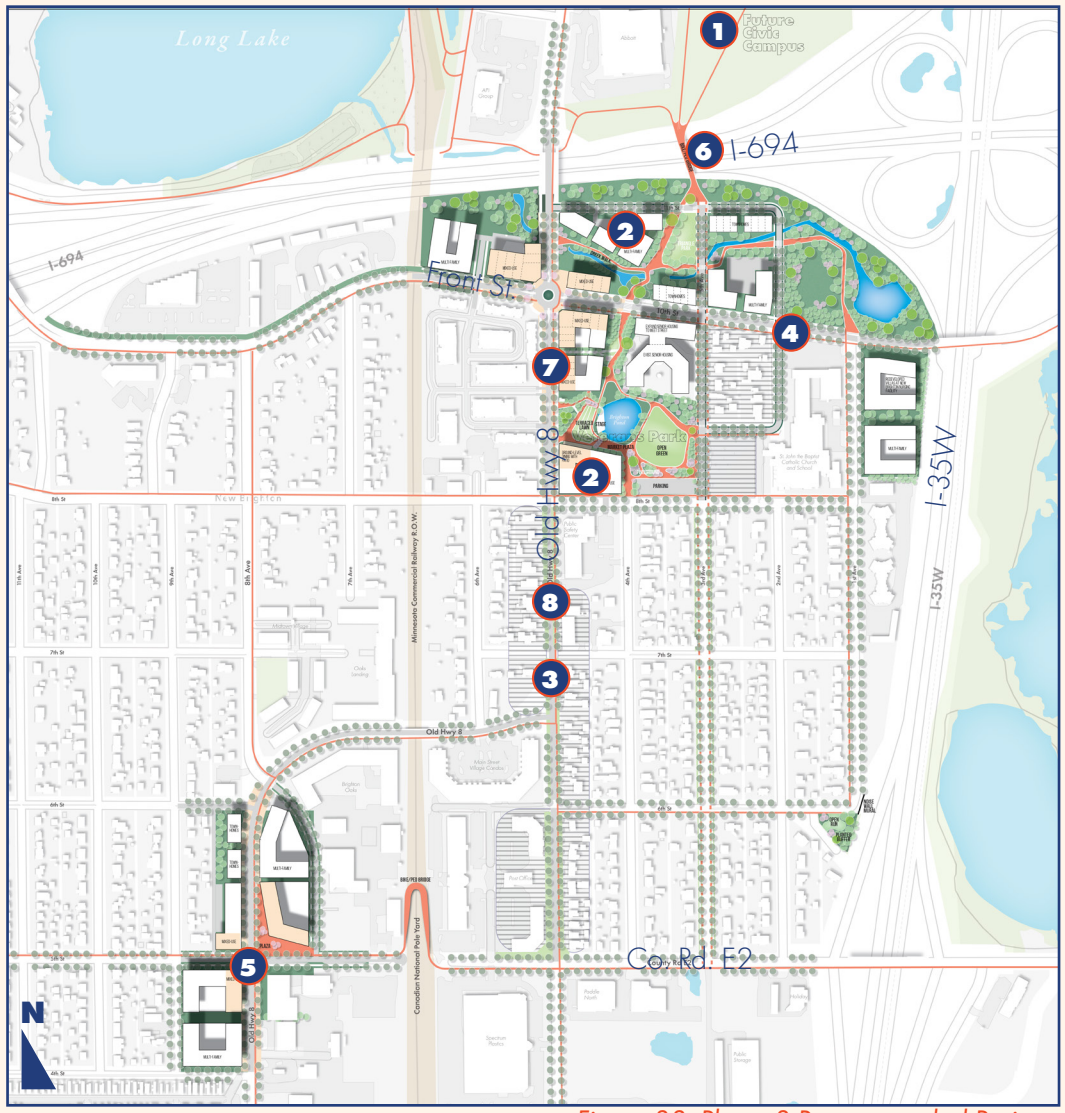


Figure 38. Phase 3 Recommended Projects

Phase 3 Project Matrix

1. Relocation of Community Center and City Hall Across I-694

Lead: Administration and City Council

Assist: Community Assets & Development, Parks & Recreation, Finance, Public Works, Parks, Recreation and Environmental Commission, Planning Commission, residents, Ramsey County, facility planning consultants

Description: Continue evaluating the potential relocation of City Hall and the Community Center as part of ongoing civic facility planning. Any relocation should be treated as a long-term scenario that requires facility needs assessment, site feasibility, cost evaluation, public engagement, funding strategy, agency coordination, and formal City action before moving forward.

Cost: $$$

Potential Funding Sources / Grant Programs: City Capital Improvement Plan; facility capital planning; capital project levy; state bonding; land sale or redevelopment proceeds from former civic sites; public-private partnerships; tax increment financing where eligible for related public infrastructure; grants for eligible trail, stormwater, redevelopment, or public infrastructure components

2. Redevelopment of Former Community Center and City Hall Sites

Lead: Community Assets & Development: Community / Economic Development and Planning

Assist: Administration, Finance, Economic Development Commission, Planning Commission, Parks & Recreation, City Council, property owners, developers, Ramsey County, Met Council, DEED

Description: If civic facilities relocate, guide reinvestment of the former civic sites in a way that supports the Downtown Hub, expands housing choice, strengthens public spaces, and improves connections between Veterans Park, Old Highway 8, and surrounding neighborhoods. Redevelopment should be coordinated with public realm improvements, shared parking, infrastructure needs, and community priorities identified through future engagement.

Cost: $$$

Potential Funding Sources / Grant Programs: Private investment; tax increment financing; redevelopment agreements; land sale proceeds; DEED Redevelopment Grant Program; DEED Contamination Cleanup and Investigation Grants, if eligible; Met Council Livable Communities grants; Ramsey County economic development resources; local infrastructure funds; development-related public improvements development-related public improvements

3. Full Buildout of the Civic Spine Framework from 6th Street to Midtown Business District

Lead: Community Assets & Development: Engineering / Planning / Public Works

Assist: Finance, Ramsey County, MnDOT, Met Council, utility providers, property owners, local businesses, developers

Description: Complete the long-term buildout of the Civic Spine along Old Highway 8 and related corridors, extending streetscape, pedestrian, bicycle, lighting, tree canopy, stormwater, access management, and public realm improvements from 6th Street toward the Midtown Business District. This work should create a continuous civic corridor that links the Downtown Hub, redevelopment areas, parks, transit, and Midtown activity.

Cost: $$-$$$

Potential Funding Sources / Grant Programs: City Capital Improvement Plan; street reconstruction funds; Municipal State Aid, if eligible; Ramsey County partnerships; Met Council Regional Solicitation / Active Transportation Solicitation; Highway Safety Improvement Program; federal transportation funds; Rice Creek Watershed District grants for stormwater components; private frontage improvements; redevelopment agreements

4. Expansion of District-Scale Public Realm Improvements

Lead: Parks & Recreation and Community Assets & Development

Assist: Public Works, Finance, Parks, Recreation and Environmental Commission, Economic Development Commission, local businesses, property owners, community partners

Description: Expand parks, plazas, streetscapes, gathering spaces, public art, seating, shade, lighting, trail connections, and landscape improvements into a more complete district-wide public realm network, especially in Phase 3 areas of redevelopment. These improvements should build on earlier investments and ensure that downtown feels cohesive, comfortable, and recognizable beyond the initial core area.

Cost: $$$

Potential Funding Sources / Grant Programs: City Capital Improvement Plan; parks capital funds; state bonding; DNR Outdoor Recreation Grant Program; DNR Local Trail Connections Program; sponsorships or philanthropic partnerships; public-private partnerships; Met Council Livable Communities grants; tax increment financing where tied to redevelopment; Rice Creek Watershed District and BWSR funding for stormwater or ecological components

5. Redevelopment in Midtown Business District

Lead: Community Assets & Development: Community / Economic Development and Planning

Assist: Economic Development Commission, Planning Commission, Finance, City Council, property owners, developers, Ramsey County, Met Council, DEED, local businesses

Description: Support long-term reinvestment and adaptive redevelopment in the Midtown Business District to extend downtown activity southward and create stronger relationships between Old Highway 8, local businesses, public spaces, and future trail connections. City actions may include site readiness, zoning alignment, public realm coordination, business support, infrastructure planning, parking strategy, and redevelopment partnerships.

Cost: $$$

Potential Funding Sources / Grant Programs: Private investment; tax increment financing; redevelopment agreements; DEED Redevelopment Grant Program; DEED Contamination Cleanup and Investigation Grants, if eligible; Met Council Livable Communities grants; Ramsey County economic development resources; local infrastructure funds; Open to Business support for small businesses; development-related public improvements

6. Bike/Ped Bridge Over I-694

Lead: Community Assets & Development: Engineering / Planning

Assist: MnDOT, Ramsey County, Met Council, Parks & Recreation, Public Works, Finance, adjacent property owners, residents, federal and state funding agencies

Description: Advance major bike and pedestrian bridge connections across I-694 if future feasibility, right-of-way, agency coordination, funding, and public support align. This bridge would address major infrastructure barriers and improve long-term connections between downtown, Midtown, neighborhoods, civic destinations, parks, and regional trail systems.

Cost: $$$

Potential Funding Sources / Grant Programs: Met Council Regional Solicitation / Active Transportation Solicitation; federal transportation funds; state bonding; MnDOT coordination and partnership funds; Ramsey County partnerships; DNR Local Trail Connections Program for eligible trail components; public-private partnerships; USDOT Reconnecting Communities and Neighborhoods Grants, redevelopment-related infrastructure contributions; potential discretionary federal grant programs for major multimodal infrastructure

7. Continued Streetscape and Public Space Reinvestment

Lead: Community Assets & Development: Public Works / Planning and Parks & Recreation

Assist: Finance, local businesses, property owners, Economic Development Commission, Parks, Recreation and Environmental Commission, community partners

Description: Continue reinvesting in streetscapes, sidewalks, furnishings, lighting, planting, public art, gathering spaces, and maintenance as downtown evolves. This ongoing work should help protect earlier investments, respond to changing community needs, and ensure that public spaces remain safe, welcoming, attractive, and functional over time.

Cost: $$

Potential Funding Sources / Grant Programs: City Capital Improvement Plan; Public Works operating and maintenance budgets; parks capital funds; sponsorships; business district partnerships; redevelopment agreements; private frontage improvements; public art or placemaking grants; Rice Creek Watershed District or BWSR funding for eligible green infrastructure components

8. Adaptive Reuse and Long-Term Civic Partnerships

Lead: Community Assets & Development: Community / Economic Development and Planning

Assist: Administration, Economic Development Commission, Planning Commission, property owners, local businesses, nonprofits, institutional partners, developers, Ramsey County, Met Council

Description: Encourage adaptive reuse of existing buildings and long-term partnerships that support local businesses, community services, arts and culture, civic programming, and flexible public-facing uses. This work should help downtown evolve incrementally while preserving usable buildings, reducing redevelopment pressure, and creating opportunities for community-oriented activity.

Cost: $-$$

Potential Funding Sources / Grant Programs: Private investment; economic development funds; redevelopment agreements; small business assistance programs; Open to Business; Met Council Livable Communities resources where eligible; DEED redevelopment or business support programs; philanthropic or nonprofit partnerships; local sponsorships; potential historic preservation or adaptive reuse incentives where applicable

Because Phase 3 projects are long-term and highly contingent, cost ranges and funding sources should be revisited as facility planning, redevelopment conditions, agency coordination, and community priorities evolve.

Funding and Implementation Tools

Coordinating Resources to Support Long-Term Change

Implementing the vision for downtown New Brighton will require a coordinated approach that aligns public investment, private redevelopment, infrastructure planning, and supportive policy tools over time. While many of the recommendations outlined in this plan can be pursued incrementally through routine capital improvements and redevelopment activity, achieving a more connected, walkable, and cohesive downtown will also require strategic partnerships, funding opportunities, and regulatory alignment that reinforce the broader vision.

A variety of implementation tools are available to help support these efforts, including public-private partnerships, redevelopment financing mechanisms, grant opportunities, zoning and policy updates, and coordination with county, regional, and state agencies. Together, these tools provide a framework for advancing projects in a flexible and phased manner while ensuring that individual investments contribute toward a shared long-term direction for downtown New Brighton.

Public-Private Partnerships

Many of the improvements envisioned in this plan will require coordination between the City, private property owners, developers, institutions, and community organizations. Public-private partnerships can help align redevelopment opportunities with broader public realm, mobility, parking, stormwater, and infrastructure goals while sharing costs and implementation responsibilities across multiple stakeholders. These partnerships may be especially important for catalyst redevelopment sites, shared parking agreements, frontage improvements, public spaces, and district-wide placemaking efforts.

Capital Improvement Planning

The City's Capital Improvement Program provides an important mechanism for coordinating infrastructure investments over time. Aligning future roadway, utility, park, trail, public facility, and public realm improvements with the Downtown Vision Plan can help ensure that routine public investments contribute toward long-term connectivity, safety, redevelopment, and placemaking goals. Projects identified in this plan should be reviewed regularly through the City's annual budget and capital planning process to determine timing, funding readiness, and opportunities for coordination with other planned improvements.

Local Public Funds

Local public funds may include the City's general fund, capital project funds, parks capital funding, street reconstruction funds, utility funds, stormwater funds, and other locally controlled resources. These funds are often important for early planning, design, local match requirements, smaller public realm improvements, maintenance, and projects that may not fit neatly within outside grant programs. Local funding can also help make projects more competitive for grants by demonstrating City commitment and providing required matching funds.

Street Reconstruction and Municipal State Aid

Street reconstruction and transportation funding can support roadway, sidewalk, crossing, bikeway, lighting, accessibility, and streetscape improvements when they are coordinated with planned corridor work. Municipal State Aid may be applicable to eligible streets and can help fund improvements that serve the local transportation system. These tools are especially relevant for Old Highway 8, 10th Street, 5th Avenue, County Road E2 connections, and other corridors where mobility, safety, public realm, and infrastructure needs overlap.

Ramsey County Partnerships

Ramsey County partnerships may be important for projects involving county roadways, intersections, trails, economic development, or public infrastructure coordination. County participation can help align downtown improvements with broader transportation, redevelopment, and community development goals. These partnerships may include cooperative agreements, cost sharing, technical assistance, corridor planning, or coordination on grant applications.

MnDOT Coordination

MnDOT coordination will be necessary for projects involving state highways, interstate crossings, freeway-adjacent improvements, major safety projects, or infrastructure that may affect MnDOT right-of-way. This is especially relevant for long-term I-694 crossing improvements, freeway-adjacent trail connections, safety improvements, and any future project requiring state review or permitting. MnDOT coordination may also help position certain projects for transportation safety, active transportation, or federal funding opportunities.

Met Council Regional Solicitation

The Met Council Regional Solicitation is a competitive process for awarding regional transportation funding to projects that meet regional transportation needs. It can support projects related to roadways, bicycle and pedestrian facilities, transit, safety, and active transportation. This source may be relevant for sidewalk gap improvements, enhanced crossings, corridor redesign, trail connections, transit stop access, and major multimodal improvements that improve connectivity within and beyond downtown.

Active Transportation Funding

Active transportation funding supports projects that make walking, biking, and rolling safer, more comfortable, and more useful for everyday trips. Eligible project types may include sidewalks, trails, bikeways, crossings, lighting, accessibility upgrades, and related infrastructure. This funding is especially relevant for the plan's emphasis on safer pedestrian crossings, sidewalk completion, trail connections, bikeways, and first- and last-mile connections to transit and civic destinations.

Highway Safety Improvement Program

The Highway Safety Improvement Program supports projects that address documented safety issues and reduce crashes or risk for people using the transportation system. In downtown New Brighton, this tool may be relevant for priority intersections, high-conflict crossings, corridor safety improvements, traffic calming, signal modifications, or pedestrian and bicycle safety upgrades. Projects seeking this funding should be supported by safety data, crash history, observed conflicts, or clearly defined risk factors.

Federal Transportation Funds

Federal transportation funds may support larger roadway, transit, bicycle, pedestrian, safety, and multimodal infrastructure projects. These funds are often programmed through regional or state processes and typically require advance planning, local match, cost estimates, environmental review, and project readiness. They may be most relevant for corridor redesign, major trail connections, transit access improvements, and long-term bridge or crossing projects.

DNR Local Trail Connections Program

The DNR Local Trail Connections Program supports relatively short trail connections between where people live and important destinations such as parks, schools, trails, and community facilities. This program is well suited for targeted links that close gaps in the local trail and pedestrian network rather than major new trail systems. It may be relevant for connections between downtown, Veterans Park, the Community Center, Long Lake, surrounding neighborhoods, and regional or local trail corridors.

DNR Outdoor Recreation Grant Program

The DNR Outdoor Recreation Grant Program supports park and outdoor recreation improvements for local units of government. This funding may be relevant for improvements to Veterans Park, pocket parks, trailheads, play areas, gathering spaces, and other public outdoor recreation amenities. Projects should be clearly tied to public access, recreation value, community need, and long-term maintenance capacity.

State Bonding

State bonding may be considered for major publicly owned capital projects with a clear public purpose, such as civic facilities, major park improvements, bridges, regional trail connections, or significant public infrastructure. Bonding is typically most appropriate for larger projects that are difficult to fund through local resources alone and that demonstrate broad public benefit. Because the process is competitive and legislative, projects should be well-defined, cost-estimated, and supported by local commitment before seeking state bonding.

Rice Creek Watershed District Grants

Rice Creek Watershed District grant programs may support projects that improve water quality, reduce flooding, manage stormwater, or implement best management practices within the watershed. These tools may be relevant for stormwater gardens, streetscape stormwater features, park landscape improvements, parking lot retrofits, native planting, and redevelopment projects that integrate water quality benefits. Projects coordinated with street reconstruction, public space improvements, or redevelopment may be especially strong candidates.

BWSR Clean Water Fund Programs

The Minnesota Board of Water and Soil Resources administers Clean Water Fund programs that support projects aimed at improving water quality, reducing non-point source pollution, and protecting natural resources. These funds may be relevant for stormwater management, ecological restoration, green infrastructure, erosion control, and watershed-based improvements. In downtown New Brighton, these tools could help support projects that combine public realm improvements with measurable water quality or runoff benefits.

Zoning + Development Code Updates

Implementation of the plan will require continued refinement of zoning and development standards to better support walkability, mixed-use development, active frontages, context-sensitive housing choice, shared parking, and coordinated site design. Updating regulations related to setbacks, parking, frontage conditions, landscaping, stormwater, access, building form, and transitions to neighborhoods can help ensure that future redevelopment reinforces the desired character and structure of downtown. Code updates are an important early implementation step because they shape future private investment before major redevelopment occurs.

Tax Increment Financing

Tax Increment Financing may be used to support eligible redevelopment, housing, infrastructure, or public improvement costs when a project would not reasonably occur without public assistance. TIF captures a portion of the increased property tax value generated by redevelopment and uses it to help pay for qualifying project costs. In downtown New Brighton, TIF may be relevant for catalyst redevelopment sites, public infrastructure, site preparation, environmental conditions, shared parking, public realm improvements, or projects that advance housing and economic development goals.

Redevelopment Agreements

Redevelopment agreements establish the responsibilities of the City, developers, and property owners when private redevelopment includes public benefits or requires public participation. These agreements can address infrastructure improvements, streetscape enhancements, parking, site access, public space, utility upgrades, environmental cleanup, land transactions, phasing, or financial assistance. They are especially useful for ensuring that private investment contributes to the broader downtown vision rather than occurring as isolated site-by-site development.

DEED Redevelopment Grant Program

The Minnesota Department of Employment and Economic Development Redevelopment Grant Program can help communities pay for eligible redevelopment costs on qualifying sites. Eligible uses may include public land acquisition, demolition, infrastructure improvements, soil stabilization, ponding, and other environmental infrastructure associated with redevelopment. This program may be relevant for catalyst sites, former civic sites, Midtown redevelopment, or other underutilized properties where public assistance is needed to prepare land for reinvestment.

DEED Contamination Cleanup and Investigation Grants

DEED Contamination Cleanup and Investigation Grants can help communities assess and clean up polluted sites planned for redevelopment. These funds may support environmental investigation, response action planning, cleanup, and related activities for sites affected by contamination. This tool may be especially relevant for former commercial, industrial, auto-oriented, or infrastructure-adjacent sites where environmental conditions create barriers to redevelopment.

Met Council Livable Communities Grants

Met Council Livable Communities grants support community-centered development, housing choice, redevelopment, environmental cleanup, predevelopment, site preparation, and related activities in participating communities. These programs

may be relevant for mixed-use redevelopment, affordable or senior housing, community-serving commercial space, public realm improvements tied to development, and environmental investigation or cleanup. They may be especially useful where redevelopment advances regional goals related to housing, equity, economic vitality, sustainability, and efficient land use.

Minnesota Housing Programs

Minnesota Housing programs may be relevant when projects include affordable housing, senior housing, rental housing, homeownership opportunities, or housing preservation. These tools can help support the plan's housing choice goals, particularly where new housing serves seniors, smaller households, workforce needs, or income-restricted residents. Eligibility will depend on project type, affordability commitments, ownership structure, and program requirements.

Park Dedication or Development-Related Contributions

Park dedication, development-related contributions, or negotiated public realm improvements may help fund parks, plazas, trails, open space, streetscape elements, or other public amenities associated with redevelopment. These tools are most relevant when new development increases demand for public space or directly benefits from nearby public realm improvements. Contributions should be coordinated with adopted policy, development review, and clear expectations for long-term maintenance.

Private Development Contributions

Private development contributions can help deliver frontage improvements, sidewalks, lighting, landscaping, stormwater features, utility upgrades, parking improvements, public spaces, or access changes as part of site redevelopment. These improvements should be coordinated through development review and redevelopment agreements so that each project contributes to a more connected and walkable downtown. Over time, consistent private contributions can help build out the public realm incrementally.

Shared Parking + Access Management

As downtown evolves, parking should increasingly function as a coordinated district resource rather than a series of isolated site-by-site facilities. Shared parking agreements, coordinated access management, internal circulation improvements, and shared maintenance arrangements can help reduce land dedicated to surface parking while maintaining convenient access for businesses, residents, and visitors. This tool is particularly important for the Downtown Hub, redevelopment sites, local businesses, and areas where parking lots currently interrupt the public realm.

Sponsorships, Philanthropy, and Local Partnerships

Sponsorships, philanthropic contributions, and local partnerships can help support public art, furnishings, plantings, events, public space activation, seasonal improvements, and smaller placemaking projects. These sources are typically best suited for enhancements rather than core infrastructure, but they can help make public spaces feel more welcoming, distinctive, and community-owned. Partnerships with local businesses, foundations, civic groups, and community organizations may be especially useful for early activation and visible improvements.

Public Art and Placemaking Grants

Public art and placemaking grants may support murals, sculptures, gateway features, temporary installations, cultural programming, seating, lighting, or other projects that strengthen downtown identity and community gathering. These programs can help reinforce the plan's goals around small-town character, public life, and sense of place. They are often most effective when paired with streetscape, park, plaza, or redevelopment projects.

Open to Business and Small Business Support

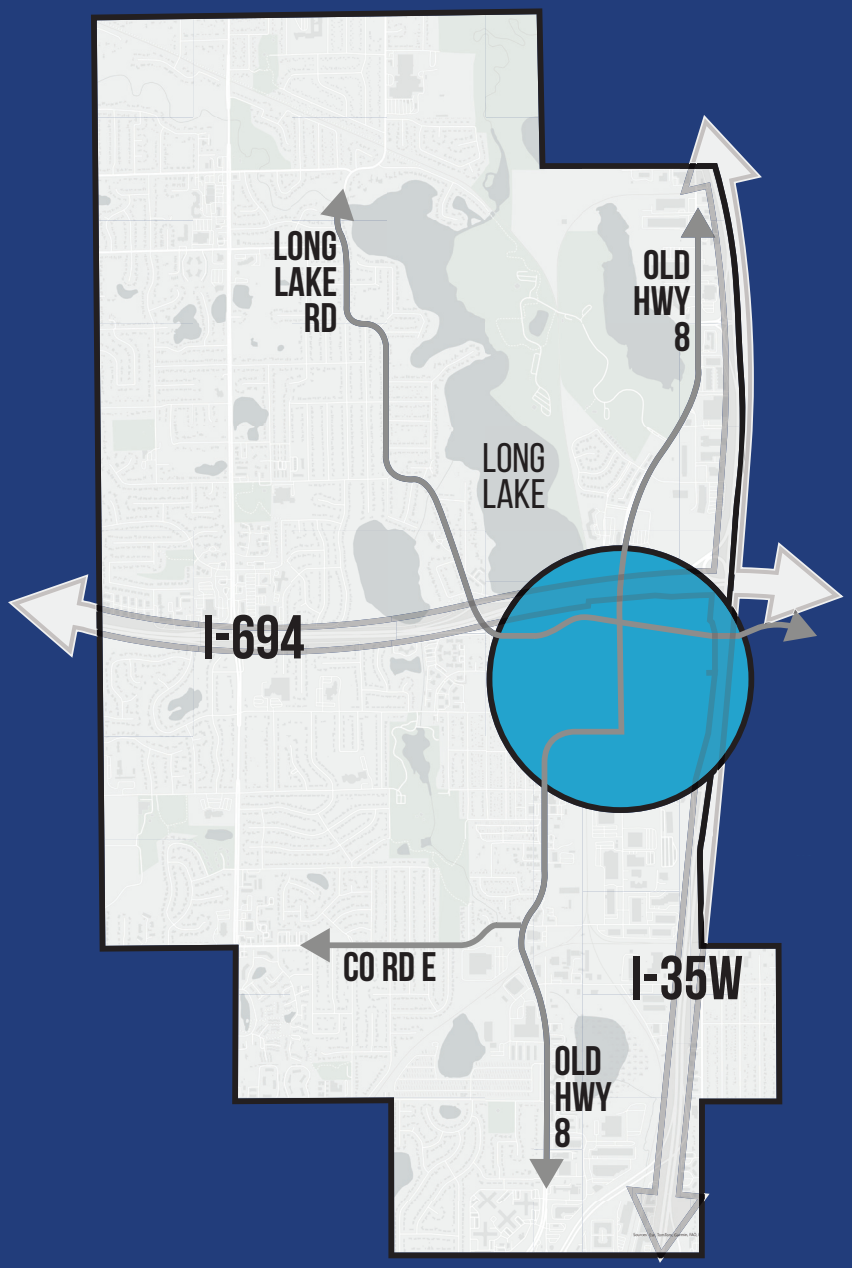
Small business support programs such as Open to Business can provide technical assistance, advising, and related resources for local entrepreneurs and existing businesses. These tools can help strengthen the local-serving business environment envisioned in the plan, especially for cafés, restaurants, small shops, service businesses, and community-oriented commercial uses. Business support should be coordinated with redevelopment, wayfinding, parking, streetscape, and programming efforts so that physical improvements and business vitality reinforce one another.

Community Partnerships + Programming

Long-term downtown success depends not only on physical improvements, but also on continued community activity and stewardship. Partnerships with local businesses, community organizations, residents, schools, nonprofits, institutions, and civic groups can support programming, events, seasonal activation, public art, maintenance, and ongoing placemaking efforts. These partnerships can help ensure that downtown remains active, welcoming, and responsive to community needs as implementation unfolds over time.

8 Appendix

Additional Information and Relevant Documents



New Brighton Downtown Vision Plan

FROM SETTLEMENT TO CENTER

PHASE 1

Plan Renderings and Orientation Keys

Existing View

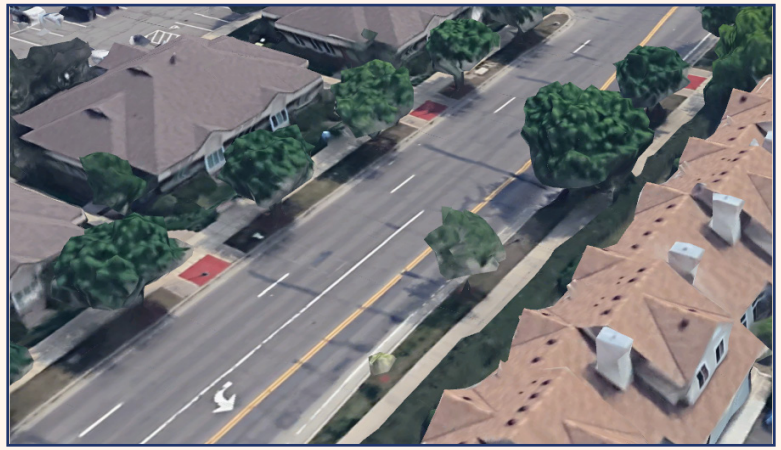
View Angle Key

Birdseye perspective - looking southeast toward future Downtown New Brighton over I-694

Existing View

View Angle Key

Proposed Downtown Overhead

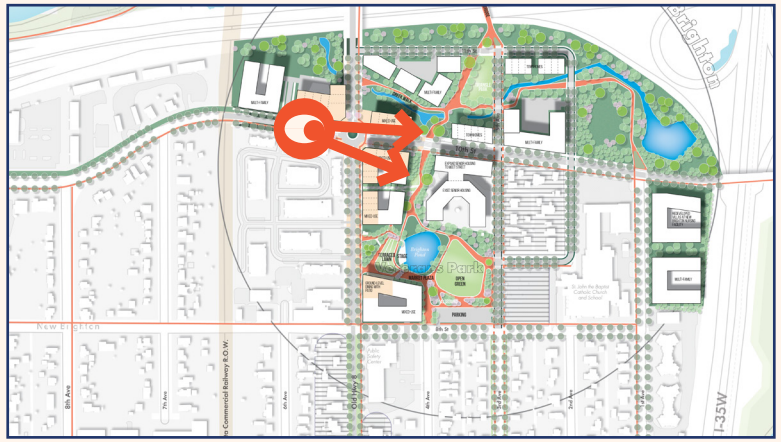


Existing View

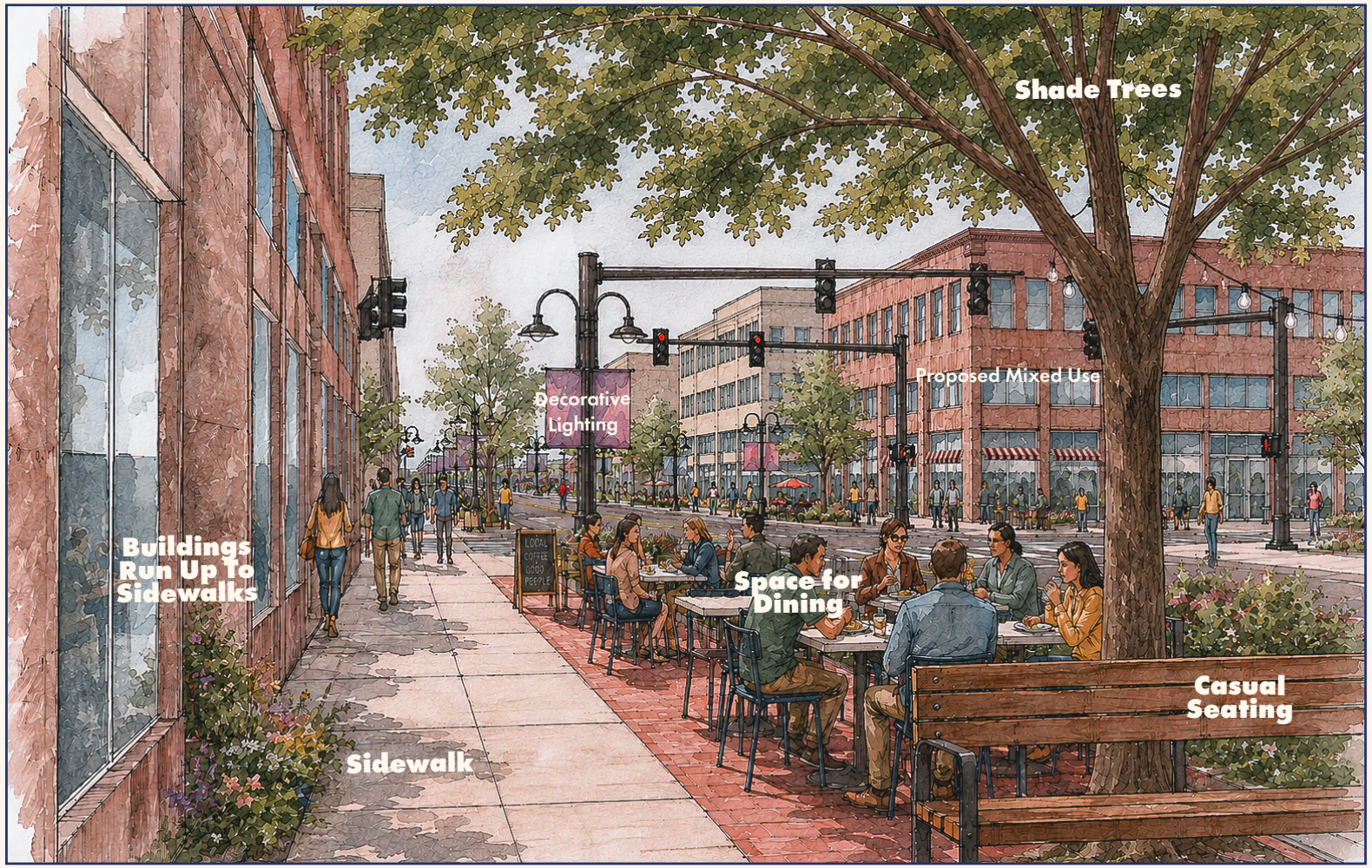
View Angle Key

Old Highway 8 Through the Downtown Core

Existing View



View Angle Key



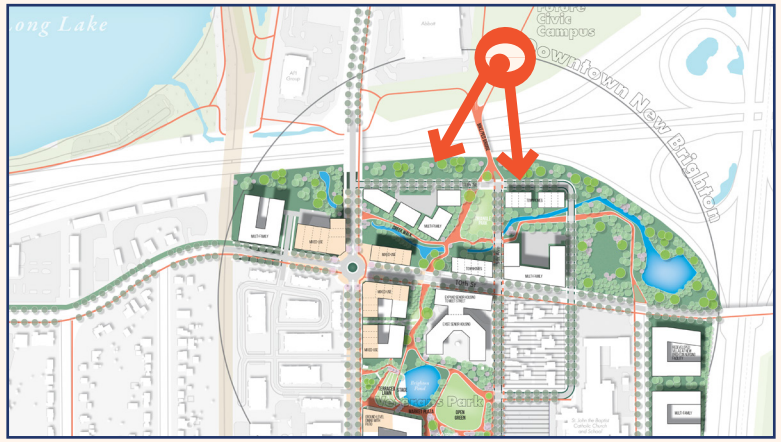
Sidewalk Cafe on Front (10th) Street

Existing View

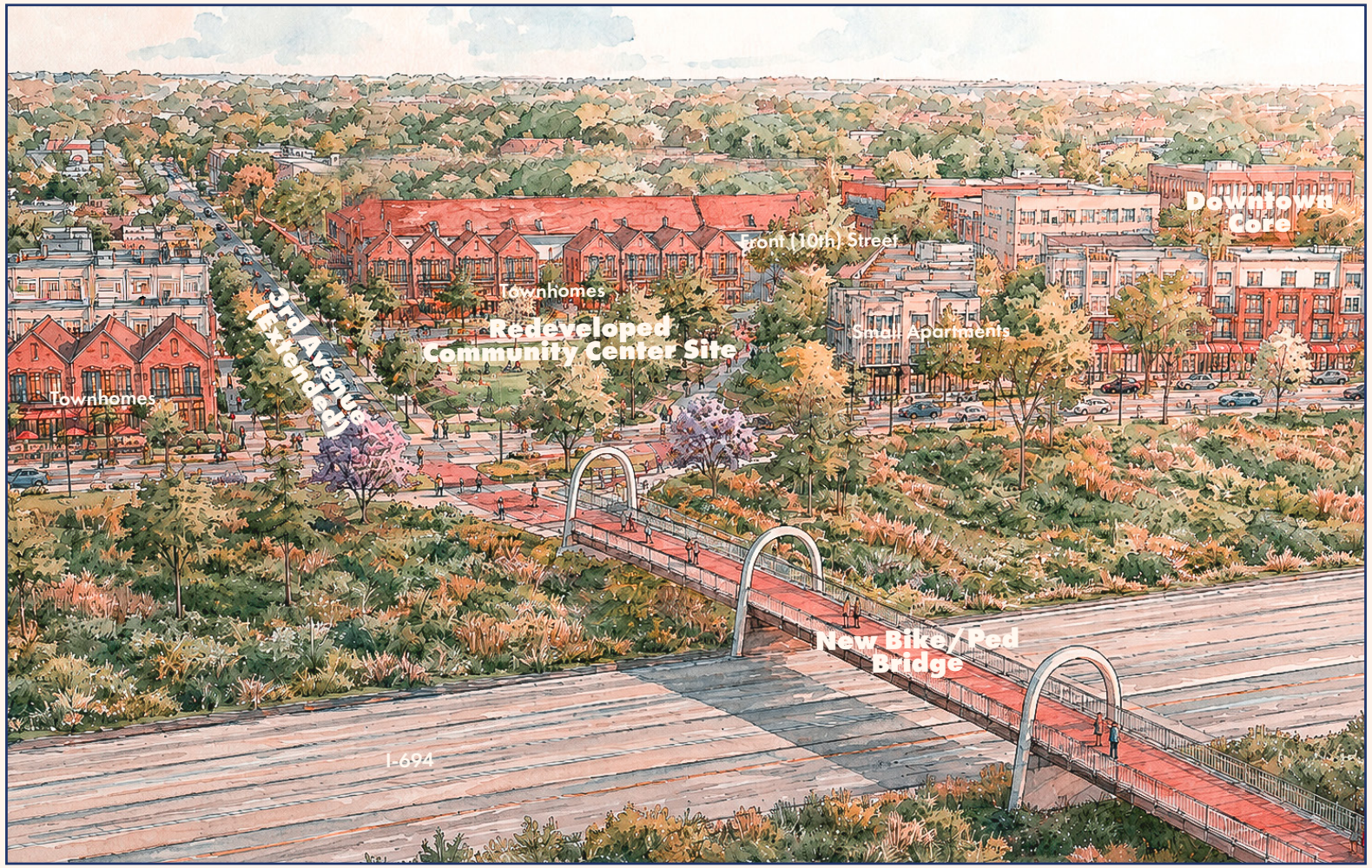
View Angle Key

The Secondary Connectivity Network from Above

Existing View



View Angle Key



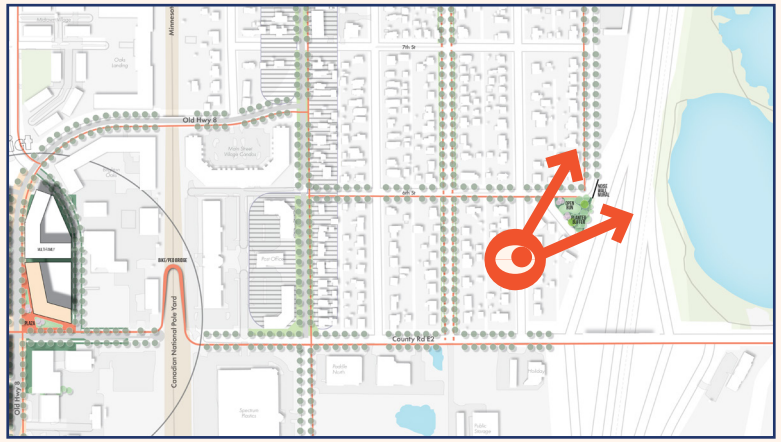
Overhead View Highlighting Community Center Redevelopment

Existing View

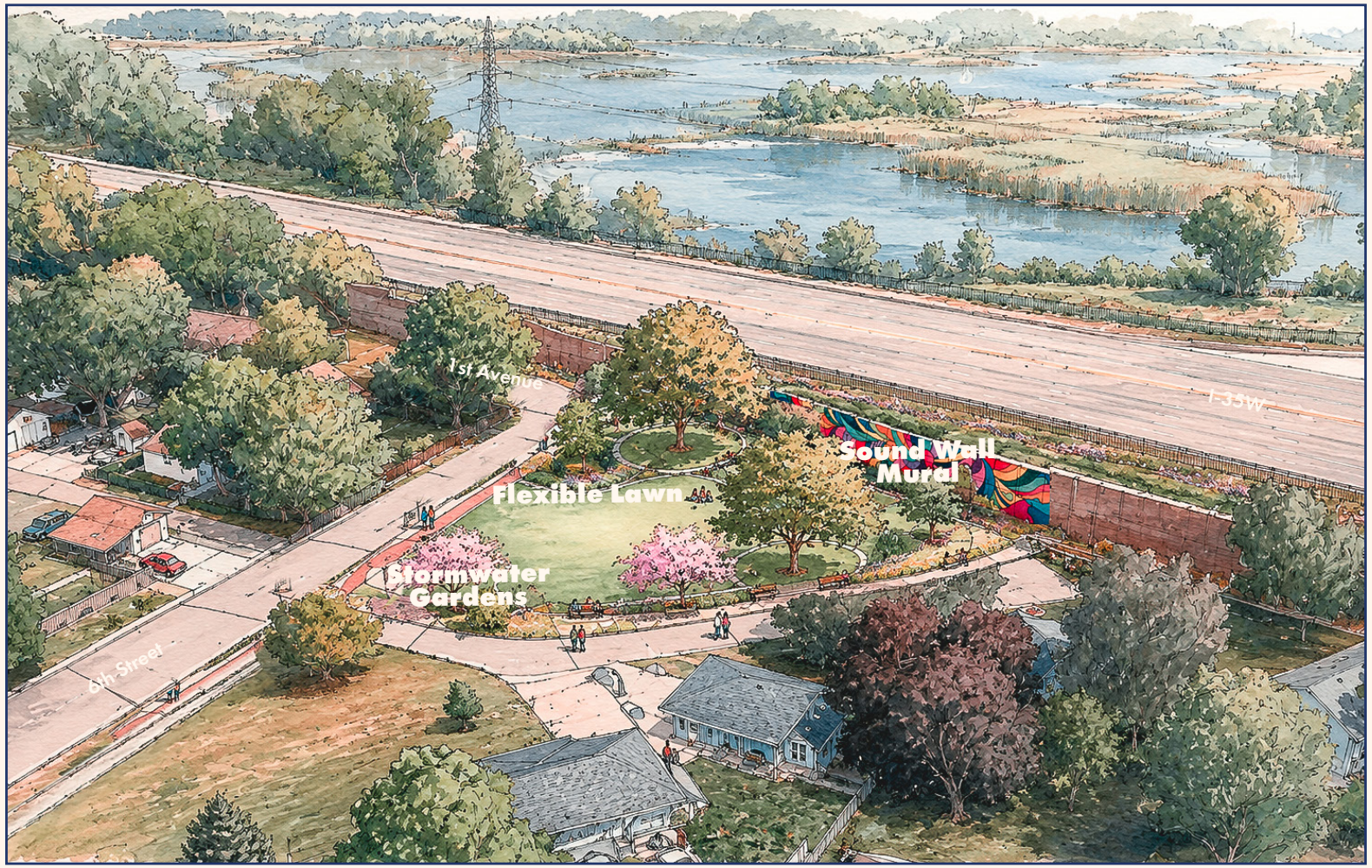
View Angle Key

Overhead View Looking into Veterans Park

Existing View

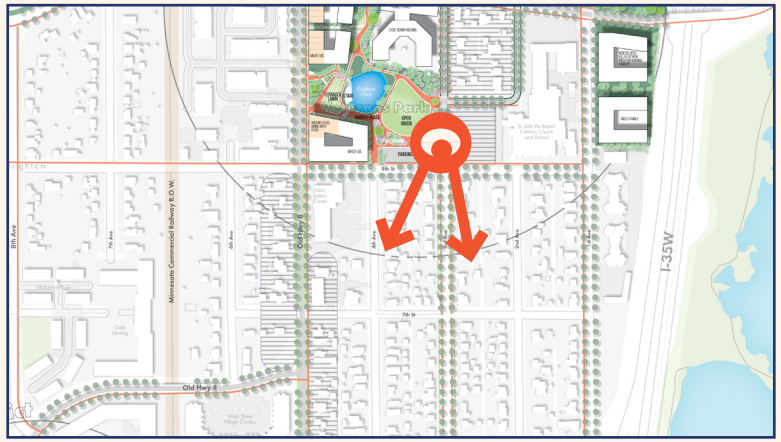


View Angle Key



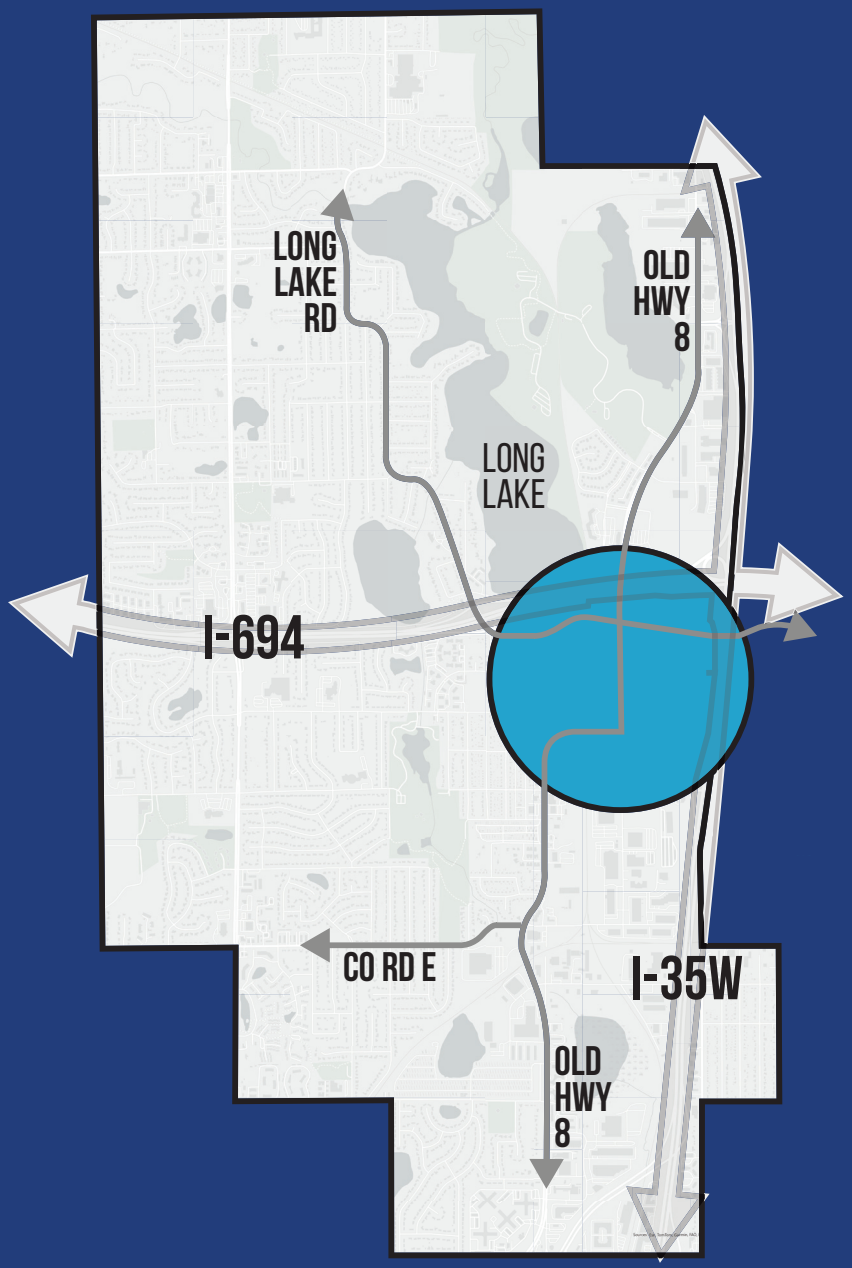
Looking at the 1st Avenue Pocket Park

Existing View



View Angle Key

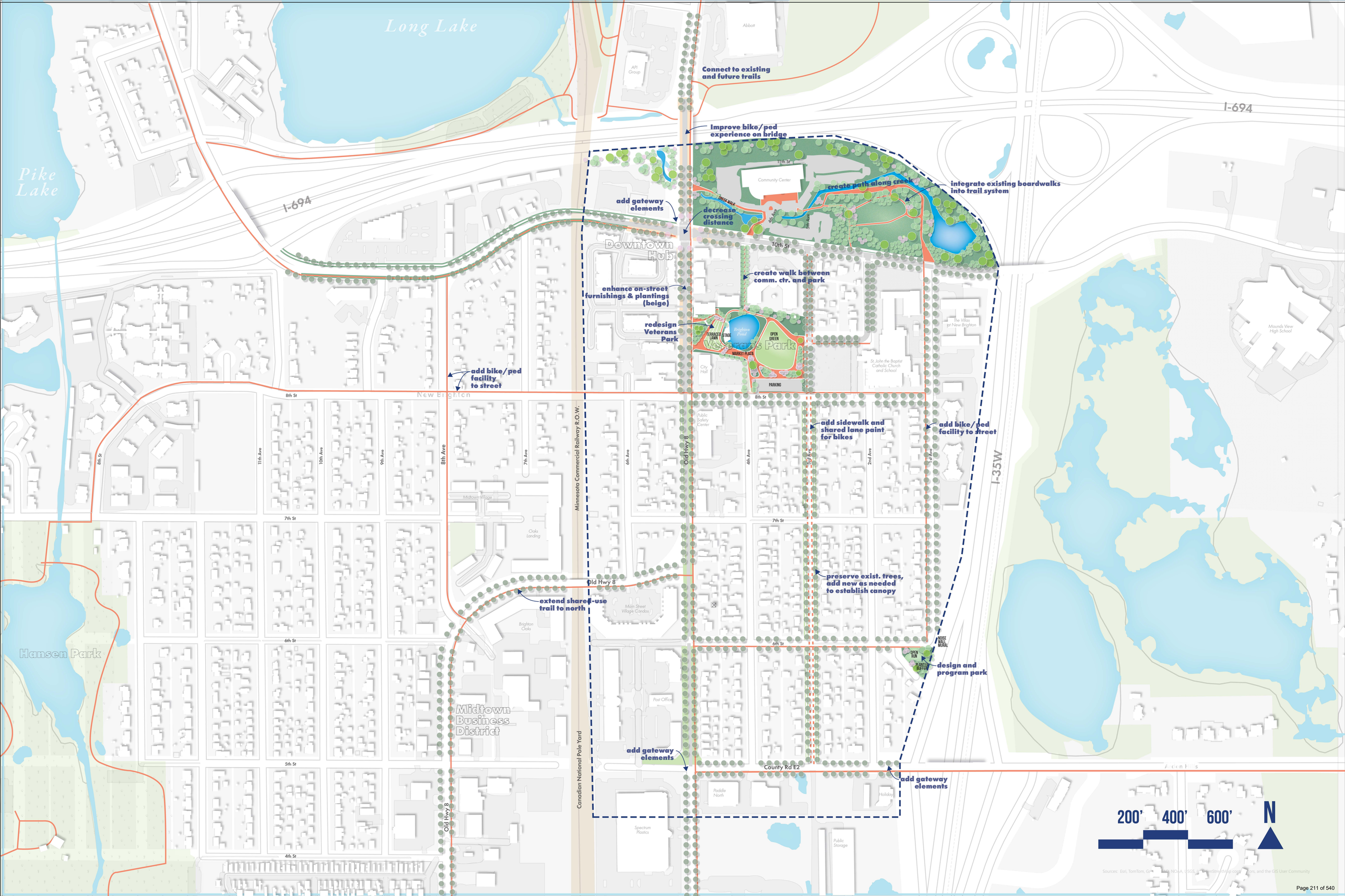
Looking South on Third Avenue



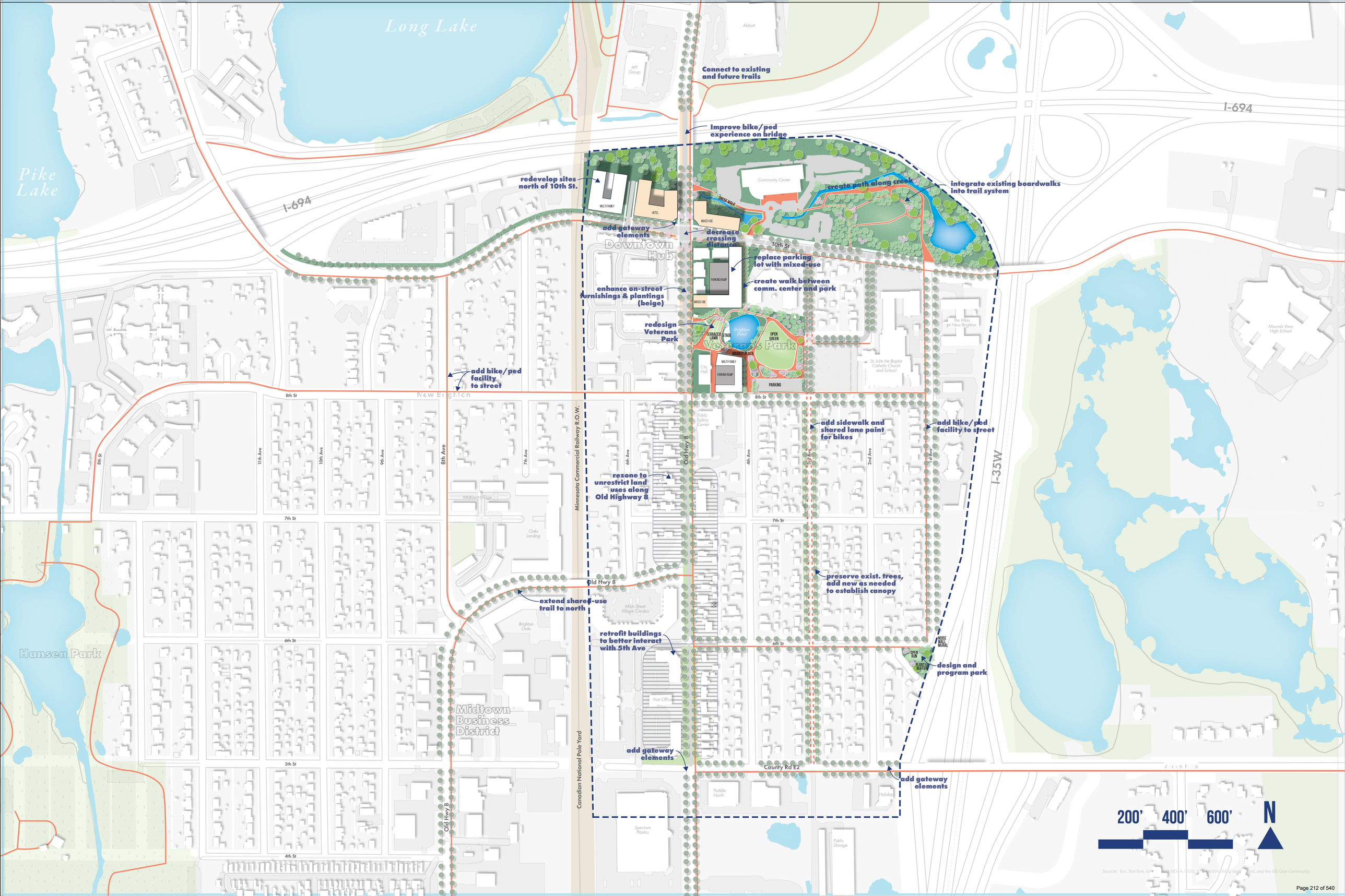
New Brighton Downtown Vision Plan

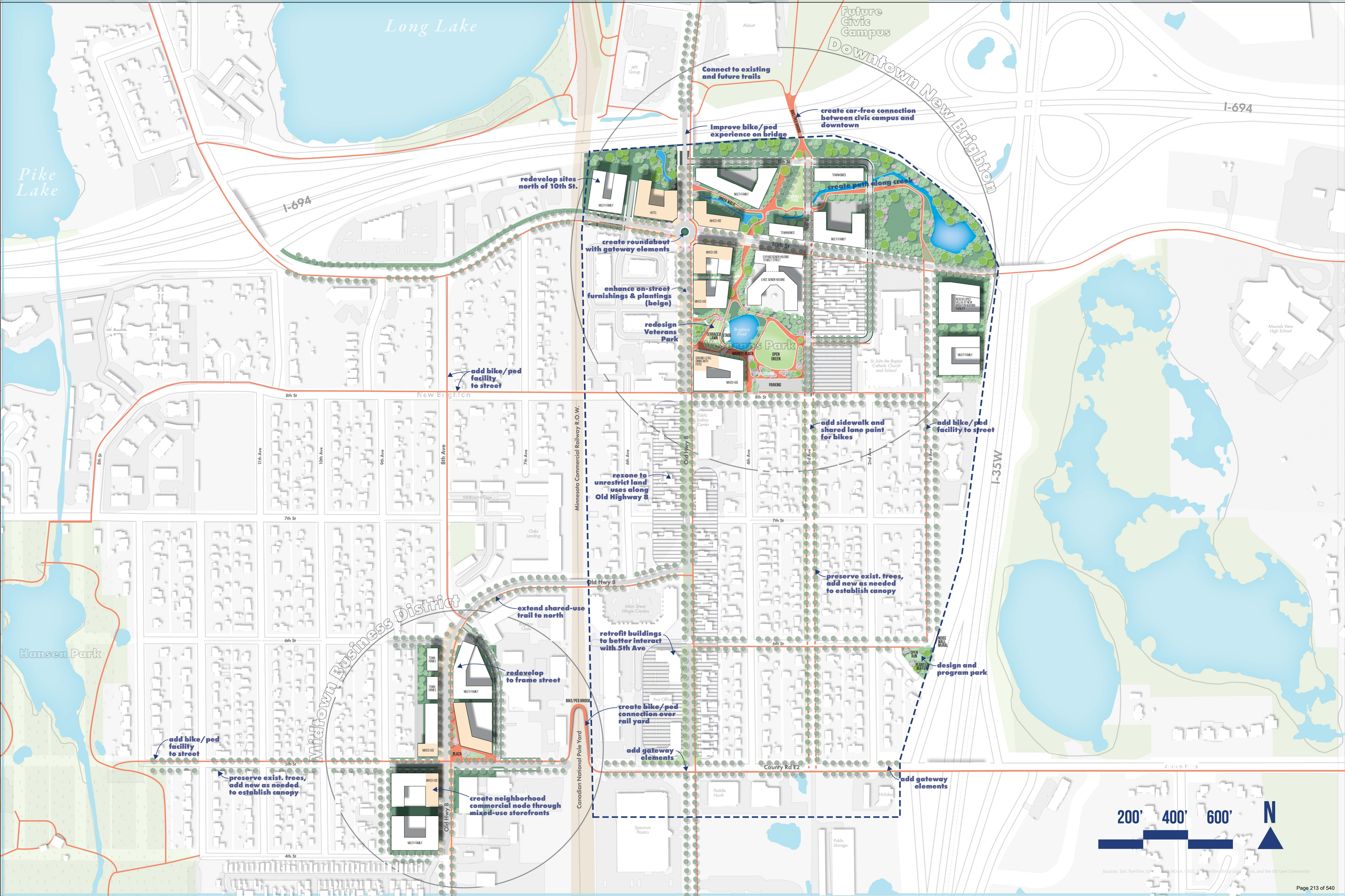
FROM SETTLEMENT TO CENTER PHASE 1

Initial Draft Concepts



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community


Long Lake
Pike Lake
I-694
I-35W
Connect to existing and future trails
Improve bike/ped experience on bridge
redevelop sites north of 10th St.
add gateway elements
decrease crossing distance
Downtown Hub
enhance on-street furnishings & plantings (beige)
redesign Veterans Park
replace parking lot with mixed-use
create walk between comm. center and park
create path along creek
integrate existing boardwalks into trail system
add bike/ped facility to street
add sidewalk and shared lane paint for bikes
add bike/ped facility to street
rezone to unrestrict land uses along Old Highway 8
preserve exist. trees, add new as needed to establish canopy
extend shared-use trail to north
retrofit buildings to better interact with 5th Ave
design and program park
add gateway elements
add gateway elements
Midtown Business District
Hansen Park
Community Center
Veterans Park
Brighton Pond
TERRACED LAWN
STAGE
OPEN GREEN
MARKET PLAZA
PARKING
PARKING RAMP
MIXED-USE
MULTI-FAMILY
HOTEL
CREEK WALK
City Hall
Public Safety Center
Abbott
API Group
The Villas at New Brighton
St. John the Baptist Catholic Church and School
Mounds View High School
Midtown Village
Oaks Landing
Main Street Village Condos
Brighton Oaks
Post Office
Paddle North
Spectrum Plastics
Holiday
Public Storage
Minnesota Commercial Railway R.O.W.
Canadian National Pole Yard
Old Hwy 8
8th St
7th St
6th St
5th St
4th St
10th St
New Brighton
Arden Hills
8th Ave
7th Ave
6th Ave
4th Ave
3rd Ave
2nd Ave
1st Ave
11th Ave
10th Ave
9th Ave
OPEN RUN
PLANTER BARRIER
NOISE WALL MURAL
200’
400’
600’
N
Sources: Esri, TomTom, GeoTechnologies, NOAA, USGS, and the GIS User Community



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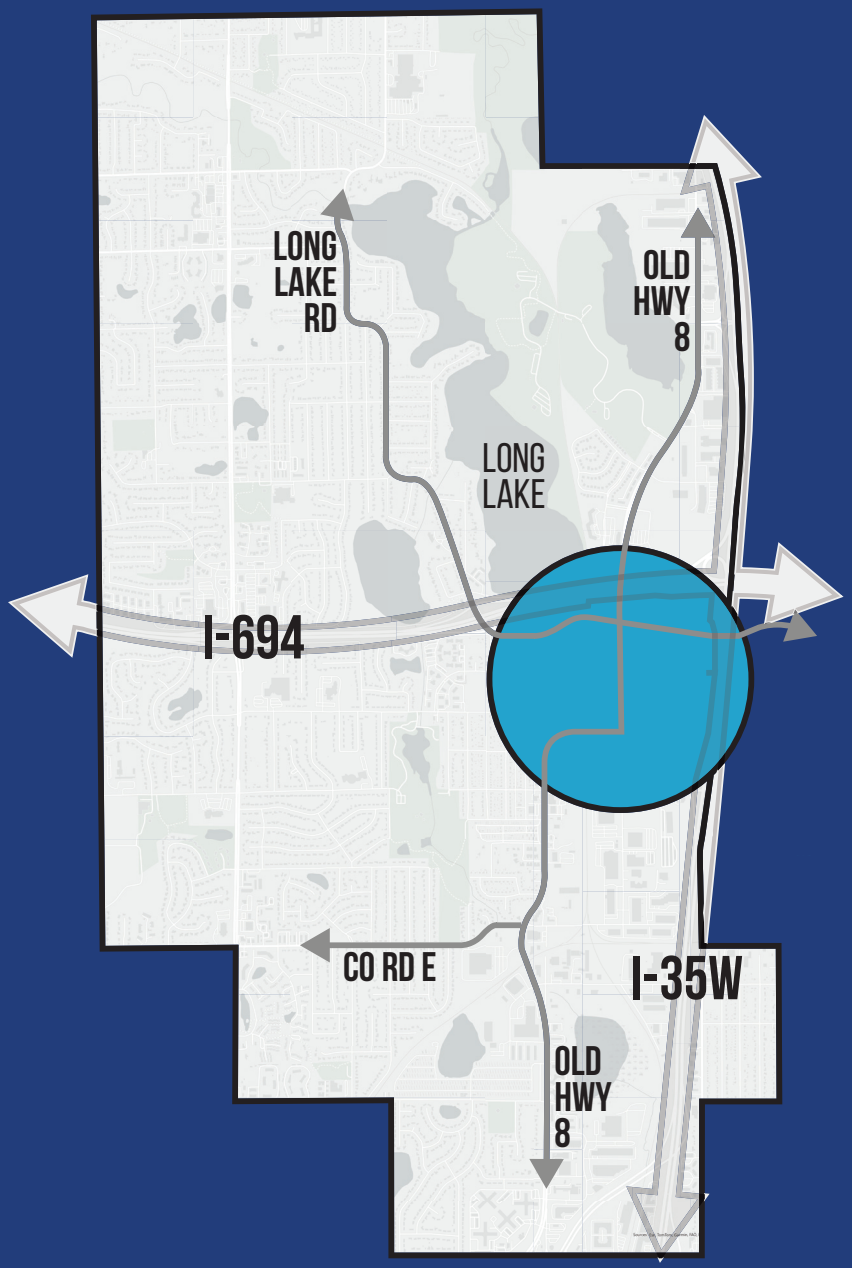
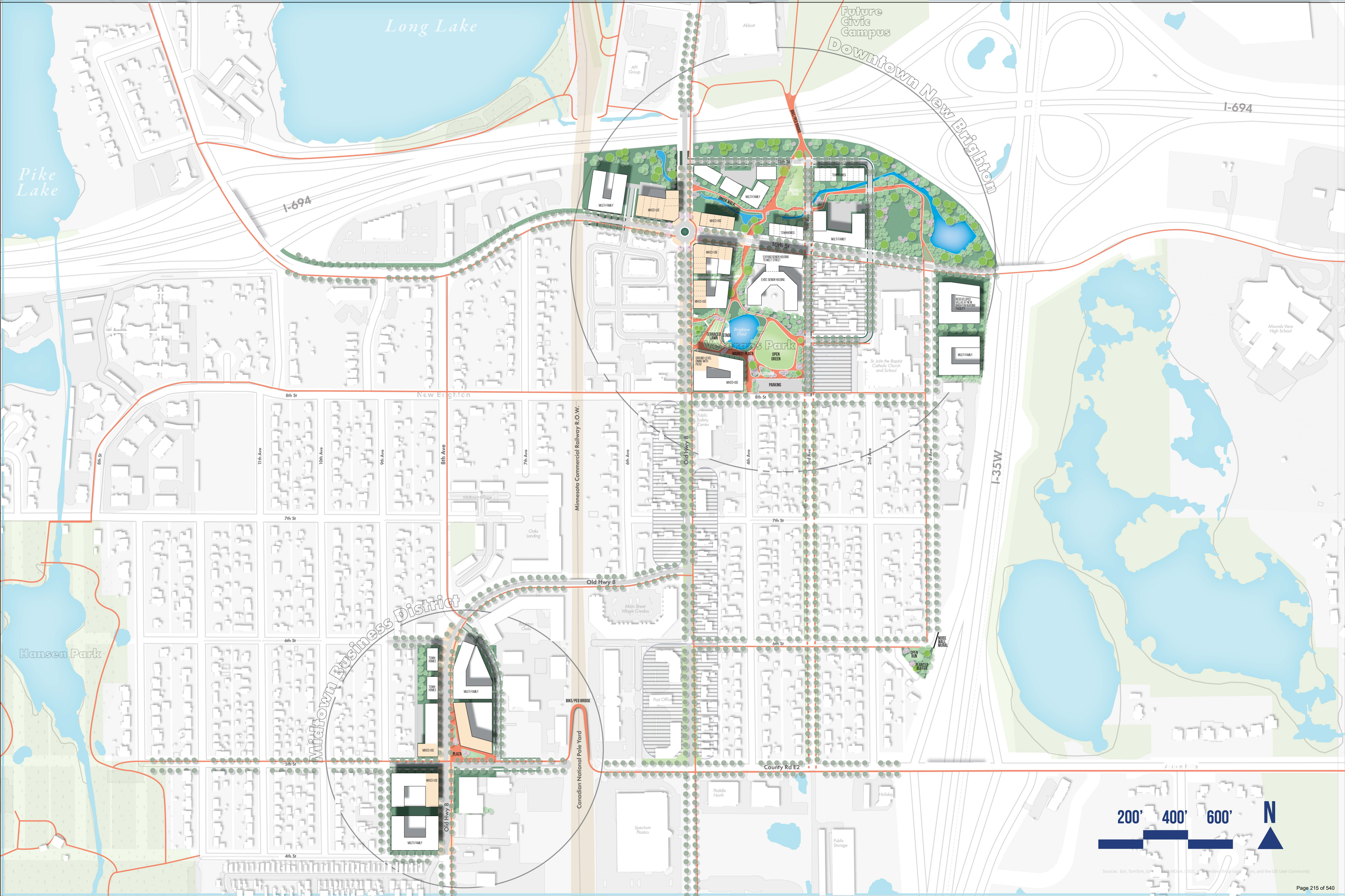


New Brighton Downtown Vision Plan

FROM SETTLEMENT TO CENTER PHASE 1

Final Plan



Long Lake
Pike Lake
Future Civic Campus
Downtown New Brighton
I-694
I-35W
Veterans Park
Midtown Business District
Hansen Park
Minnesota Commercial Railway R.O.W.
Canadian National Pole Yard
Old Hwy 8
New Brighton
County Rd E2
Arden Hills
8th St
7th St
6th St
5th St
4th St
11th Ave
10th Ave
9th Ave
8th Ave
7th Ave
6th Ave
4th Ave
3rd Ave
2nd Ave
1st Ave
11th St
10th St
MULTI-FAMILY
MIXED-USE
TOWNHOMES
GREEN WALK
EXPAND SENIOR HOUSING TO MEET STREET
EXIST. SENIOR HOUSING
TERRACED LAWN
STAGE
Brighton Pond
MARKET PLAZA
OPEN GREEN
PARKING
GROUND LEVEL LINING WITH PATIO
PLAZA
BIKE/PED BRIDGE
Public Safety Center
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Paddle North
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Holiday
NOISE WALL MURAL
OPEN RUN
PLANTED BUFFER
200'
400'
600'
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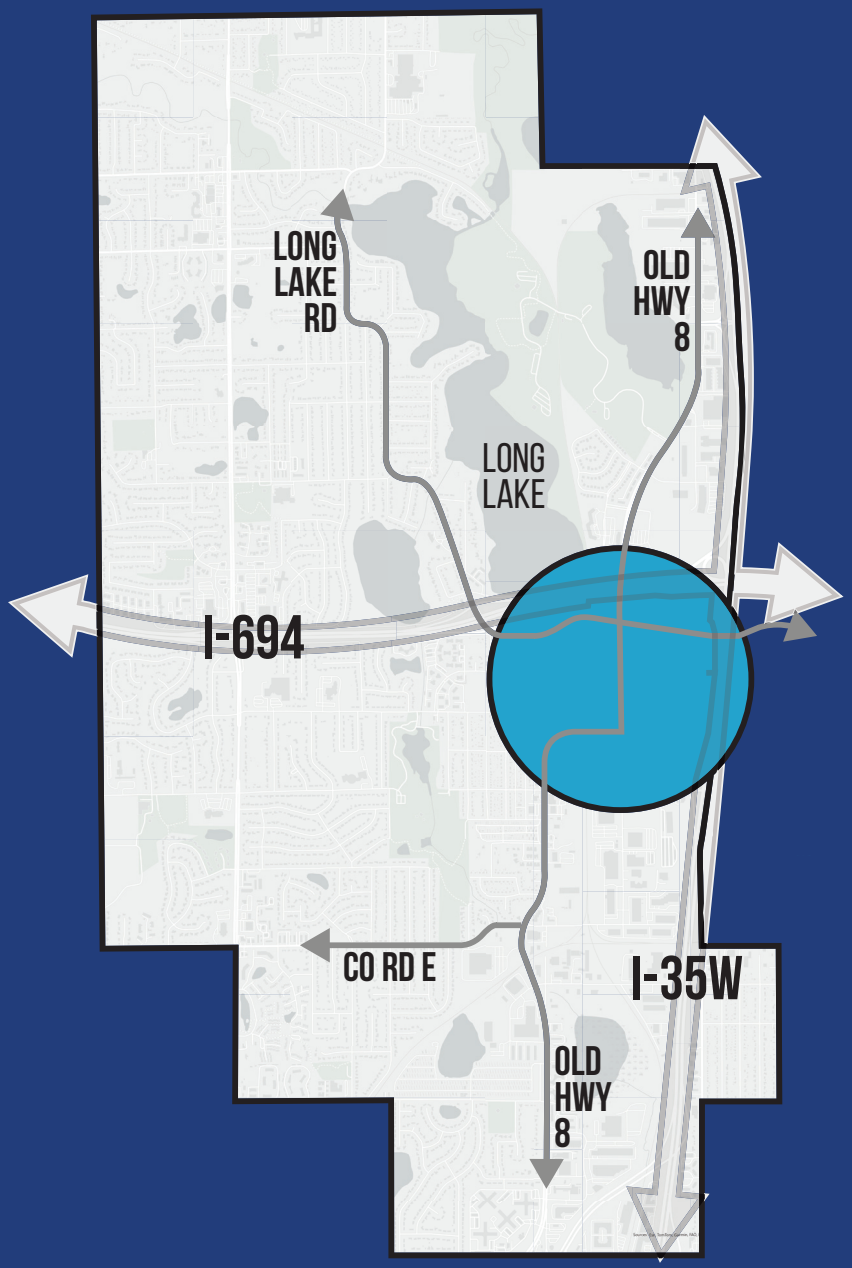


New Brighton Downtown Vision Plan

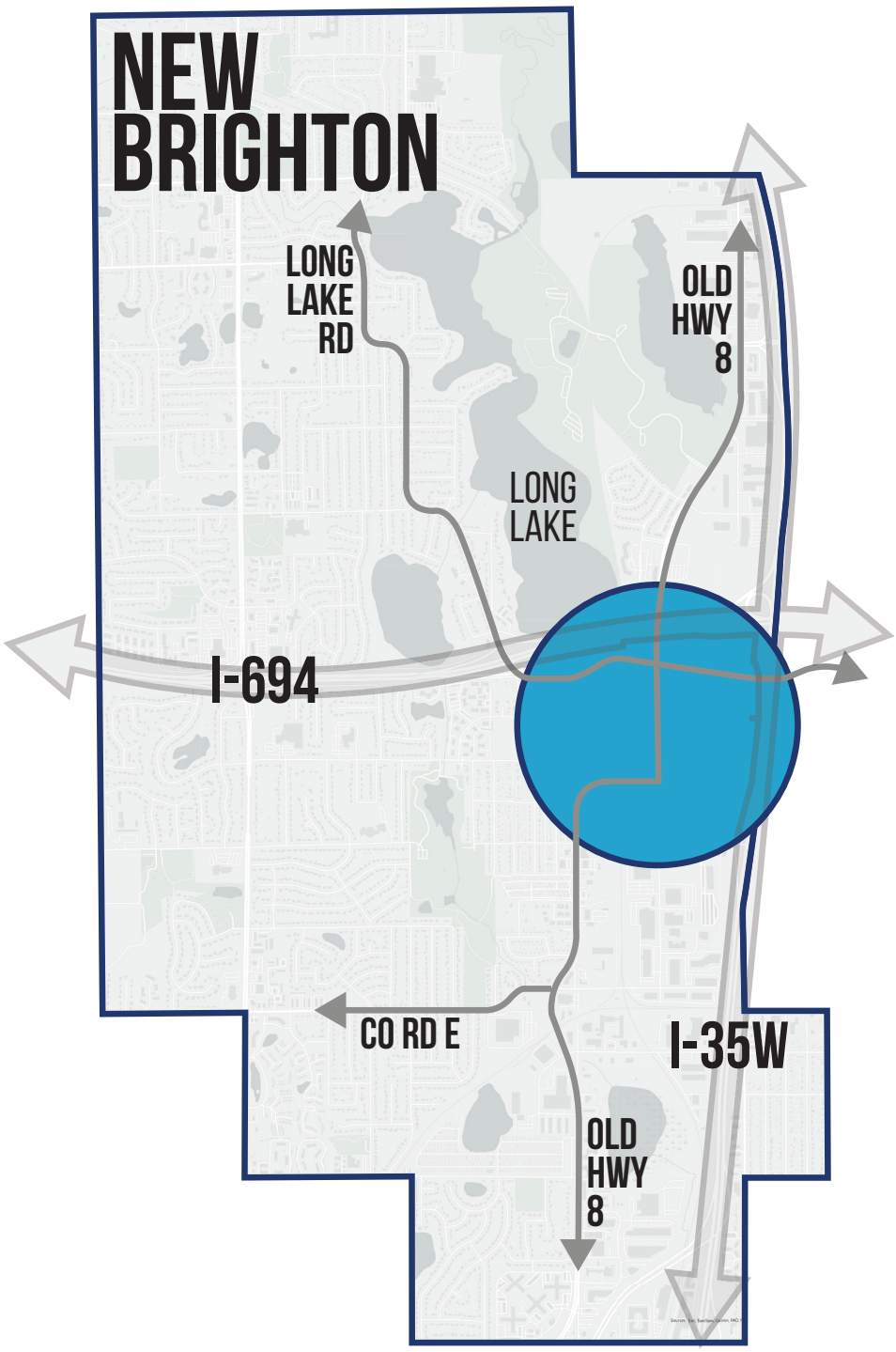
FROM SETTLEMENT TO CENTER PHASE 1

Engagement Materials

NEW BRIGHTON
Downtown Vision Plan

ENGAGEMENT SUMMARY
July 15th, 2026

DF/ RAMSEY COUNTY



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Demographic Discrepencies	6
Takeaways and Strategies	8
Engagement Events	10
Survey #1 Results	14
Open House Results	28
Survey #2 Results	33

Executive Summary

Spanning from October of 2025 through January of 2026, the City of New Brighton and their planning consultant conducted a comprehensive public engagement process to inform the New Brighton Downtown Vision Plan. Engagement included pop-up outreach at the Pumpkin Crawl, resident and business listening sessions, and an online survey that generated more than 350 responses. Together, these efforts reached community members, local businesses, agency partners, and regular users of the downtown, providing both quantitative data and qualitative insight into community priorities, concerns, and aspirations.

Across all engagement formats, there was strong and consistent alignment around a vision for a walkable, people-centered downtown anchored by high-quality public spaces, local businesses, and everyday amenities such as cafés, restaurants, parks, trails, and places to sit and gather. Public-realm improvements, including safer streets, better walking and biking connections, green spaces, and event-ready gathering areas, emerged as the top priorities by a wide margin. Community members expressed a desire for a downtown that functions as an everyday destination and community hub, rather than one driven by large-scale redevelopment or new housing.

At the same time, engagement revealed clear sensitivities around scale, change, and neighborhood impact. Many participants voiced caution about additional apartment development in an already built-out area and emphasized the importance of maintaining New Brighton's small-town character. Safety and accessibility, particularly along Old Highway 8, at key intersections, and in connections to the Community Center and Long Lakewere recurring concerns, especially for seniors, children, and people walking or biking. Feedback also highlighted the importance of fiscal responsibility, long-term maintenance, and clarity about where change is intended and where it is not.

Demographic analysis of engagement to date shows that responses primarily reflect the perspectives of older, higher-income, predominantly White homeowners who regularly use the Downtown. Youth, renters, Black and Hispanic/Latino community members, men, and lower-income households were less represented in the survey, listening sessions, and pop-up engagement conducted to date.

These findings will help inform future engagement efforts as the project moves into the concept development and plan refinement phases, where additional opportunities for feedback will be provided.

The project schedule includes the current engagement phase and additional opportunities in the future

Representation Gaps

Understanding who participated in the surveys is important for interpreting the results and identifying perspectives that may be more or less visible throughout the engagement process. While the surveys reached a large number of highly engaged community members with strong familiarity and investment in downtown New Brighton, comparing survey demographics to broader city demographics helps identify groups whose experiences and priorities may require additional outreach and consideration in future phases of planning and implementation.

OVERREPRESENTED GROUPS

- **Middle-aged and older adults, particularly residents between the ages of 45 and 74**
- **Homeowners and long-term community stakeholders**
- **Higher-income households, especially households earning above $100,000 annually**
- **Frequent users of the Town Center area and existing civic amenities**
- **White residents**
- **Women**

UNDERREPRESENTED GROUPS

- **Younger residents, particularly adults under 35**
- **Families with young children**
- **Renters, students, and emerging professionals**
- **Lower-income households**
- **Residents of color, including Black, Hispanic/Latino, Asian,**
- **Indigenous, and multiracial residents**
- **Individuals with limited existing connection to the Town Center area**
- **Men, relative to overall city demographics**

POTENTIAL IMPLICATIONS OF REPRESENTATION GAPS

The demographic makeup of survey participants may have influenced how certain topics and priorities were represented throughout the engagement process. Because the survey skewed toward older, higher-income, white homeowners with strong existing ties to the community, the results may place comparatively greater emphasis on neighborhood stability, fiscal caution, preservation of community character, traffic concerns, and incremental change. These groups may also be more likely to prioritize maintaining existing amenities, limiting density, and protecting established residential patterns.

At the same time, perspectives that are often more strongly associated with younger residents, renters, lower-income households, and more diverse populations may be comparatively underrepresented. This could include stronger support for housing affordability, multifamily housing options, nightlife and entertainment, alternative transportation, cultural programming, or more transformative redevelopment approaches. Underrepresentation of residents with weaker existing ties to the Town Center area may also mean the survey places greater emphasis on the experiences of current users rather than identifying barriers preventing broader use or access.

These gaps do not invalidate the survey findings, but they do provide important context for interpreting the results and identifying opportunities for additional targeted engagement as the plan moves into future phases of refinement and implementation.

Demographic Discrepencies

While the survey overall showed fairly broad alignment around safety, walkability, local businesses, and maintaining New Brighton's character, there were several notable differences across demographic and user groups in the data.

YOUNGER VS. OLDER RESPONDENTS

Younger respondents showed stronger support for walkability and multimodal improvements: Respondents under roughly 45 years old were more likely to prioritize walkable and bike-friendly streets, safer pedestrian environments, and public realm improvements than respondents over 55.

Older respondents placed greater emphasis on stability and parking convenience: Older participants were somewhat more likely to prioritize maintaining convenient parking, minimizing change, and ensuring investments were incremental and financially cautious.

Small-town character resonated across age groups: Both younger and older respondents consistently valued preserving New Brighton's small-town feel, though older residents tended to frame it more as preserving existing conditions, while younger residents more often paired it with walkability and local businesses.

Younger respondents were modestly more open to redevelopment and activity: Support for creating a more active downtown environment, encouraging reinvestment, and adding destinations was somewhat stronger among younger age brackets.

RESIDENTS VS. NON-RESIDENTS

Residents were more protective of community character and neighborhood fit: People who live or own homes in the area showed stronger concern about redevelopment scale, taxes, parking impacts, and preserving neighborhood identity.

Non-residents were somewhat more supportive of destination-oriented improvements: Visitors and non-residents were slightly more likely to support new development, active public spaces, and downtown enhancements that would make the area feel more vibrant or distinctive.

Residents prioritized safety and everyday usability: Local residents consistently emphasized practical concerns such as safe crossings, sidewalks, comfort, daily services, and fiscally responsible implementation.

Non-residents were less concerned about parking tradeoffs: Respondents without direct residential ties to the area were generally somewhat more comfortable with changes prioritizing walking, biking, and public space over vehicle convenience.

FREQUENT USERS VS. OCCASIONAL USERS

Frequent visitors tended to focus on functionality and access: People who visit the area weekly or daily prioritized safe streets, practical improvements, and maintaining usability for everyday trips.

Occasional users were more supportive of placemaking and identity-building: Respondents who visit less often were comparatively more interested in creating a stronger downtown identity, adding destinations, and making the area feel more unique and memorable.

Regular users were more cautious about large-scale transformation: Frequent users often expressed concern about traffic, disruption, taxes, and the pace of redevelopment, likely reflecting greater familiarity with existing conditions.

EMERGING PHILOSOPHICAL DIVIDE

One group favored transformation through public realm investment: These respondents supported walkability, parks, gathering spaces, trails, local businesses, and a more active civic environment. They generally viewed downtown as an opportunity to create a stronger community center.

Another group favored preservation and incremental change: These respondents were not necessarily opposed to improvements, but consistently emphasized affordability, parking, taxes, and maintaining the current character and scale of New Brighton. Many comments suggested concern about overdevelopment or "change for the sake of change."

Most respondents fell somewhere in the middle: The largest portion of participants appeared supportive of gradual improvements that improve safety, public spaces, and local businesses without dramatically reshaping the community.

Key takeaways and plan strategies

TAKEAWAY	STRATEGY
The community is aligned on desired outcomes, but divided on the scale of change required to achieve them.	Frame the plan around shared goals first, including safety, local businesses, gathering spaces, walkability, and community identity, before introducing more transformative physical changes. Emphasize that concepts represent a range of implementation pathways rather than a single predetermined outcome.
Residents want a downtown that supports everyday life, not just special events.	Prioritize recommendations that strengthen daily-use amenities such as cafés, restaurants, parks, trails, neighborhood retail, and comfortable public spaces. Focus the vision around creating a place people regularly use rather than solely an event destination.
Public realm improvements represent the strongest area of consensus.	Position sidewalks, crossings, streetscapes, parks, trails, lighting, and gathering spaces as foundational investments and likely early implementation priorities. These improvements can build momentum and public trust while benefiting residents regardless of opinions on redevelopment intensity.
There is significant demand for stronger "third places" and informal community gathering spaces.	Incorporate recommendations that support social life and lingering, including plazas, patios, flexible civic spaces, local businesses, and comfortable pedestrian environments that encourage people to spend time downtown.
Some residents are concerned about change feeling imposed or disconnected from community needs.	Continue emphasizing that the plan is community-informed and implementation-focused rather than prescriptive. Clearly communicate how public input shaped recommendations and frame future change as incremental, flexible, and responsive to evolving community priorities.
Affordability and fiscal responsibility are major underlying concerns.	Include a realistic implementation framework that emphasizes phased investment, partnerships, grant opportunities, and achievable short-term actions. Clearly distinguish between long-term vision ideas and near-term priorities to reduce perceptions of immediate large-scale public spending.

TAKEAWAY	STRATEGY
Residents support strengthening New Brighton's identity more than radically redefining it.	Frame recommendations as reinforcing and enhancing the community's existing character rather than urbanizing it into something fundamentally different. Use language around "small-town character," "community identity," and "evolution rather than replacement."
The community values both accessibility and placemaking.	Avoid framing mobility improvements as a choice between cars and pedestrians. Instead, focus on balanced solutions that improve comfort, safety, and walkability while maintaining practical access and parking convenience where appropriate.
The area already functions as a civic and community hub, even if its physical form lacks a strong downtown identity.	Build the vision around strengthening existing assets such as the community center, library, parks, civic spaces, and community events. Reinforce the idea that the plan is formalizing and improving an identity that already exists socially and functionally.
Support for redevelopment increases when tied to visible public benefit.	Connect future redevelopment recommendations to tangible community outcomes such as improved parks, local businesses, gathering spaces, housing choice, safer streets, and expanded amenities rather than growth for its own sake.
Early implementation projects will strongly shape public confidence in the plan.	Identify a set of highly visible, lower-risk "early wins" that demonstrate progress quickly and positively. Focus on projects that improve everyday experience, such as crossings, landscaping, public seating, trail connections, signage, beautification, or small public space improvements.
The survey reflects a highly engaged community with strong emotional investment in the area's future.	Maintain continued public involvement throughout the planning process and implementation phases. Ensure future engagement focuses not only on collecting feedback, but also on demonstrating responsiveness, transparency, and how community input continues to shape outcomes.

Community members Review the Pumpkin Crawl Engagement Boards

Engagement Events

OVERVIEW

Over the final months of 2025, an in-person event and listening sessions were jointly held by Damon Farber and city staff. Together, the listening sessions and pop-up engagement activities provided a clear and consistent picture of community priorities for New Brighton's downtown.

PUMPKIN CRAWL

Engagement activity overview

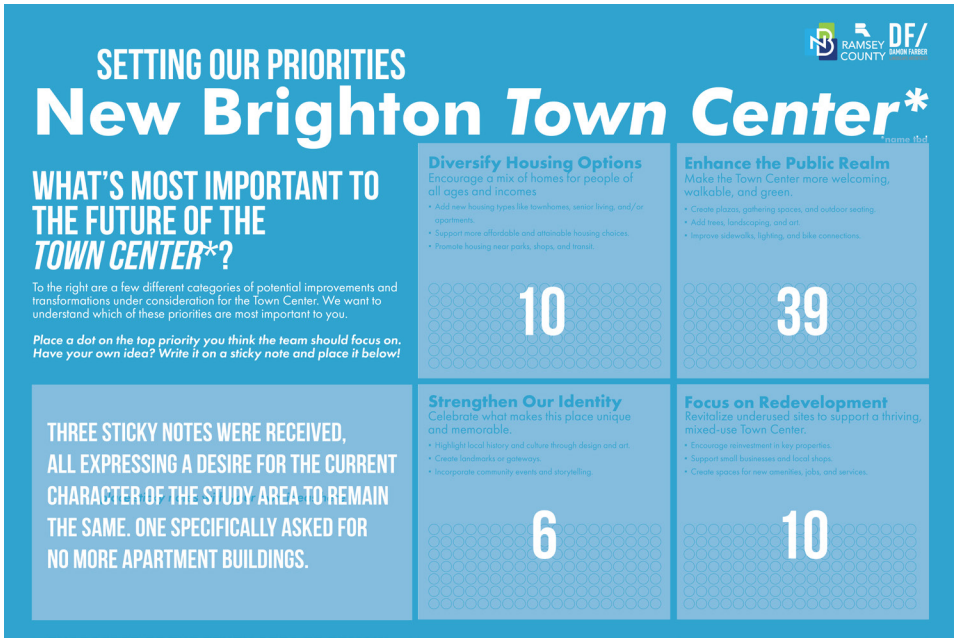
On October 24th, 2025, public engagment efforts began and the Vision Plan was officially kicked off. Damon Farber assisted New Brighton staff to create a pop-up booth at the city's annual Pumpkin Crawl, a halloween-themed event which attracts local community members and families. Dressed in costume and with a bowl of candy on our table, the team was able to reach roughly 100 members of the community across a wide demographic spectrum.

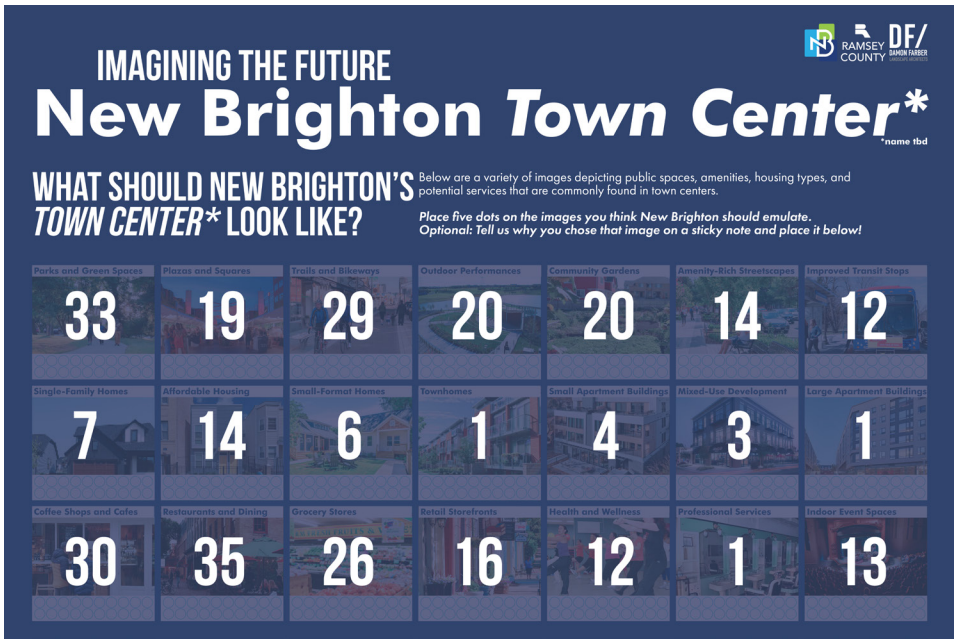
Two interactive boards were used to understand what the community values most for the future of New Brighton's downtown and what types of places and amenities they want it to resemble. Participants were asked to prioritize broad improvement categories using dot voting and to react to visual examples of public spaces, housing types, and amenities commonly found in downtowns. Together, these exercises provided both quantitative signals and qualitative insight into community preferences.

Community Priorities

The priority-setting exercise showed a strong and clear emphasis on the public realm. Enhancing the public realm received the highest level of support by a wide margin, significantly outpacing other categories. This indicates that community members are most interested in improvements that make the Downtown more welcoming, walkable, green, and comfortable, such as plazas, streetscape upgrades, landscaping, lighting, and outdoor seating.

Diversifying housing options and focusing on redevelopment received moderate support, suggesting openness to change when it is targeted and thoughtfully integrated. Strengthening identity received fewer votes, indicating





Engagement boards displayed at Pumpkin Crawl (numbers denote count of dots placed in given area)

that while identity is important, community members see physical improvements to streets and public spaces as the most urgent way to shape character. Written sticky notes reinforced this pattern, with several participants explicitly expressing a desire to maintain the existing character of the area, including one comment calling for no additional apartment buildings.

What community members want downtown to look like

The imagery exercise further reinforced the public-realm-first message. The most supported images were those depicting parks and green spaces, restaurants and dining, coffee shops and cafés, trails and bikeways, grocery stores, and everyday gathering places. These selections point to a Downtown envisioned as an active, social, and practical place for daily life, not just a destination for special occasions.

By contrast, images showing large apartment buildings, mixed-use buildings with multi-family housing, and townhomes received very little support. Small-format housing and small apartment buildings also ranked low, indicating that housing, especially higher-density forms, is not the primary lens through which participants envision the Downtown's future. Instead, people gravitated toward images that emphasize walkability, food, local businesses, green space, and places to linger.

Key themes emerging from both boards

Taken together, the two exercises point to a consistent set of community values. Community members are most excited by a downtown defined by high-quality public spaces, local-serving amenities, and everyday usability, rather than by major redevelopment or new housing. There is clear enthusiasm for parks, dining, cafés, trails, and grocery options—elements that support frequent, informal use and strengthen social life. At the same time, there is caution around housing intensity and a strong desire to preserve the established character of surrounding neighborhoods.

LISTENING SESSIONS

Overview

Listening sessions held on December 16 and 17, 2025 provided valuable qualitative insight into the future of the New Brighton Downtown from both community members and stakeholders working in the area. Community members reinforced themes emerging from earlier engagement, expressing strong support for a walkable, human-scaled downtown with local businesses, safer and greener streets, inviting public spaces, and a clear connection to the community's history, while also voicing caution about additional apartment development in an already built-out area. Safety and accessibility were recurring priorities, particularly along Old Highway 8 and at key intersections, with an emphasis on safer crossings, improved sidewalks and bike connections, better access to the Community Center and Long Lake, and more everyday amenities such as coffee shops and outdoor seating. The business and agency session echoed many of these interests, highlighting a desire for walkable access to amenities, places to gather during breaks, and events that would draw people into the city. Agency partners, including MnDOT and Ramsey County, also noted upcoming infrastructure work on the Old Highway 8 bridge as a near-term opportunity to improve safety and create a more welcoming gateway into New Brighton.

Resident Listening Session

The resident listening session took place on December 16th, 2025, provided an opportunity for long-time and newer community members to share detailed perspectives on the future of the New Brighton Downtown, building on themes already emerging from surveys and pop-up engagement. The meeting included an overview of project goals, schedule, and early findings from the inventory, online survey, and Pumpkin Walk event. These findings—emphasizing a walkable, human-scaled downtown with local businesses, greener and safer streets, public gathering spaces, and an authentic connection to New Brighton's history—resonated strongly with participants.

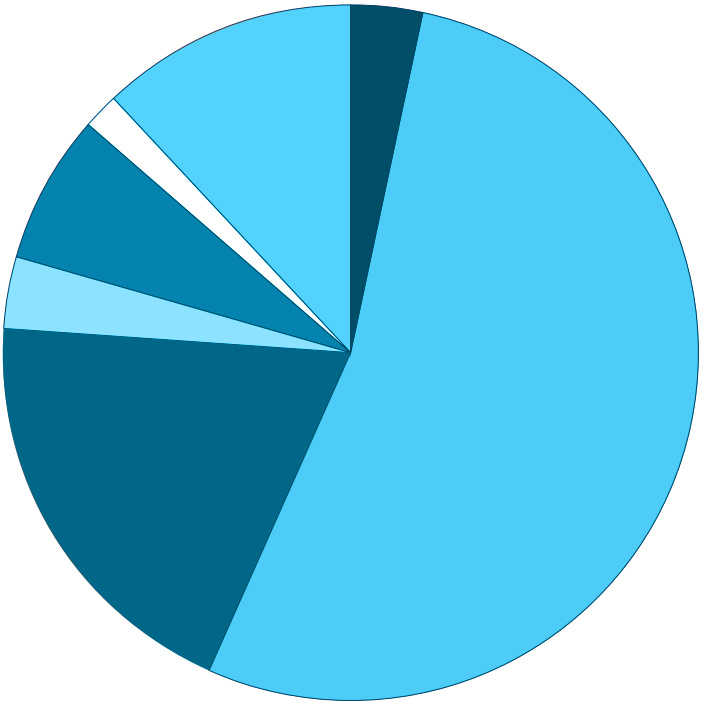
During discussion, community members expressed strong appreciation for the area's existing small-town character and voiced caution about additional apartment development, questioning where new growth could realistically fit within an already built-out district. Safety and accessibility were recurring concerns, particularly along Old Highway 8 and at key intersections, with community members highlighting challenges for seniors, children, and people walking or biking. Participants emphasized the need for safer crossings, better sidewalks and bike connections, improved access to the Community Center and Long Lake, and more everyday amenities such as coffee shops, small services, and outdoor seating. Overall, the conversation reinforced a desire for incremental, people-focused improvements that enhance walkability, safety, and community life while respecting neighborhood character and serving community members of all ages.

Business/Agency Listening Session

We also hosted a listening session on December 17th, 2025 for businesses and agencies working in the area. While attendance at this listening session was smaller than the residential session, (with one business owner and a handful of agency partners from MnDOT, Ramsey County) it provided an opportunity to understand how the New Brighton Downtown Vision Plan can better support employers in the area and dovetail with ongoing projects. The business owner expressed a desire to have more opportunities to walk to amenities such as parks, places to sit, and cafes and restaurants for them and their employees during breaks. The agency partners largely expressed similar interests, with a focus on events that could get them to visit the city as none of them lived in the community.

The MnDOT representative noted that work on the Old Highway 8 bridge on the north side of the study area would be replaced in the coming years. Attendees agreed that this presents an opportunity to address safety concerns with the existing bridge and create a welcoming gateway into the community.

Community members Review the Pumpkin Crawl Engagement Boards



Survey #1 Results

OVERVIEW

The community survey provided a comprehensive picture of how community members experience downtown New Brighton today and what they hope it can become in the future. The 357 responses reflect strong engagement from people who live nearby, regularly use the area, and feel a personal stake in its long-term success. Across both quantitative and open-ended questions, participants consistently emphasized everyday experience—how easy it is to walk, where people gather, whether there are reasons to visit regularly, and how the area reflects New Brighton's identity.

Overall, the results show broad alignment around a vision of downtown as a walkable, people-centered community hub rather than a destination defined by large new development. Community members expressed a desire for local shops and dining, safe and comfortable walking and biking conditions, and high-quality public spaces that support daily use as well as community events. At the same time, the survey revealed clear sensitivities around scale, change, and neighborhood impact, with many respondents emphasizing the importance of protecting surrounding residential areas, managing costs, and avoiding overdevelopment.

The following pages review survey questions and respondent answers. Each page includes a review of the question asked, an overview of respondent sentiment, aggregated results, and ideas a series of suggestions based on the responses. These suggestions are intended to steer future conversations about how the project team can incorporate this feedback into planning concepts and are not final conclusions.

ITEMS WITH BROAD COMMUNITY SUPPORT

Public realm improvements as the top priority: Strong support for new and improved public spaces, including plazas, parks, streetscape upgrades, lighting, landscaping, and places to sit and gather.

Walkability and pedestrian safety: Widespread desire for safer crossings, better sidewalks, improved lighting, trail connections, and bike infrastructure, especially along Old Highway 8 and key intersections.

Local shops, dining, and everyday amenities: Strong preference for cafés, restaurants, grocery options, small shops, and services that make downtown useful for daily life rather than occasional visits.

Downtown as a community hub: Broad agreement that the downtown should host community events, markets, festivals, and informal social activity for all ages.

Small-town character and identity: Consistent emphasis on maintaining a human-scaled, welcoming, and distinctly "New Brighton" feel rather than pursuing a big-city or highly urban model.

Nature-based and low-maintenance landscapes: High support for naturalistic planting, stormwater gardens, and landscapes that are practical, resilient, and easy to maintain.

ITEMS WITH MIXED FAVORABILITY

Targeted redevelopment of underutilized sites: Support exists when redevelopment focuses on the downtown core, surface parking lots, or underperforming commercial parcels and helps deliver public benefits.

Diversifying housing options (limited and carefully scaled): Some openness to housing when it is modest in scale, well-integrated, and supports local businesses—but not as a primary driver of downtown change.

Identity-building features (art, gateways, branding): Valued as complementary elements, but seen as secondary to functional improvements like walkability, safety, and usable public space.

Events and programming: Generally supported, especially when tied to public spaces and local businesses, but with interest in ensuring impacts are manageable for neighbors.

ITEMS WITH LOWER LEVELS OF SUPPORT

Large apartment buildings or high-density housing: Very limited support, with frequent concerns about traffic, taxes, neighborhood character, and overdevelopment.

Housing-led or growth-driven redevelopment strategies: Little appetite for plans that prioritize housing quantity or major redevelopment over public space and everyday usability.

Iconic or symbolic features as standalone investments: Gateways, monuments, or signature architecture were less compelling than investments in streets, parks, and everyday places.

Changes that impact established neighborhoods: Strong resistance to displacement, eminent domain, or redevelopment that extends beyond appropriate downtown locations.

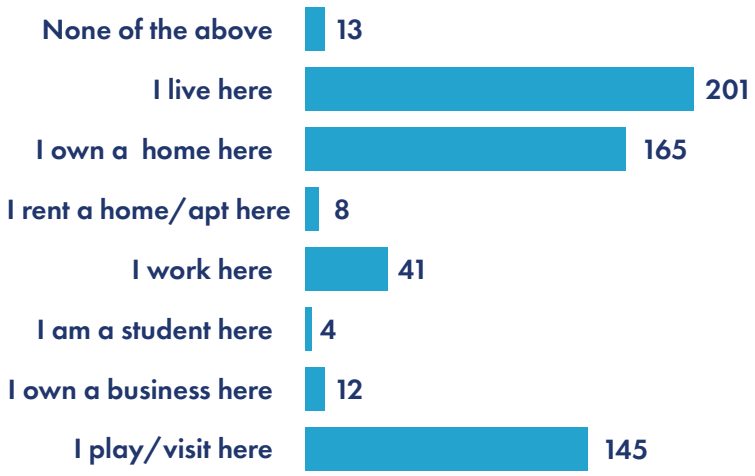
Q1

WHAT IS YOUR RELATIONSHIP TO THE STUDY AREA?

OVERVIEW

Survey responses show that most participants have a direct, personal connection to the New Brighton downtown area, with a strong majority identifying as community members. Over half of respondents indicated that they live in the area, and nearly half reported owning a home there, suggesting significant representation from long-term stakeholders. A substantial share also engages with downtown as visitors or recreational users, while smaller but meaningful portions of respondents work in the area or own local businesses. Fewer respondents identified as renters or students, indicating that the feedback is weighted toward homeowners and established community members rather than transient populations. Overall, the data reflects broad engagement from people who experience downtown New Brighton regularly and have a vested interest in its future.

MULTIPLE CHOICE ANSWERS BY NUMBER OF VOTES



Q2

WHAT WORDS BEST DESCRIBE THE KIND OF NEW BRIGHTON DOWNTOWN YOU'D LIKE TO SEE IN THE FUTURE? (SELECT UP TO 3)

OVERVIEW

Responses to this question show a clear desire for a downtown that is convenient, people-focused, and community-oriented. The most frequently selected priority was a downtown that is convenient for local shops, dining, and daily needs, indicating strong support for a functional, everyday center. Respondents also placed high value on downtown serving as a hub for families and community events, along with being walkable and bike-friendly and having a distinctive, small-town character that reflects New Brighton's identity. Safety, year-round activity, and a welcoming environment for all ages were also commonly cited, while connections to parks and trails and green, sustainable features rounded out the vision. Overall, the data points to a downtown that balances practical amenities with social vibrancy, walkability, and a strong sense of place.

MOST-SELECTED ANSWERS

- **Convenient for local shops, dining, and daily needs — 197 votes (56.29%)**
  The strongest signal overall, emphasizing a downtown that functions as an everyday destination for errands, dining, and services.
- **A hub for families and community events — 151 votes (43.14%)**
  Respondents want downtown to serve as a gathering place for shared experiences, festivals, and community life.
- **Walkable and bike-friendly — 131 votes (37.43%)**
  Strong support for safe, comfortable walking and biking connections along Old Highway 8, 10th Street, and nearby trails.
- **Distinctive, with a small-town feel — 129 votes (36.86%)**
  Indicates a desire for character, identity, and design that reflects New Brighton's history and neighborhoods.
- **Vibrant and active, with places to meet, play, and gather year-round — 119 votes (34.00%)**
  Highlights interest in an energetic downtown with programming and spaces that are active beyond business hours and across seasons.

POTENTIAL IMPLICATIONS FOR THE VISION PLAN

Prioritize Convenience and Daily Use

Consider planning downtown as a practical, everyday destination by clustering local shops, dining, and services so community members can more easily meet daily needs without relying on multiple car trips.

Strengthen Walkability and Active Transportation

Explore designing streets and public spaces to feel safe, comfortable, and inviting for walking and biking, with clear connections along Old Highway 8, 10th Street, and nearby trails that can support year-round use.

Create a Vibrant Community Hub with Local Character

Aim to shape downtown as a lively gathering place for families and community events, blending a distinctive small-town feel with spaces that encourage people to meet, linger, and celebrate New Brighton's identity.

Q3

IN A FEW WORDS OR A SHORT PHRASE, HOW WOULD YOU DESCRIBE YOUR VISION FOR THE DOWNTOWN?

OVERVIEW

Responses to the open-ended vision question reveal a strong and consistent desire for a downtown that functions as the heart of New Brighton—a place people actively choose to visit, walk through, and gather in regularly. Across hundreds of comments, community members repeatedly emphasized walkability, small-town character, local shops and dining, and community gathering spaces as defining elements of a successful downtown. Many respondents expressed a desire for everyday convenience, such as groceries, coffee, and dining paired with safe, welcoming public spaces that support families, events, and social interaction. While a small subset preferred little or no change, the dominant sentiment favors thoughtful revitalization that strengthens identity, supports local businesses, and creates a vibrant, people-centered destination without losing New Brighton's small-

TOP FIVE THEMES

- **Walkable, people-centered downtown — ~115 mentions**
  Frequent references to walkability, bike access, strolling, safety, and being able to park once and walk between destinations.
- **Local shops, dining, and everyday needs — ~105 mentions**
  Strong emphasis on locally owned restaurants, cafés, small businesses, grocery options, and daily-use services rather than chains.
- **Community hub / gathering place — ~95 mentions**
  Downtown as the "heart," "hub," or "center" of the city, supporting events, festivals, markets, and informal social interaction.
- **Small-town character and identity — ~85 mentions**
  Desire to maintain or restore a quaint, historic, small-town feel that reflects New Brighton's identity rather than a big-city model.
- **Safe, welcoming, and family-friendly environment — ~75 mentions**
  Repeated calls for safety, cleanliness, inclusivity, and spaces that work for all ages, including families, seniors, and youth.

POTENTIAL IMPLICATIONS FOR THE VISION PLAN

Create a Walkable, "Park Once" Downtown

Consider planning downtown as a compact, pedestrian-oriented environment where safe crossings, continuous sidewalks, and comfortable public spaces make it easier for people to park once and walk between shops, civic uses, and gathering areas.

Support Local, Everyday Uses at the Ground Level

Explore designing buildings and public spaces to emphasize small-scale, flexible storefronts and community-serving uses—such as cafés, local retail, dining, and daily needs—integrated with plazas or greens that can support both programmed events and casual daily gathering.

Express Small-Town Identity Through Human-Scaled Design

Aim to use building scale, streetscape character, materials, and year-round programming to reinforce New Brighton's small-town identity, helping to create a downtown that feels welcoming, familiar, and active for community members of all ages.

Q4/5

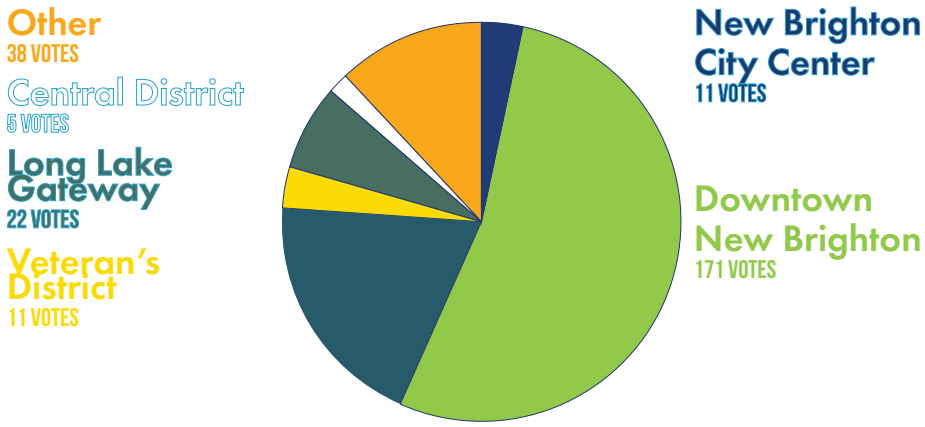
Q4: OVER THE YEARS, THIS AREA HAS BEEN REFERRED TO BY A FEW DIFFERENT NAMES. THE CITY IS EXPLORING A CLEAR, CONSISTENT NAME THAT REFLECTS ITS ROLE AS NEW BRIGHTON'S COMMUNITY HUB. WHAT SHOULD IT BE CALLED IN THE FUTURE?

Q5: WHY DID YOU CHOOSE THAT NAME? (OPEN ENDED)

OVERVIEW

Responses to Questions 4 and 5 show a strong preference for a clear, familiar, and easily understood name that reinforces this area's role as the heart of New Brighton. A clear majority of respondents favored "Downtown New Brighton," citing its simplicity, historic resonance, and immediate recognition by both community members and visitors. Open-ended comments consistently emphasized that the name should feel authentic, inclusive, and descriptive rather than aspirational, trendy, or exclusive.

QUESTION 4 RESULTS



POTENTIAL IMPLICATIONS FOR THE VISION PLAN

Use a Clear, Familiar Name to Reinforce Identity

Consider reinforcing a name that community members already use and understand, as familiarity can help build trust, strengthen identity, and support the downtown's role as a recognizable community anchor.

Align Naming with Everyday Use and Function

A preferred name could reflect expectations for daily activity, local businesses, civic uses, and gathering spaces, signaling that the area is intended to feel active, accessible, and relevant to everyday life.

Avoid Overly Branded or Exclusive Terminology

Community feedback suggests that names perceived as abstract, niche, or exclusionary may undermine buy-in, while simple, descriptive naming can support broader adoption and the long-term success of the downtown vision.

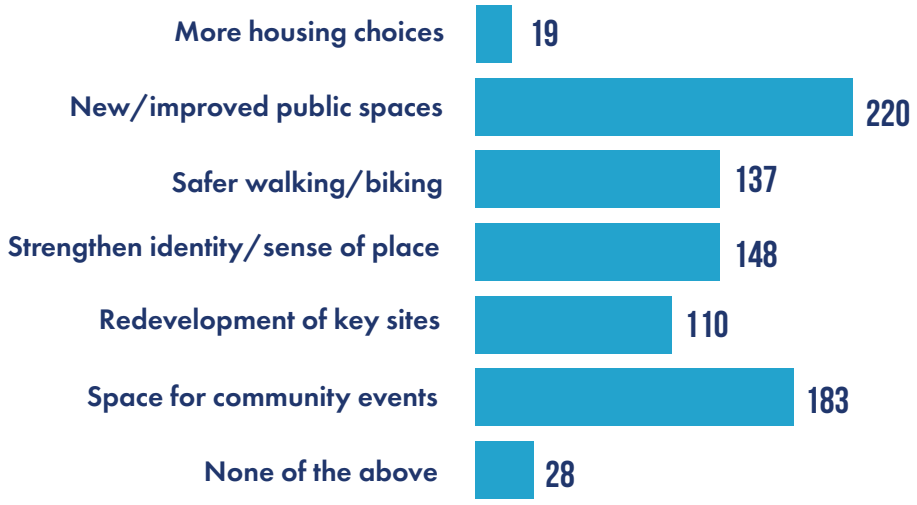
Q6

WHICH IMPROVEMENTS SHOULD BE THE HIGHEST PRIORITIES FOR NEW BRIGHTON'S DOWNTOWN?

OVERVIEW

Responses to Question 6 show a clear emphasis on public realm improvements and placemaking as the highest priorities for New Brighton's downtown. The strongest support was for new or improved public spaces, followed closely by space for community events, strengthening identity and sense of place, and safer walking and biking. Together, these priorities indicate that community members are less focused on growth for its own sake and more interested in creating a downtown that feels welcoming, usable, and distinctly "New Brighton." While redevelopment of key sites and additional housing options were selected by some respondents, they ranked lower overall, reinforcing that community identity, safety, and shared public spaces should lead near-term planning and investment

ANSWERS BY NUMBER OF VOTES



POTENTIAL IMPLICATIONS FOR THE VISION PLAN

Lead with Public Space and the Public Realm

Consider emphasizing high-quality public spaces and gathering areas as a foundation for downtown revitalization, reflecting strong community interest in places to meet, linger, and connect.

Design for Safety, Identity, and Everyday Experience

Explore integrating improvements for walkability, bike safety, and placemaking into projects throughout downtown, helping reinforce identity while making the area more comfortable and inviting for daily use and events.

Phase Redevelopment to Support Community Goals

Redevelopment of key sites could be guided by public space and identity goals, helping ensure that new investment strengthens—rather than competes with—the social and civic role of downtown New Brighton.

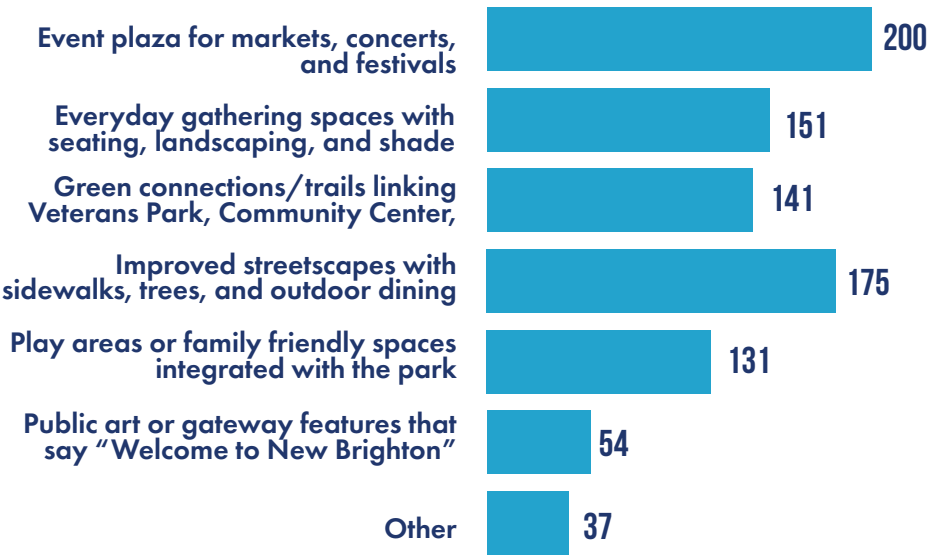
Q7

WHAT TYPES OF PUBLIC SPACES IN THE DOWNTOWN WOULD YOU USE MOST?

OVERVIEW

Responses to Question 7 show strong support for a diverse mix of public spaces that serve both everyday use and larger community events in downtown New Brighton. The most frequently selected options emphasize flexible gathering spaces, improved streetscapes, and an event-ready plaza, reflecting a desire for places that support daily social activity while also accommodating markets, concerts, and festivals. Green connections and family-friendly play spaces were also widely supported, underscoring the importance of linking parks, civic destinations, and downtown streets into a cohesive, walkable network. Overall, the data indicates community members want public spaces that are active, welcoming, and interconnected, balancing programmed events with

ANSWERS BY NUMBER OF VOTES



POTENTIAL IMPLICATIONS FOR THE VISION PLAN

Design Public Spaces to Be Flexible and Multi-Functional

Consider designing public spaces to support both everyday use and large community events, allowing plazas and greens to more easily transition between casual gathering and programmed activities.

Strengthen Connections Between Parks, Civic Uses, and Streets

The plan could prioritize green connections and walkable links that help tie together Veterans Park, the Community Center, Old Highway 8, and downtown destinations into a more continuous public realm network.

Elevate Streets as Social Spaces, Not Just Corridors

Streetscape improvements (trees, lighting, seating, and outdoor dining) could be treated as essential public spaces that contribute to downtown's identity, comfort, and economic vitality.

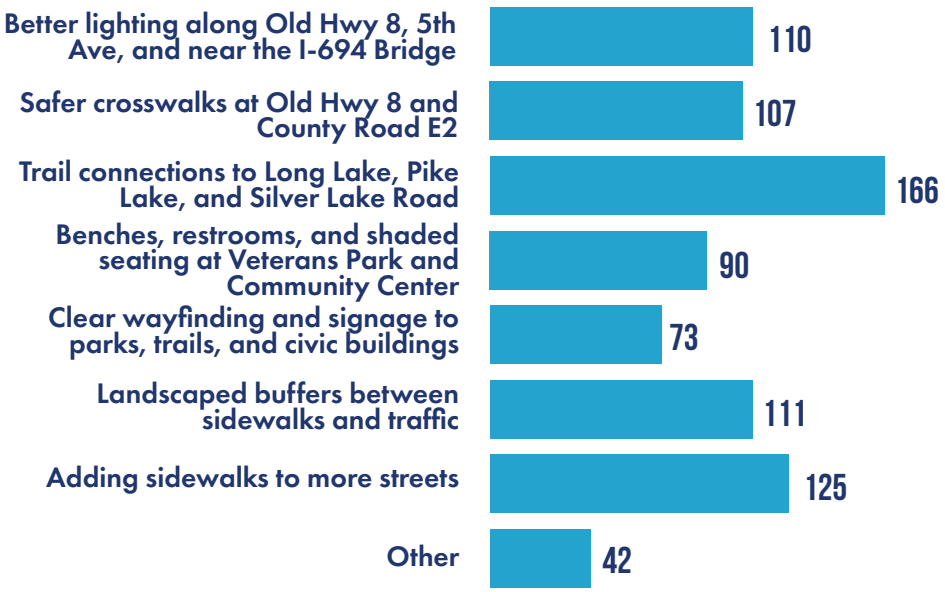
Q8

WHAT WOULD MAKE YOU FEEL MOST COMFORTABLE AND SAFE WALKING OR BIKING IN THE DOWNTOWN?

OVERVIEW

Responses to Question 8 highlight that feeling safe and comfortable downtown is closely tied to visibility, connectivity, and pedestrian-focused amenities rather than enforcement or restrictions. The most frequently selected improvements focus on strong trail connections, safer crossings, better lighting, and supportive amenities such as seating and shade. Community members consistently emphasized the importance of clearly defined walking and biking routes that are well-lit, buffered from traffic, and easy to navigate. Overall, the results suggest that investing in basic, people-centered infrastructure—lighting, crossings, trails, and comfort features—will do the most to improve perceptions of safety and encourage everyday walking and biking in downtown New Brighton.

ANSWERS BY NUMBER OF VOTES



POTENTIAL IMPLICATIONS FOR THE VISION PLAN

Strengthen the Walking and Biking Network as a System

Consider prioritizing continuous trail connections and sidewalks that link downtown to nearby lakes, parks, and neighborhoods, helping reinforce safety through clarity and connectivity.

Design Streets to Visibly Protect People

Explore integrating safer crossings, landscaped buffers, and improved lighting into street design to more clearly separate pedestrians and cyclists from traffic and increase comfort throughout the day and evening.

Pair Safety with Comfort and Legibility

Wayfinding, seating, shade, and basic amenities could be treated as essential safety elements, helping people feel oriented, supported, and welcome while moving through downtown New Brighton.

Q9/10

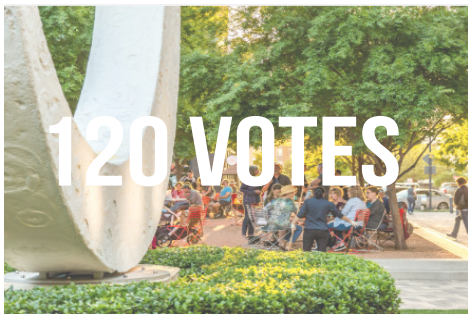
Q9: LOOKING AT THE EXAMPLE IMAGES, WHICH BEST REFLECTS THE TYPE OF DOWNTOWN YOU'D LIKE TO SEE IN NEW BRIGHTON? Q10: WHY DID YOU CHOOSE THESE IMAGES?

OVERVIEW

Responses to Question 9 and 10 provide important context for why community members were drawn to certain downtown imagery, reinforcing themes of walkability, everyday usefulness, community connection, and small-town character. Many respondents emphasized that the images they selected felt welcoming, livable, and oriented toward people rather than cars, with visible activity, greenery, and places to walk to for errands, dining, and socializing. At the same time, comments reveal a strong sensitivity to scale and change, with repeated concerns about overdevelopment, large apartment buildings, and losing the character of established neighborhoods. Overall, the responses suggest that community members support improvement when it enhances daily life, safety, and local business vitality while remaining cautious about density, massing, and changes that feel disconnected from New Brighton's

IMAGERY AND ASSOCIATED VOTE COUNTS

Liveable streets



Plazas for events and gathering

Gateways/public art

Better neighborhood connections

Mixed-use buildings

POTENTIAL IMPLICATIONS FOR THE VISION PLAN

Design for Daily Life, Not Just Visual Appeal

Imagery that resonated most reflected places people could realistically use every day (walking, shopping, gathering, and spending time outdoors), suggesting the plan could prioritize lived experience alongside, rather than over, aspirational aesthetics.

Balance Revitalization with Neighborhood Sensitivity

While there is strong support for improving walkability, public space, and local business activity, the plan could seek to carefully manage building scale and intensity in ways that respect adjacent residential areas.

Use Public Space and Street Life to Signal Change

Community members appear most comfortable with change when it is expressed through better streets, greener spaces, and increased activity rather than large new buildings, positioning the public realm as a potential primary driver of downtown evolution.

Q11

THERE ARE MANY WAYS TO INCORPORATE LANDSCAPE DESIGN INTO THE PUBLIC SPACES. WHICH LANDSCAPE DESIGNS WOULD YOU LIKE MORE OF FOR THIS AREA OF NEW BRIGHTON?

OVERVIEW

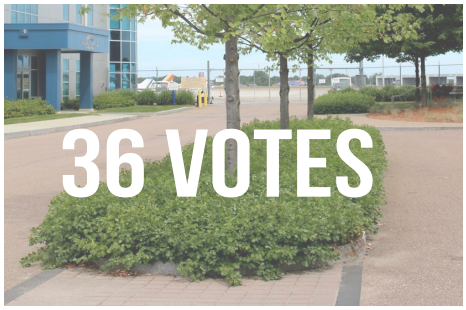
Responses to Question 11 show a clear preference for practical, resilient, and easy-to-care-for landscape design that supports both environmental performance and everyday use in downtown New Brighton. The most supported options emphasize naturalistic landscapes, stormwater management, and low-maintenance approaches, suggesting community members value landscapes that feel authentic, functional, and sustainable rather than overly formal or decorative. While some interest exists in contemporary or formal styles, the overall sentiment favors landscapes that blend into daily life, reinforce a small-town character, and reduce long-term maintenance burdens. Collectively, the responses point to landscape design as an essential part of downtown identity, comfort, and stewardship—not just an aesthetic layer.

IMAGERY AND ASSOCIATED VOTE COUNTS

Rain/stormwater gardens

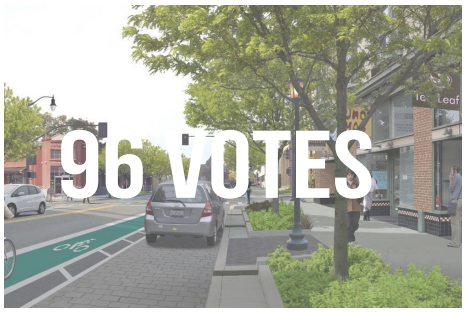
Naturalistic landscape design

Contemporary landscape design



Simple landscape design

Formal landscape design



Low-maintenance landscape design

POTENTIAL IMPLICATIONS FOR THE VISION PLAN

Lead with Nature-Based and Functional Landscapes

Consider prioritizing naturalistic planting and stormwater-focused landscapes that help manage runoff, improve resilience, and feel integrated into the everyday public realm.

Design for Longevity and Maintenance Realities

Strong support for low-maintenance landscapes suggests designs could balance beauty with durability, clear maintenance strategies, and realistic long-term costs.

Use Landscape Character to Reinforce Downtown Identity

Landscape design could aim to feel approachable and authentic to New Brighton, supporting a small-town, people-centered atmosphere rather than relying on highly formal or ornamental treatments.

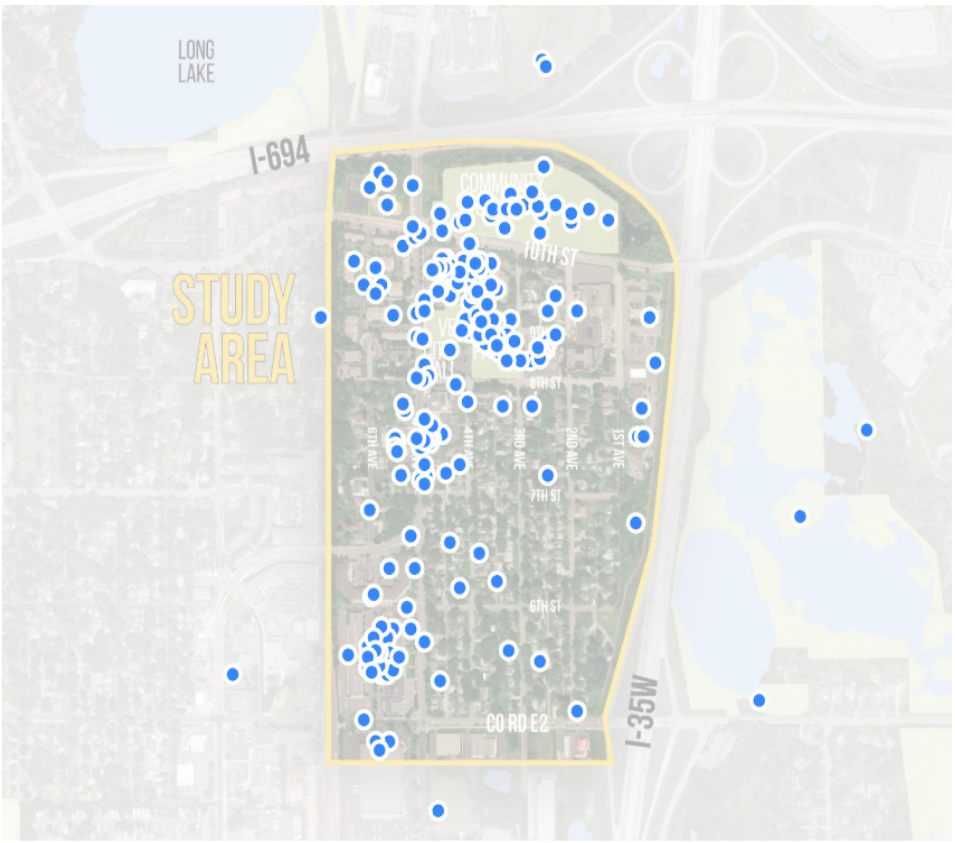
Q12

PLEASE CLICK ON AN AREA WITHIN THE DOWNTOWN WHERE YOU SEE THE MOST OPPORTUNITY FOR IMPROVEMENT OR REDEVELOPMENT - FOR EXAMPLE, SITES THAT COULD BETTER SUPPORT NEW HOUSING, SHOPS, RESTAURANTS, OR GATHERING SPACES.

OVERVIEW

Responses to Question 12 show that community members consistently identified specific, concentrated areas within the downtown study area as having the greatest opportunity for improvement or redevelopment. The map responses cluster most heavily around the central downtown core, particularly along Old Highway 8 and 10th Street and near key civic destinations, rather than being evenly distributed across surrounding residential neighborhoods. This pattern suggests that respondents see the greatest potential in underperforming commercial parcels, large surface parking areas, and auto-oriented corridors, where change could meaningfully improve walkability, public space, and access to shops and gathering places. Overall, the results reinforce a desire to focus investment where it can strengthen the downtown core while minimizing impacts to established residential neighborhoods.

DISTRIBUTION OF CLICKS



POTENTIAL IMPLICATIONS FOR THE VISION PLAN

Focus Growth and Change in the Downtown Core

Consider clearly prioritizing redevelopment and investment within the central downtown area, reinforcing its role as the primary location for new activity, amenities, and identity-building projects.

Use Corridors and Key Sites to Drive Transformation

Strategic improvements along Old Highway 8 and on underutilized sites could act as catalysts for broader downtown revitalization without spreading change too thinly.

Respect Neighborhoods While Strengthening the Center

Community input suggests that future redevelopment could enhance connections to surrounding neighborhoods while concentrating intensity in appropriate downtown locations, helping balance growth with

Q13

DO YOU HAVE ANY ADDITIONAL COMMENTS OR OTHER SPECIFIC SUGGESTIONS FOR IMPROVING THIS AREA OF NEW BRIGHTON?

OVERVIEW

Responses to Question 13 reveal strong, deeply felt opinions about the future of downtown New Brighton, with feedback spanning enthusiasm, caution, and outright opposition. Many respondents expressed a clear desire for a true, walkable downtown with local shops, dining, gathering spaces, and better connections, often referencing admired examples like White Bear Lake, Stillwater, Hopkins, or Greenville, SC. At the same time, a significant number of comments raised concerns about overdevelopment, increased taxes, loss of neighborhood character, traffic, and housing density, particularly apartments and perceived displacement. Across the spectrum, community members repeatedly emphasized everyday needs, safety, maintenance, and fiscal responsibility. Taken together, the comments underscore the importance of a plan that is incremental, transparent, community-serving, and grounded in lived experience, with a clear focus on public benefit rather than growth for its own sake.

TOP FIVE THEMES

- **Desire for local shops, dining, and everyday amenities**
  Frequent calls for cafés, restaurants, bakeries, small grocery or convenience stores, and walkable businesses that give community members a reason to visit downtown regularly.
- **Strong resistance to additional housing, especially apartments**
  Many respondents explicitly opposed new apartment or high-density housing, citing traffic, taxes, neighborhood character, and recent development fatigue.
- **Walkability, safety, and connectivity concerns**
  Repeated mentions of unsafe crossings, lack of sidewalks, difficult bike access over I-694 and rail corridors, and the need for better pedestrian connections between civic uses, parks, and businesses.
- **Fear of displacement, eminent domain, and loss of neighborhood identity**
  Numerous comments expressed anxiety about homes being taken, neighborhoods changing, or long-standing community character being erased.
- **Emphasis on fiscal responsibility and long-term maintenance**
  Community members frequently stressed concerns about taxes, public spending, and the City's ability to maintain new investments over time, urging restraint and clear return on investment.

POTENTIAL IMPLICATIONS FOR THE VISION PLAN

Clarify Where Change Is Intended and Where It Is Not

Consider clearly communicating boundaries, emphasizing targeted and voluntary redevelopment while explicitly recognizing the importance of protecting neighborhoods and addressing concerns about displacement.

Anchor the Vision in Everyday Use, Not Large-Scale Growth

Support appears strongest for improvements that enhance daily life (local businesses, walkability, safety, and gathering spaces) rather than new housing or large-scale transformative redevelopment.

Pair Vision with Fiscal and Implementation Guardrails

To help build trust, the plan could clearly address cost, phasing, maintenance responsibilities, and return on investment, demonstrating that improvements can be modest, durable, and community-serving.

Q14-21

DEMOGRAPHIC QUESTIONS

OVERVIEW

In order to understand who we heard from in the survey, a series of demographic questions were asked at the end of the survey.

Age: Survey respondents were primarily adults ages 35 and older, with the largest shares in the 35–44, 45–54, 55–64, and 65+ age ranges. Participation from community members under 25 was limited, indicating that feedback largely reflects established households and long-term community members.

Race: Respondents identified predominantly as White (approximately 90%), with smaller representation from Asian, Black or African American, Hispanic or Latino, and other racial or ethnic identities. This mirrors broader regional demographics but also indicates an opportunity for continued outreach to more diverse populations.

Gender Identity: Participants were fairly evenly split by gender, with a slight majority identifying as women (approximately 65%) and about one-third identifying as men, along with a small number identifying as non-binary or another gender identity.

Income: Most respondents reported moderate to higher household incomes, with the largest share earning $100,000 or more annually, followed by households in the $75,000–$99,999 range. Lower-income households were represented but at smaller percentages.

Familiarity with Study Area: Engagement reached many regular users of the Downtown, with over half of respondents visiting the area weekly and another large share visiting monthly. This indicates that feedback is strongly informed by firsthand, recurring experience with Downtown New Brighton.

ZIP Code: The vast majority of respondents reported ZIP codes within New Brighton (55112), confirming that the survey primarily captured input from local community members rather than regional visitors or commuters.

REPRESENTATION GAPS AND LIMITATIONS

While the survey generated strong participation from community members who regularly use the Downtown, some community groups were underrepresented compared to New Brighton's overall population. In particular, youth and young adults, renters, Black community members, Hispanic/Latino community members, men, and lower-income households participated at lower rates than their share of the city's population. As a result, survey findings most strongly reflect the perspectives of older, higher-income, predominantly White, homeowner households. These gaps highlight the importance of continued outreach and inclusive engagement as the plan advances, particularly with groups whose everyday experiences and needs may differ from those most represented in the survey. The following demographic cohorts have been identified as being underrepresented in survey data.

Youth / young adults (Under 25): ~2.9% in survey vs 24.9% under 18 citywide (and additional share in 18–24 not captured in census "under 18" metric).

Black community members: 2.77% in survey vs 13.5% citywide.

Hispanic/Latino community members: 4.31% in survey vs 8.9% citywide.

Multiracial community members (Two or More Races): survey category totals are very low ("Another race" 1.54%) while the city is 7.8% two or more races.

Men: 33.73% of survey responses vs a citywide 49.4% male.

Renters (likely): 2.29% selected renter status in the survey's "relationship" question (multi-select), vs ~36% renter-occupied implied by 64.1% owner-occupied citywide.

Open House #2

ENGAGEMENT SUMMARY

The City of New Brighton hosted a Downtown Vision Plan open house on April 8, 2026, from 4:00 to 6:00 p.m. at the New Brighton Community Center to share draft downtown concepts and gather community feedback to help guide the final plan. Attendance exceeded 100 participants, reflecting strong community interest in the future of the Town Center area and broader downtown vision. Residents were invited to review concept plans, participate in interactive visual preference exercises, respond to survey questions, and provide written feedback regarding redevelopment priorities, transportation, public spaces, housing, and downtown character.

Overall, feedback demonstrated broad support for improving walkability, pedestrian safety, bike infrastructure, parks, trails, public gathering spaces, and local businesses such as restaurants and cafés. Across both the visual preference exercises and written comments, participants consistently expressed interest in creating a more active, connected, and community-oriented downtown environment while maintaining New Brighton's recognizable small-town character. Residents strongly favored streets designed to better support walking and biking, greener public spaces, safer crossings, and more welcoming public gathering areas. Participants also expressed support for incremental reinvestment strategies that strengthen the identity and functionality of downtown without dramatically changing its scale or character.

At the same time, the engagement process surfaced several recurring concerns and areas of tension that will help inform future phases of the plan. Common concerns included rising property taxes, traffic congestion, parking impacts, multifamily housing, hotels, and the overall pace and scale of redevelopment. Responses indicated that while many residents support thoughtful reinvestment and expanded amenities, there is greater caution toward large-scale or higher-density redevelopment approaches, particularly those perceived as potentially altering neighborhood character or increasing congestion. Concept A generally received the strongest support due to its more incremental approach, while Concepts B and C generated more mixed reactions as redevelopment intensity increased.

The event also highlighted the importance of preserving and strengthening community identity throughout future implementation efforts. Participants repeatedly emphasized the value of maintaining New Brighton's family-friendly atmosphere, green spaces, and civic amenities while enhancing opportunities for local businesses, gathering spaces, and everyday social activity. The feedback collected through the open house will help refine the Downtown Vision Plan and provide direction for future public realm improvements, redevelopment strategies, transportation investments, and long-term planning efforts within the Town Center area.

DOWNTOWN QUALITY BOARD

These visual preference exercises were designed to help residents communicate the character, atmosphere, and experience they want downtown New Brighton to provide in the future. Rather than asking participants to react only to technical planning concepts or specific development proposals, the boards focused on relatable themes such as walkability, greenery, building scale, transportation, and public life. The goal was to better understand the community's underlying values and priorities by allowing participants to respond directly to visual examples and tradeoffs. Together, these questions helped identify the types of environments, streets, public spaces, and experiences residents feel should shape the future vision for downtown New Brighton.

Question 1: What Should Downtown Feel Like?
Quiet and Green: 15 votes
Active and Energetic: 11 votes
Cozy and Walkable: 47 votes
Classic Small Town: 18 votes

Participants strongly favored a downtown that feels cozy, walkable, and rooted in a recognizable small-town identity. "Cozy and Walkable" received the strongest support overall, followed by "Classic Small Town," while "Active and Energetic" received comparatively limited interest. Responses suggest residents want a downtown that feels comfortable, human-scaled, welcoming, and community-oriented rather than highly urban or entertainment-focused.

Question 2: How Should the Main Street Work?
Pedestrian-First: 32 votes
Multimodal: 39 votes
Balanced: 2 vote
Vehicle Access: 9 votes

Participants showed a strong preference for pedestrian-oriented and multimodal streets rather than vehicle-dominated corridors. "Multimodal" and "Pedestrian-First" concepts received the highest support, while "Balanced" and "Vehicle Access" received relatively little support. Responses indicate residents value safer crossings, wider sidewalks, bike accommodations, and streets that support both movement and gathering.

Question 3: How Green Should Downtown Be?
Shaded and Lush: 10 votes
Balanced: 35 votes
Urban and Minimal: 3 votes
Nature Forward: 34 votes

Participants generally favored a balanced or nature-forward approach to landscaping and greenery. "Balanced" and "Nature Forward" concepts received the strongest support, while "Urban and Minimal" received very limited interest. Responses suggest residents value trees, shade, native planting, green infrastructure, and a downtown environment that feels comfortable and connected to nature.

Question 4: How Do You Want to Spend Time Here?
Social Activities: 20 votes
Dining and Gathering: 40 votes
Quiet and Relaxing: 18 votes
Community Events: 26 votes

Responses emphasized social gathering, dining, community events, and relaxed public spaces. "Dining and Gathering" received the strongest support overall, though all four categories attracted meaningful interest. Overall, participants expressed interest in creating a downtown that supports both everyday activity and flexible community gathering opportunities.

Question 5: What Should Be the Easiest Way to Move?
Walk: 45 votes
Bike: 19 votes
Drive: 12 votes
Transit: 5 votes

Walking emerged as the strongest priority, followed by biking, while driving and transit received comparatively

lower support. Responses suggest residents want a downtown where everyday destinations are easily accessible on foot, supported by safe crossings, trails, bike infrastructure, and comfortable pedestrian environments.

Question 6: What Should Buildings Feel Like?
Small Scale: 21 votes
Medium Scale: 12 votes
Set Back + Open: 9 votes
Street Lined: 28 votes

Participants generally favored smaller-scale and street-lined development patterns over larger, more open suburban-style development. "Street Lined" received the strongest support overall, while "Small Scale" and "Medium Scale" also attracted meaningful support. Responses indicate residents value walkable streets, defined street edges, and development that reinforces a strong sense of place and continuity.

STREETSCAPE PRIORITIES

These street-focused exercises were designed to better understand how residents want downtown streets to function and feel in the future. Rather than focusing solely on traffic operations or engineering standards, the boards explored how streets can support broader community goals such as walkability, safety, social activity, landscaping, biking, and neighborhood character. Participants were asked to prioritize specific street features and tradeoffs across commercial corridors, residential streets, and Main Street environments. The goal was to identify the transportation and public realm improvements residents feel would most improve comfort, safety, usability, and overall quality of life throughout downtown New Brighton.

Commercial Streets Priorities
Adding sidewalks to both sides of the street: 25 votes
Outdoor dining / café seating: 11 votes
Street trees and landscaping: 14 votes
Decorative lighting / banners / furnishings: 1 vote
Frequent pedestrian crossings: 10 votes
Public art: 13 votes
On-street parking: 2 votes
Reduced traffic speeds (traffic calming): 6 votes
Space for events: 4 votes
Protected bike lanes: 19 votes
Keep streets as they are today: 10 votes

Participants strongly prioritized pedestrian infrastructure, protected bike facilities, landscaping, and safer crossings along commercial streets. Sidewalk improvements and protected bike lanes received the highest levels of support overall, followed closely by street trees, landscaping, and pedestrian crossings. Outdoor dining and public art also received meaningful support, suggesting residents want commercial corridors to function as active public spaces rather than purely traffic corridors. Comparatively fewer participants prioritized maintaining existing street conditions or emphasizing on-street parking.

Residential Streets Priorities
Sidewalks on both sides of the street: 13 votes
Traffic calming: 11 votes
Street trees and boulevard plantings: 20 votes
On-street parking: 1 vote
Lighting for safety and visibility: 19 votes
Boulevards separating sidewalk from street: 4 votes
Reduced street width: 0 votes
Bike-friendly design: 8 votes
Snow storage space: 1 vote
Rain gardens / green infrastructure: 24 votes

Responses for residential streets emphasized safety, greenery, and neighborhood comfort. Rain gardens and green infrastructure received the strongest support overall, followed closely by sidewalks, boulevard trees, and improved lighting. Traffic calming and bike-friendly design also received meaningful support, suggesting residents value slower vehicle speeds and safer multimodal neighborhood streets. Comparatively little support was shown for wider on-street parking accommodations or maintaining wider roadway widths.

Main Street Priorities
Wider sidewalks for walking and gathering: 24 votes
Outdoor dining / café seating: 30 votes
Street trees and landscaping: 13 votes
Decorative lighting / banners / furnishings: 0 votes
Frequent pedestrian crossings: 10 votes
Public art: 7 votes

On-street parking: 0 votes
Reduced traffic speeds (traffic calming): 10 votes
Space for events: 1 vote
Protected bike lanes: 11 votes
Transit stops with shelters: 2 votes
Keep streets as they are today: 9 votes

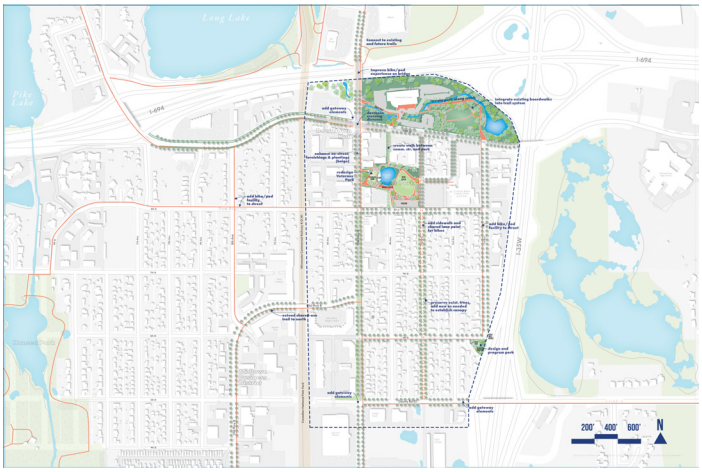
Participants generally favored transforming Main Street into a more walkable, social, and pedestrian-oriented environment. Outdoor dining and wider sidewalks received the strongest support overall, followed by landscaping, bike lanes, and safer crossings. Responses suggest residents want Main Street to function as both a transportation corridor and a community gathering space. While some support existed for maintaining current conditions, most responses favored incremental improvements that make the corridor safer, greener, and more inviting for people walking, biking, and gathering outdoors.

DOWNTOWN CONCEPTS EXERCISE OVERVIEW

The final exercise asked participants to react to three potential downtown concepts representing different levels and types of change for New Brighton's future Town Center area. Rather than selecting a single preferred plan, participants were encouraged to discuss what elements they supported, what concerns they had, and what tradeoffs they felt were important to consider moving forward. The goal of the exercise was to better understand community comfort levels around redevelopment intensity, housing, transportation, public space, and downtown identity. Responses revealed broad support for improving walkability, biking, public gathering spaces, and local businesses, while also surfacing recurring concerns around taxes, traffic, density, and maintaining New Brighton's small-town character.

Concept A

Votes: 16



Concept A generally received the strongest support among the three concepts, particularly because it focused on incremental improvements to walkability, biking, public spaces, and connectivity without introducing major redevelopment or significant increases in density. Participants frequently supported safer pedestrian and bicycle crossings across I-694, sidewalks, and public gathering spaces such as food truck plazas. Many comments reflected appreciation for thoughtful reinvestment while maintaining New Brighton's existing identity and scale.

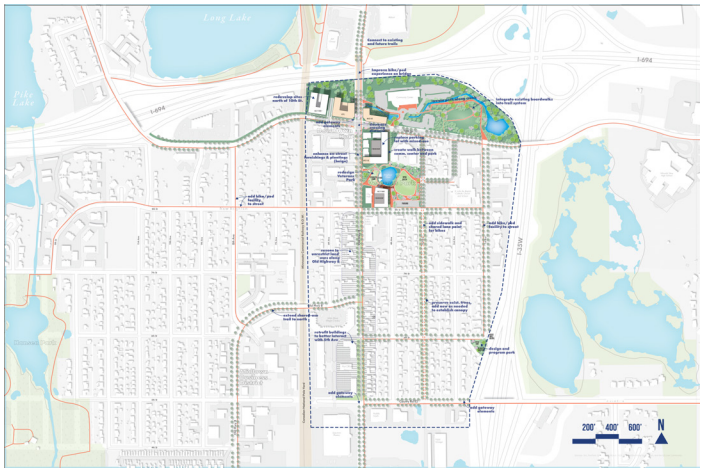
At the same time, several comments expressed concern about taxes, public spending, and the possibility of over-designing or over-developing the community. A recurring theme throughout Concept A feedback was support for "improving what exists" rather than dramatically transforming the area. Overall, participants appeared most comfortable with a vision centered on incremental change, stronger multimodal connections, and modest public realm improvements that reinforce the city's existing character.

Common Themes

- Strong support for improved bike and pedestrian connectivity
- Interest in restaurants, cafés, and gathering spaces
- Desire for sidewalks and walkable local businesses
- Concern about taxes and public spending
- Preference for incremental rather than transformative change
- Strong interest in preserving small-town character

Concept B

Votes: 7



Concept B received positive reactions for balancing reinvestment with preservation of community character. Many comments supported shops, restaurants, cafés, greenspaces, and walkable destinations that would give New Brighton a more intentional and active downtown. Participants frequently expressed excitement about more local businesses and amenities within walking distance while maintaining the feel of the existing community.

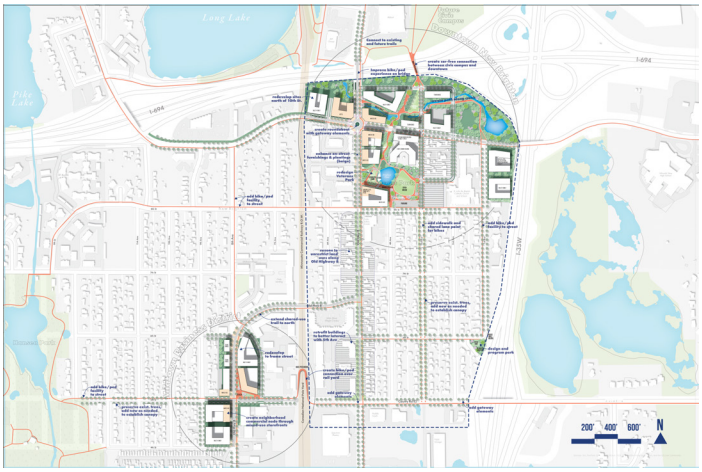
However, Concept B also surfaced growing concern around housing density, hotels, traffic, and taxes. Multiple comments explicitly opposed additional apartments, hotels, or large multifamily developments, with some participants expressing concern that these changes could impact traffic, home values, or the city's small-town identity. Several respondents also voiced support for keeping civic facilities such as City Hall and the Community Center in their current locations south of I-694. Overall, feedback suggests that participants viewed Concept B as a reasonable middle ground, though support often depended on limiting redevelopment and maintaining control over scale.

Common Themes

- Support for cafés, restaurants, and shops
- Desire for a more walkable downtown
- Interest in maintaining community charm and identity
- Concern about taxes and redevelopment costs
- Opposition to additional apartments, hotels, and high-density housing
- Preference for retaining civic uses in their existing locations

Concept C

Votes: 12



Concept C generated the most divided reactions and the greatest level of concern among participants, though it received strong enthusiasm from some respondents who supported transformative reinvestment. Supporters expressed excitement about bike infrastructure, new cafés and storefronts, additional public spaces, and creating a more active downtown destination. Several comments described the concept as an opportunity to create a more vibrant community center.

At the same time, Concept C also generated the strongest opposition, particularly around multifamily housing, hotels, traffic congestion, and perceived impacts to New Brighton's small-town character. Concerns about additional traffic appeared repeatedly throughout the comments. Participants frequently opposed additional apartments, townhomes, and hotels, with many expressing concern that these changes would increase congestion, taxes, or alter the community's identity. Overall, responses suggest that while some residents are excited by a more ambitious transformation, many participants remain cautious.

Common Themes

- Strong support for bike and pedestrian infrastructure
- Interest in cafés, storefronts, restaurants, and public spaces
- Excitement about creating a vibrant downtown
- Significant concern about hotels and dense housing
- Concern about traffic congestion and impacts
- Desire to preserve small-town identity and feel
- Mixed opinions regarding the scale of change

Survey #2

ENGAGEMENT SUMMARY

The Draft Concepts Review survey for the New Brighton Downtown Vision Plan reflects a community that is broadly supportive of creating a more walkable, active, and people-oriented downtown while maintaining the city's small-town identity and fiscal responsibility. Survey respondents were primarily local residents and property owners, with many also identifying as regular visitors, community center users, parents, and business patrons, demonstrating a highly engaged and locally invested participant base. The strongest themes that emerged included the desire for a safe and comfortable downtown environment, a walkable and bike-friendly public realm, and a stronger mix of local businesses, restaurants, gathering spaces, and everyday amenities that support daily life and community interaction.

Community priorities consistently emphasized creating a downtown that feels vibrant, connected, and uniquely representative of New Brighton. The most supported guiding principles focused on supporting everyday local businesses and services, improving pedestrian and bicycle connectivity, preserving small-town character, and investing in parks, public spaces, and gathering areas. Respondents also expressed strong interest in strengthening the downtown as a community hub and creating a clearer "main street" identity along Old Highway 8. At the same time, public comments revealed a parallel concern around affordability, taxation, and the pace of change, with some residents emphasizing the importance of incremental investment, maintaining convenient access and parking, and ensuring redevelopment remains financially responsible and sensitive to existing neighborhoods.

Overall, the survey findings suggest a strong foundation of support for a more connected, community-centered downtown vision that prioritizes public life, local identity, and everyday usability. Respondents generally favored investments that improve walkability, public spaces, local businesses, and connections between parks and civic destinations, while remaining cautious about large-scale or disruptive redevelopment. The results reinforce the importance of pursuing a balanced implementation strategy that delivers visible public realm improvements, strengthens downtown identity, and supports gradual, fiscally responsible growth aligned with community values.

ITEMS WITH BROAD COMMUNITY SUPPORT

Safe and comfortable downtown environments: Safety, comfort, and accessibility emerged as one of the strongest themes throughout the survey, with respondents consistently prioritizing improved crossings, sidewalks, walkability, lighting, and pedestrian-oriented design.

Support for local businesses and everyday destinations: Residents strongly supported creating a downtown that better serves daily life through local shops, restaurants, cafés, services, and gathering places that encourage regular activity and community interaction.

Walkability and bike connectivity: Many respondents emphasized the importance of improving walking and biking connections between downtown destinations, parks, trails, and civic spaces while creating a more people-oriented environment.

Maintaining New Brighton's small-town character: While residents expressed interest in improvements and investment, they also consistently emphasized preserving the welcoming, community-oriented identity that makes New Brighton feel distinct.

Parks, public spaces, and gathering areas: There was broad support for enhancing plazas, parks, streetscapes, and community gathering spaces that can function as the social heart of downtown. maintenance landscapes: High support for naturalistic planting,

ITEMS WITH MIXED FAVORABILITY

Encouraging new development and redevelopment: Respondents generally supported revitalization and investment, but opinions became more divided when discussions shifted toward larger redevelopment efforts or increased density.

Creating a more compact, walkable downtown form: While walkability itself received strong support, there was less consensus around broader urban form changes associated with compact development patterns or intensification.

Changes to transportation priorities and street design: Residents supported safer walking and biking infrastructure overall, though some comments expressed concern about reducing vehicle access, traffic operations, parking convenience, or roadway capacity.

Establishing a stronger downtown center identity: Many respondents supported strengthening downtown identity and creating a clearer center, though some questioned whether New Brighton currently functions as a traditional downtown at all.

ITEMS WITH LOWER LEVELS OF SUPPORT

Large-scale or rapid redevelopment: Comments showed limited appetite for aggressive transformation, particularly when residents perceived it as unnecessary, too expensive, or potentially disruptive to existing neighborhoods and homes.

Higher-density housing expansion: Several respondents expressed concern about additional multifamily housing, citing traffic, taxes, neighborhood change, and fears of overdevelopment.

Major public spending without clear cost transparency: A recurring concern throughout the comments related to taxes, affordability, and uncertainty around project costs, with many residents asking for incremental implementation and clearer financial accountability.

Eliminating or significantly reducing parking access: While some respondents supported prioritizing walking and biking in certain areas, maintaining convenient parking generally received stronger support than aggressive parking reduction strategies.

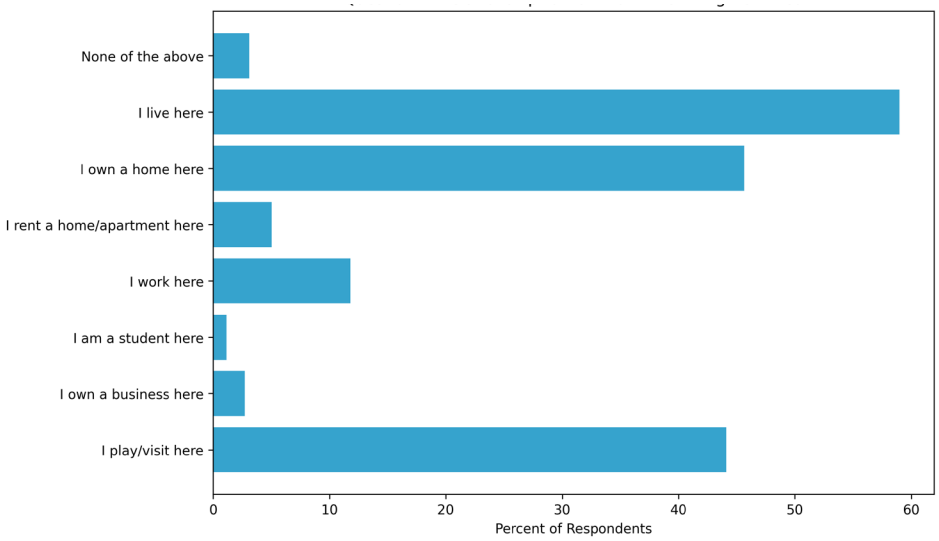
Q1

WHAT IS YOUR RELATIONSHIP TO THE STUDY AREA?

Survey responses indicate that participants in the Downtown Vision Plan process have strong and direct ties to the New Brighton downtown area, with the majority identifying as local residents and community stakeholders. Nearly 59% of respondents reported living in the area, while approximately 46% indicated that they own a home there, demonstrating substantial participation from long-term residents with a personal investment in the community's future. In addition, more than 44% of respondents identified as people who regularly visit, recreate, or spend time in the area, highlighting downtown's existing role as a community destination and civic hub.

Smaller but still notable portions of respondents indicated that they work in the area, own businesses, or rent housing nearby, contributing additional perspectives tied to daily use and economic activity. Comparatively few respondents identified as students or individuals without a connection to the area, suggesting that survey feedback was primarily driven by people with an ongoing relationship to downtown New Brighton rather than occasional or outside observers. Overall, the results reflect broad engagement from residents and regular users who experience the area frequently and are highly invested in shaping its future character, functionality, and identity.

MULTIPLE CHOICE ANSWERS BY NUMBER OF VOTES



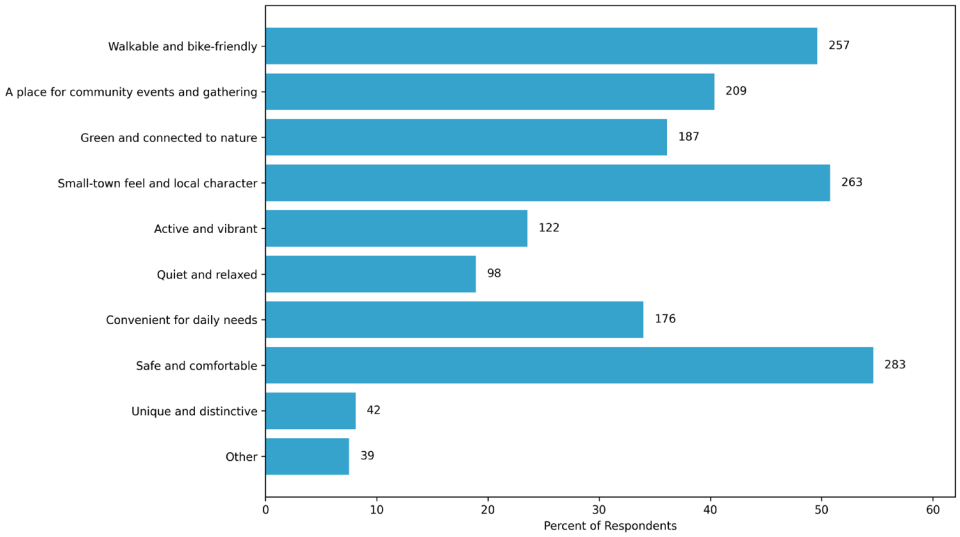
Q2

WHEN YOU THINK ABOUT THE FUTURE OF DOWNTOWN NEW BRIGHTON, WHAT MATTERS MOST TO YOU? (SELECT UP TO 3)

OVERVIEW

Survey responses indicate strong support for creating a downtown that feels safe, welcoming, walkable, and distinctly representative of New Brighton's identity. The highest-ranked priorities included creating a safe and comfortable environment, maintaining a small-town feel and local character, and improving walkability and bike-friendliness, while respondents also expressed strong interest in community gathering spaces, connections to nature, and convenient day-to-day amenities. Overall, the results suggest residents are seeking a downtown that balances activity and community life with comfort and familiarity rather than dramatic transformation. While respondents generally supported creating a more active and connected downtown environment, fewer participants prioritized making downtown highly unique, intensely urban, or entertainment-focused, reinforcing a preference for a people-oriented downtown that builds on New Brighton's existing strengths while improving everyday usability, public life, and sense of place.

MOST-SELECTED ANSWERS



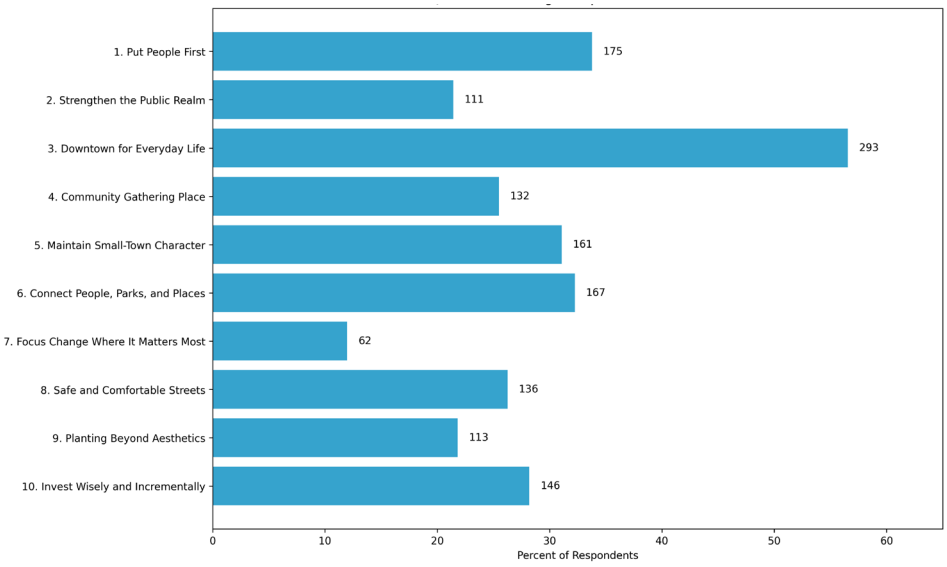
Q3

WHICH OF THESE GUIDING PRINCIPLES MATTER MOST TO YOU? (SELECT UP TO 3)

OVERVIEW

Survey responses show strong support for guiding principles centered around everyday usability, community identity, and connections between people and place. The most strongly supported principle focused on creating a downtown that supports everyday life through local shops, restaurants, cafés, and services, followed by priorities related to walkability, maintaining New Brighton's small-town character, and improving connections between parks, destinations, and neighborhoods. Respondents also expressed meaningful support for creating safe and comfortable streets, investing wisely and incrementally, and strengthening downtown as a gathering place. Comparatively fewer respondents prioritized concentrating redevelopment within the downtown core or emphasizing planting and green infrastructure as primary drivers of the vision. Overall, the responses suggest residents are most supportive of practical, people-oriented improvements that enhance daily life, strengthen community identity, and improve connectivity while remaining grounded in New Brighton's existing character and scale.

MOST-SELECTED ANSWERS



Q4

OVERALL, HOW WELL DO THESE GUIDING PRINCIPLES REFLECT YOUR PRIORITIES FOR DOWNTOWN NEW BRIGHTON?

OVERVIEW

Survey responses indicate that the proposed guiding principles are generally well aligned with community priorities, receiving an average score of 66 out of 100 across more than 500 respondents. While opinions varied, the results suggest that most participants see meaningful overlap between the draft principles and their vision for the future of downtown New Brighton. Higher levels of support were generally tied to principles focused on everyday usability, walkability, local businesses, safety, parks, and preserving community character, while lower scores were more commonly associated with concerns about redevelopment intensity, taxes, housing growth, parking, and the pace of change, particularly among long-term residents and homeowners. Overall, the results suggest the guiding principles provide a strong foundation for the plan while also highlighting the importance of continued refinement, clear communication, and implementation strategies that balance community aspirations with sensitivity to neighborhood character and fiscal responsibility.

QUESTION 4 RESULTS

66/100

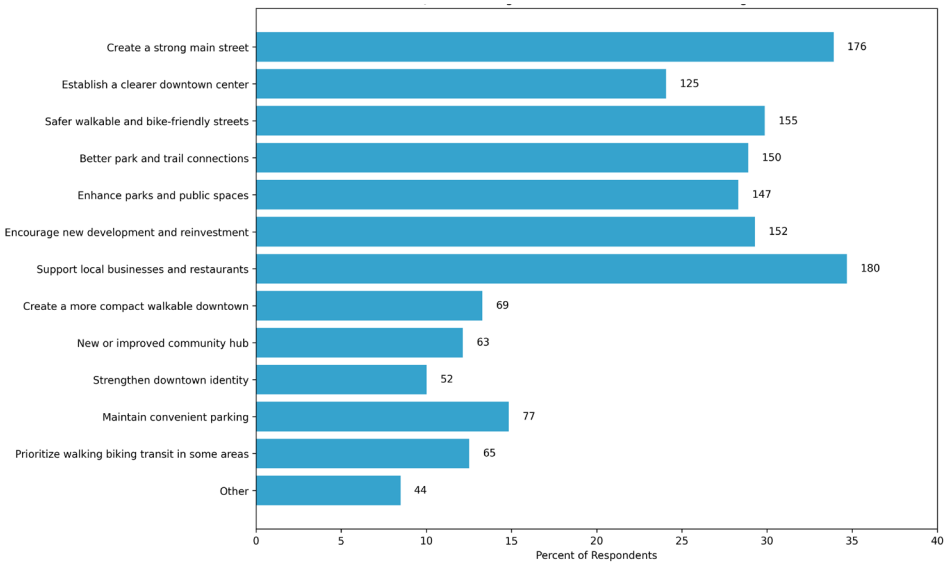
Q5

RECOGNIZING THAT NOT EVERYTHING CAN HAPPEN AT ONCE, WHICH OF THE FOLLOWING SHOULD BE THE HIGHEST PRIORITIES TO FOCUS ON FOR DOWNTOWN NEW BRIGHTON? (SELECT UP TO 3 THAT YOU FEEL ARE MOST IMPORTANT)

OVERVIEW

Survey responses indicate that residents are most interested in strengthening downtown through practical, experience-oriented improvements that support everyday life and community identity. The highest-ranked priorities included supporting local businesses and restaurants, creating a stronger "main street" environment, improving walkability and bike-friendliness, encouraging reinvestment, and strengthening connections to parks and public spaces. Respondents also expressed meaningful support for enhancing parks, improving daily accessibility, and creating a clearer downtown center. Comparatively fewer participants prioritized more transformative urban changes such as creating a highly compact downtown form, major transportation shifts away from vehicles, or investing in a new community hub. Overall, the responses suggest residents are generally supportive of gradual improvements that make downtown more active, connected, and functional while remaining sensitive to neighborhood character, parking convenience, and fiscal responsibility.

ANSWERS BY NUMBER OF VOTES



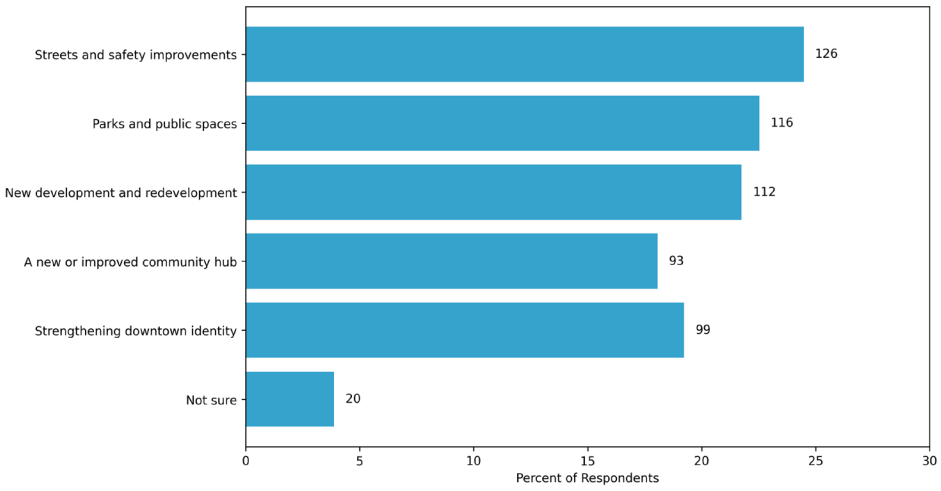
Q6

IF THE CITY COULD FOCUS ON JUST ONE AREA FOR DOWNTOWN IN THE NEXT 5-10 YEARS, WHAT SHOULD IT BE?

OVERVIEW

Survey responses suggest that residents are relatively divided on where downtown investment should be focused over the next 5–10 years, though streets and safety improvements emerged as the highest-ranked priority, followed closely by parks and public spaces, strengthening downtown identity, and new development or redevelopment efforts. The relatively even distribution across several categories indicates that respondents view downtown revitalization as a multi-faceted effort rather than a single-issue priority. Comments also reveal a clear divide between residents who support a more active and connected downtown with improved walkability, trails, gathering spaces, and reinvestment, and those who are more cautious about redevelopment intensity, housing

ANSWERS BY NUMBER OF VOTES

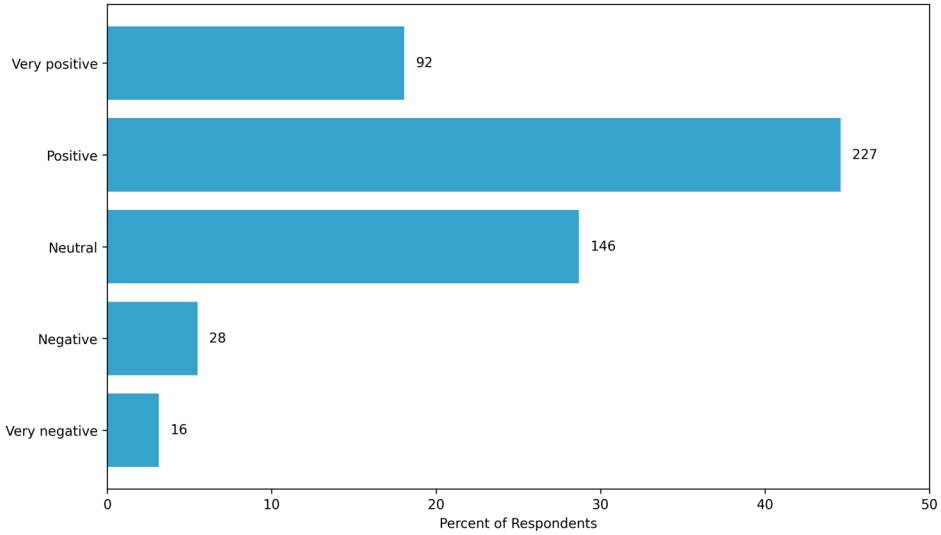


Concept A Feedback - Q7/8

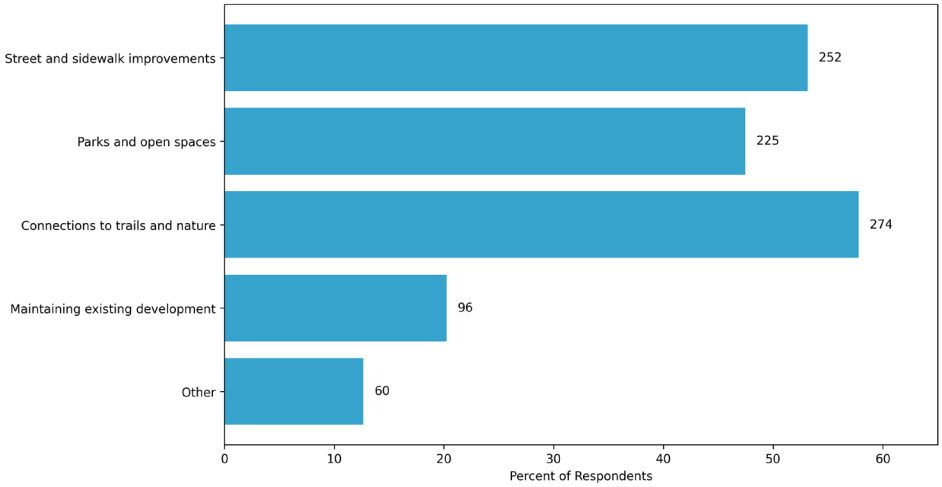
OVERVIEW

Survey responses indicate generally strong support for Concept A: Public Realm Focus, with more than 60% of respondents expressing either positive or very positive feelings toward the concept and relatively few respondents expressing negative reactions. Support appeared strongest for elements related to parks, trails, sidewalks, safety improvements, and maintaining the overall scale and character of downtown while enhancing public spaces and connections. Comments suggest that many residents viewed Concept A as the most balanced and least disruptive option, particularly because it focused on improving existing assets rather than pursuing large-scale redevelopment. At the same time, some respondents expressed concern about costs, bike infrastructure, or the potential loss of park space, while others felt the concept did not go far enough in creating a stronger downtown identity or destination environment. Overall, the results suggest Concept A resonated broadly because it aligned closely with community priorities around incremental improvement, walkability, public space investment, and preserving New Brighton's small-town character.

OVERALL, HOW DO YOU FEEL ABOUT THIS CONCEPT?



WHICH ASPECTS OF CONCEPT A: PUBLIC REALM FOCUS DO YOU LIKE THE MOST? (SELECT UP TO 3)



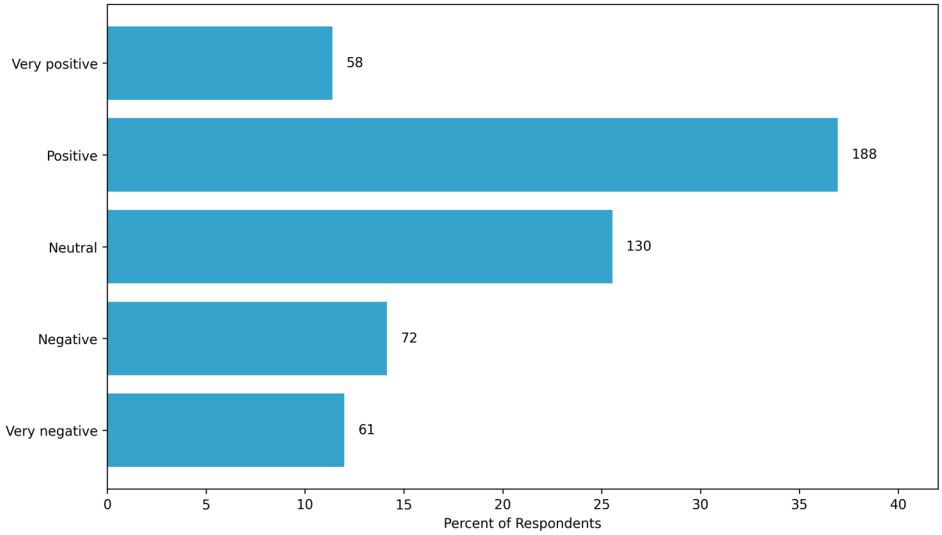
SENTIMENT WORD CLOUD

Concept B Feedback - Q9/10

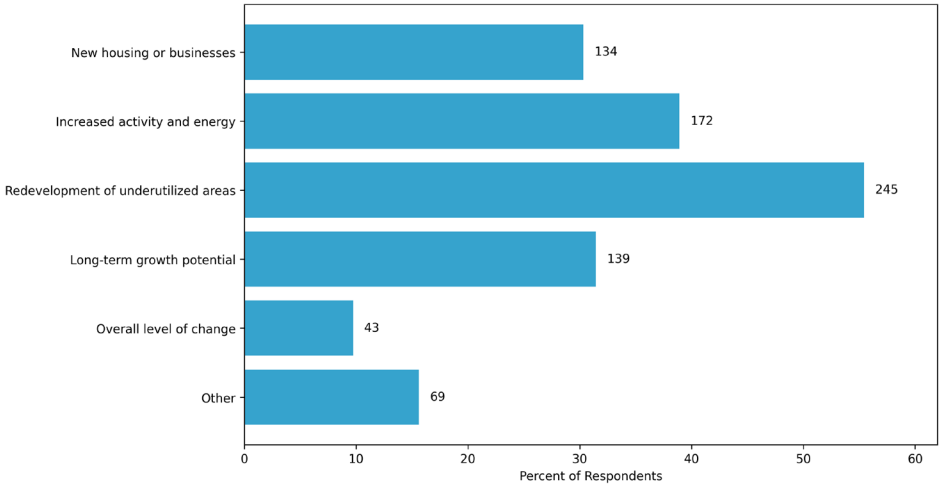
OVERVIEW

Survey responses indicate that Concept B: Targeted Infill received a more mixed reaction from the community than Concept A, though overall sentiment still leaned moderately positive. Approximately 48% of respondents expressed positive or very positive feelings toward the concept, while just over 26% expressed negative or very negative reactions. Support for Concept B was generally tied to interest in reinvestment, activating underutilized areas, increasing downtown activity, and creating long-term growth opportunities. At the same time, comments revealed significant concern around additional housing, redevelopment intensity, traffic, taxes, parking, and the potential loss of New Brighton's small-town character. Many respondents supported selective reinvestment and improved amenities but expressed hesitation toward large-scale redevelopment or substantial increases in density. Overall, the results suggest residents are open to targeted growth and revitalization when balanced carefully with fiscal responsibility, neighborhood compatibility, preservation of community assets, and incremental implementation.

OVERALL, HOW DO YOU FEEL ABOUT THIS CONCEPT?



WHICH ASPECTS OF CONCEPT A: PUBLIC REALM FOCUS DO YOU LIKE THE MOST? (SELECT UP TO 3)



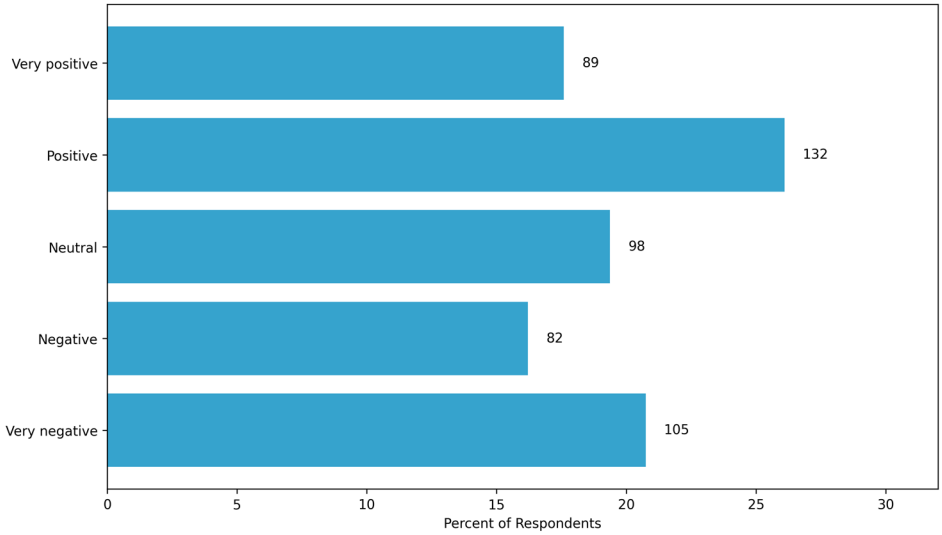
SENTIMENT WORD CLOUD

Concept C Feedback - Q11 / 12

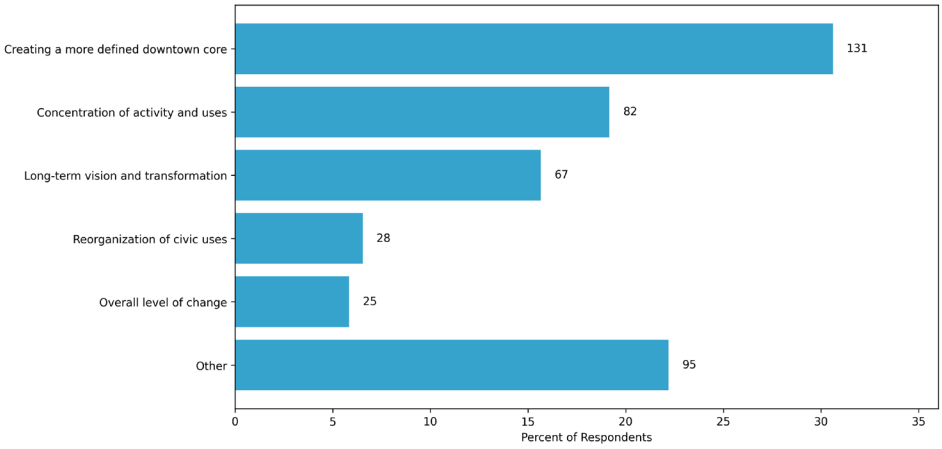
OVERVIEW

Survey responses indicate that Concept C: Relocate generated the most polarized reaction of the three concepts, with community opinion split between respondents excited by the idea of creating a more defined and active downtown center and those concerned about the scale, cost, and implications of major civic reorganization. While approximately 44% of respondents expressed positive or very positive feelings toward the concept, nearly 37% expressed negative or very negative reactions, making it the most divisive option presented in the survey. Support for Concept C was generally tied to interest in creating a stronger downtown identity, concentrating activity and destinations, improving long-term community infrastructure, and exploring a bold long-range vision for downtown New Brighton. At the same time, comments revealed significant concerns about relocating the community center, increased taxes, additional housing density, traffic impacts, and the perception that the concept represented too much change too quickly. Many respondents also questioned whether relocating civic uses north of Highway 694 would feel connected, walkable, or community-oriented. Overall, the results suggest there is interest in the transformative possibilities represented by Concept C, but that residents would require substantially more clarity, trust-building, cost transparency, and phased implementation before broadly supporting a large-scale civic reorganization strategy.

OVERALL, HOW DO YOU FEEL ABOUT THIS CONCEPT?



WHICH ASPECTS OF CONCEPT A: PUBLIC REALM FOCUS DO YOU LIKE THE MOST? (SELECT UP TO 3)



SENTIMENT WORD CLOUD

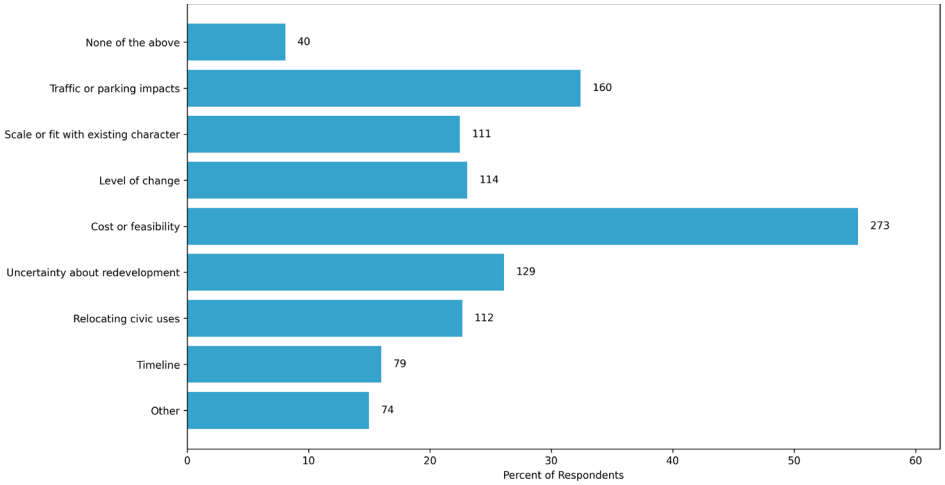
Q13

DO YOU HAVE ANY CONCERNS OR HESITATIONS ABOUT ANY OF THESE CONCEPTS? (SELECT UP TO 3)

OVERVIEW

Survey responses indicate that the strongest concerns across the draft concepts were related to cost and feasibility, followed by traffic and parking impacts, uncertainty about redevelopment, and the overall level of change being proposed. More than half of respondents identified cost or feasibility as a major hesitation, suggesting that financial transparency and implementation strategy will be critical moving forward. Concerns also emerged around compatibility with New Brighton's existing character, relocating civic uses, and the potential impacts of additional housing, redevelopment, and increased activity on traffic, safety, and neighborhood feel. Comments revealed a clear divide between residents interested in creating a more active and walkable downtown and those who felt the concepts introduced too much change too quickly or risked undermining the community's small-town identity. At the same time, a smaller but notable portion of respondents expressed concern that the concepts did not go far enough in addressing housing, walkability, or downtown vitality. Overall, the results reinforce the importance of balancing long-term vision with phased implementation, fiscal responsibility, and continued community engagement focused on building trust and clarifying tradeoffs.

ANSWERS BY NUMBER OF VOTES



"OTHER" RESPONSE KEY THEMES

Multifamily housing and density:
Multiple respondents expressed concern that Concepts B and C introduced too much housing, particularly apartments or rental units, with fears that additional density could increase traffic, strain infrastructure, or erode New Brighton's small-town feel.

Strong attachment to existing parks and community assets:
Residents repeatedly referenced Veterans Park, playgrounds, green space, and the current community center as valued assets they do not want diminished or displaced.

Resistance to relocating the civic core north of Highway 694:
Several comments suggested that relocating civic uses felt disconnected from the existing community fabric and would weaken walkability or fracture downtown identity rather than strengthen it.

General skepticism toward government-led redevelopment:
Some respondents questioned whether the City should play a major role in redevelopment at all, expressing concerns about public spending, taxes, and government overreach in shaping private development patterns.

A smaller counterpoint that the concepts may not go far enough:
While less common, a handful of comments advocated for more housing, more mixed-use zoning, and less emphasis on parking and vehicle access, indicating that some residents see the concepts as still relatively conservative.

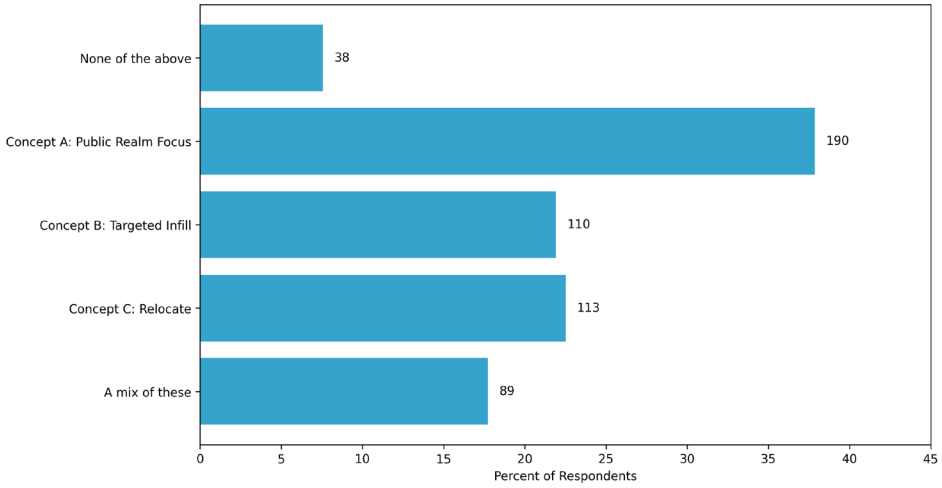
Q14

WHICH CONCEPT FEELS CLOSEST TO YOUR PREFERRED DIRECTION?

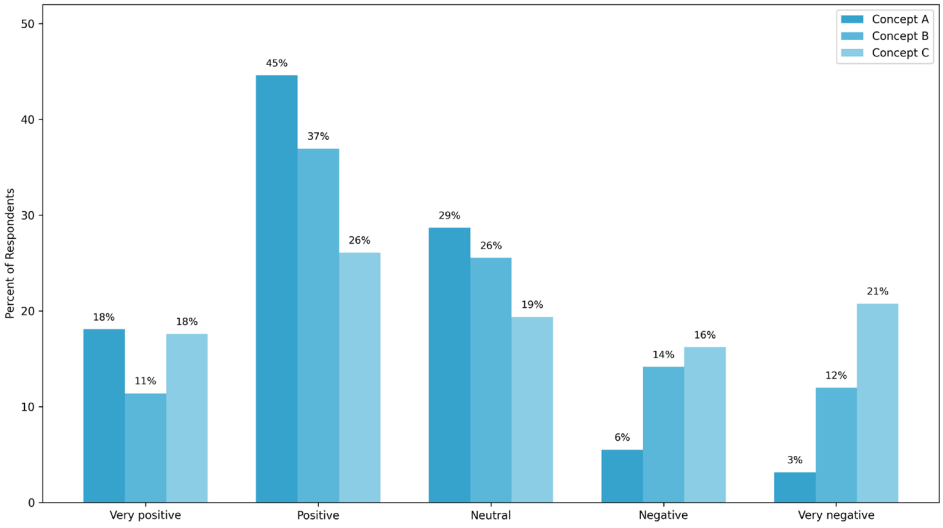
OVERVIEW

Survey responses indicate that Concept A: Public Realm Focus was the strongest overall preference among the three downtown concepts, receiving support from nearly 38% of respondents and significantly outperforming the other individual concepts. Concepts B and C received relatively similar levels of support, suggesting that while many residents are open to additional redevelopment or more transformative change, those ideas remain more divisive within the community. A notable portion of respondents also selected "a mix of these," indicating that many residents see value across multiple concepts rather than viewing the options as mutually exclusive. Overall, the results suggest broad community support for prioritizing public realm improvements, walkability, parks, trails, and incremental reinvestment while approaching larger-scale redevelopment and civic relocation more cautiously. The responses reinforce a preference for balancing long-term vision with phased implementation, preservation of community character, and careful consideration of cost, traffic, and neighborhood impacts

ANSWERS BY NUMBER OF VOTES



AGGREGATED CONCEPT PREFERENCES



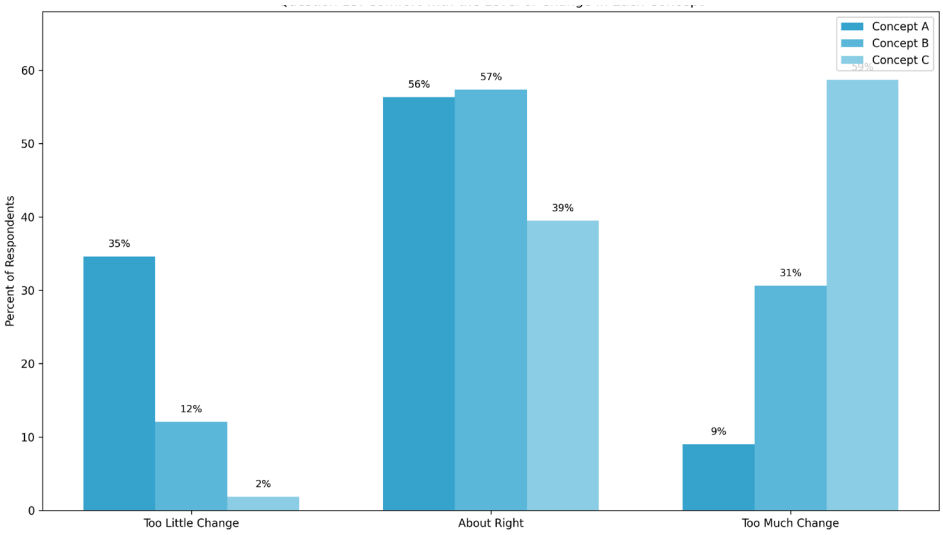
Q15

HOW COMFORTABLE ARE YOU WITH THE LEVEL OF CHANGE IN EACH CONCEPT?

OVERVIEW

Survey responses reveal a clear progression in how residents perceived the level of change across the three concepts. Concept A: Public Realm Focus was viewed most favorably in terms of scale, with more than 56% of respondents indicating it felt "about right" and an additional 35% feeling it did not go far enough. Concept B: Targeted Infill also received majority support as "about right," though concerns about excessive change increased significantly compared to Concept A. Concept C: Relocate generated the strongest reaction, with nearly 59% of respondents feeling it introduced too much change and fewer than 2% believing it did not go far enough. The results suggest that residents are generally comfortable with incremental or moderate levels of change focused on improving public spaces, walkability, and selective reinvestment, but become increasingly hesitant as concepts introduce larger-scale redevelopment, civic relocation, and more transformative restructuring of downtown. Overall, the findings reinforce that the community broadly supports thoughtful evolution of downtown New Brighton, though support decreases substantially when changes are perceived as too rapid, too large in scale, or disconnected from the city's existing identity and character.

ANSWERS BY NUMBER OF VOTES



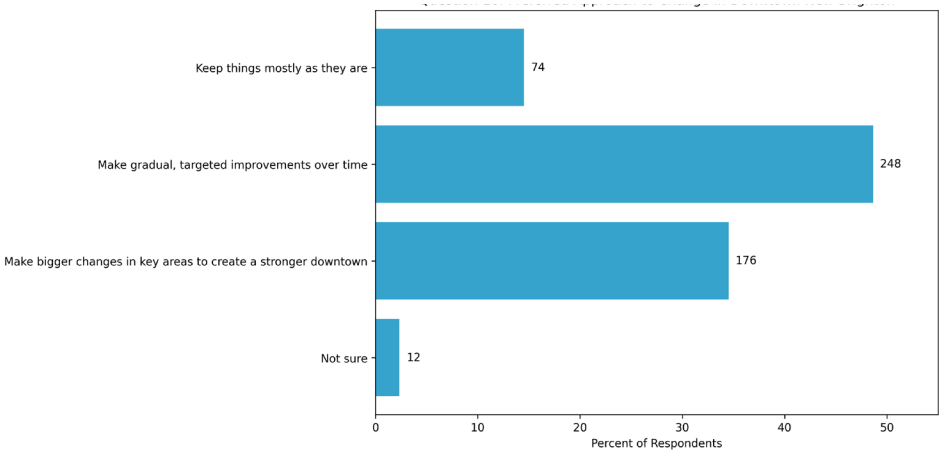
Q16

WHICH APPROACH TO CHANGE FEELS RIGHT FOR DOWNTOWN NEW BRIGHTON?

OVERVIEW

Survey responses indicate that residents are generally supportive of change in downtown New Brighton, but strongly prefer an incremental and carefully phased approach to implementation. Nearly half of respondents selected gradual, targeted improvements over time as the preferred direction, making it the clear majority viewpoint. An additional 35% supported making bigger changes in key areas to create a stronger downtown, suggesting that a substantial portion of the community is open to more transformative reinvestment when strategically focused. Comparatively few respondents preferred keeping downtown mostly unchanged, and very few indicated uncertainty about the direction the city should take. The results suggest that while residents broadly support continued investment in downtown, there remains an important distinction between support for thoughtful evolution and discomfort with rapid or large-scale transformation. Overall, the findings reinforce a community preference for balancing long-term vision with phased implementation, fiscal responsibility, preservation of community character, and continued responsiveness to resident concerns as projects move forward.

ANSWERS BY NUMBER OF VOTES



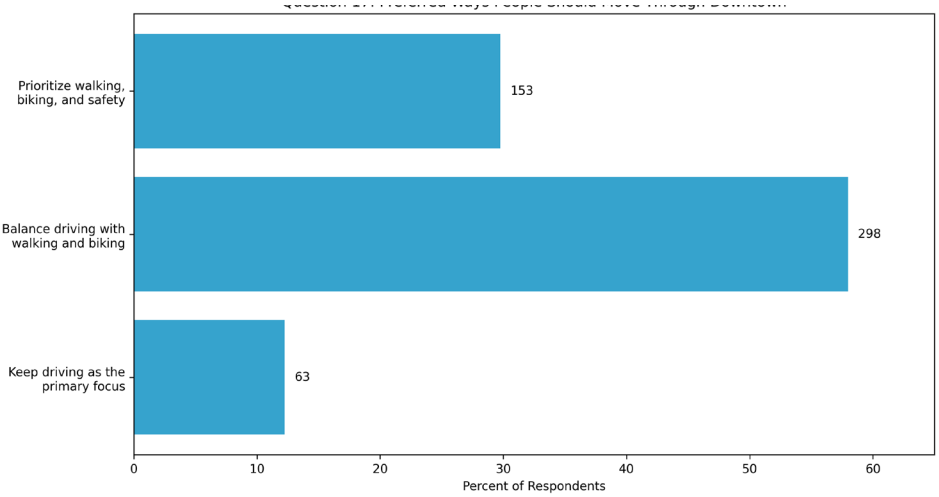
Q17

WHICH BEST REFLECTS HOW YOU THINK PEOPLE SHOULD MOVE THROUGH DOWNTOWN?

OVERVIEW

Survey responses indicate that residents overwhelmingly support a balanced, multimodal approach to movement through downtown New Brighton. Nearly 58% of respondents favored balancing driving with walking and biking, making it the clear majority viewpoint, while an additional 30% supported prioritizing walking, biking, and safety more directly. Only about 12% of respondents preferred maintaining driving as the primary focus. The results suggest broad community support for improving walkability, bike access, safety, and connectivity while still recognizing the importance of vehicle access and parking within downtown. This aligns closely with recurring themes throughout the survey emphasizing safer crossings, better trail connections, slower traffic, and a more comfortable pedestrian environment, while also reinforcing that most residents are not seeking to eliminate driving access altogether. Overall, the findings suggest that future transportation and public realm improvements should prioritize creating a safer and more balanced street network that accommodates multiple ways of moving through downtown rather than focusing primarily on vehicle throughput.

ANSWERS BY NUMBER OF VOTES



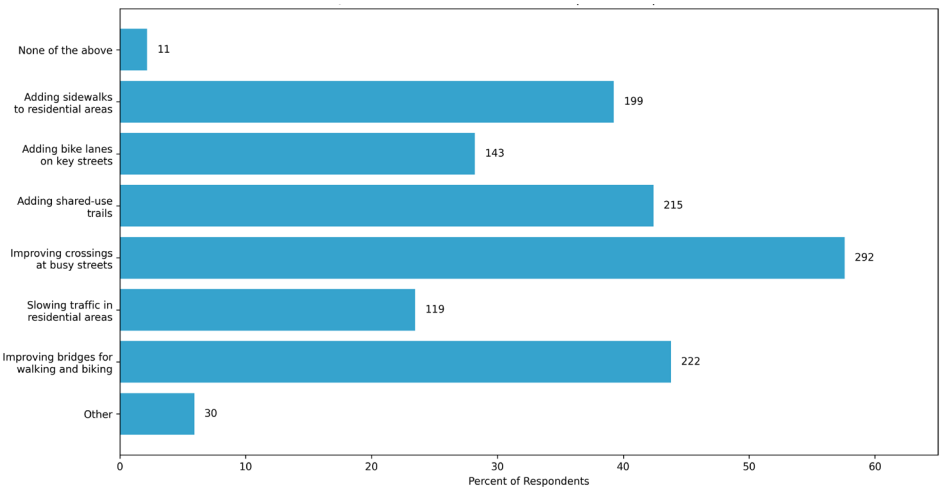
Q18

WHICH STREET AND TRANSPORTATION IMPROVEMENTS IN THIS AREA WOULD YOU MOST SUPPORT? (SELECT UP TO 3)

OVERVIEW

Survey responses show strong support for transportation and public realm improvements that make downtown New Brighton safer, more connected, and easier to navigate without relying exclusively on driving. Improving crossings at busy streets emerged as the highest priority, supported by nearly 58% of respondents, followed closely by improving bridges for walking and biking and expanding shared-use trails. Significant support also existed for adding sidewalks in residential areas and adding bike lanes on key streets, reinforcing the community's broader preference for a more walkable and connected downtown environment. While slowing traffic in residential areas received more moderate support, very few respondents opposed transportation improvements altogether. Open-ended comments frequently referenced concerns about speeding, truck traffic, unsafe crossings, and disconnected pedestrian routes, particularly around Highway 694 and major corridors. At the same time, respondents emphasized the importance of balancing these improvements with continued vehicle access and fiscal responsibility. Overall, the findings suggest broad community support for transportation investments that improve safety, comfort, and connectivity for pedestrians and cyclists while creating a more balanced multimodal street network throughout downtown New Brighton.

ANSWERS BY NUMBER OF VOTES



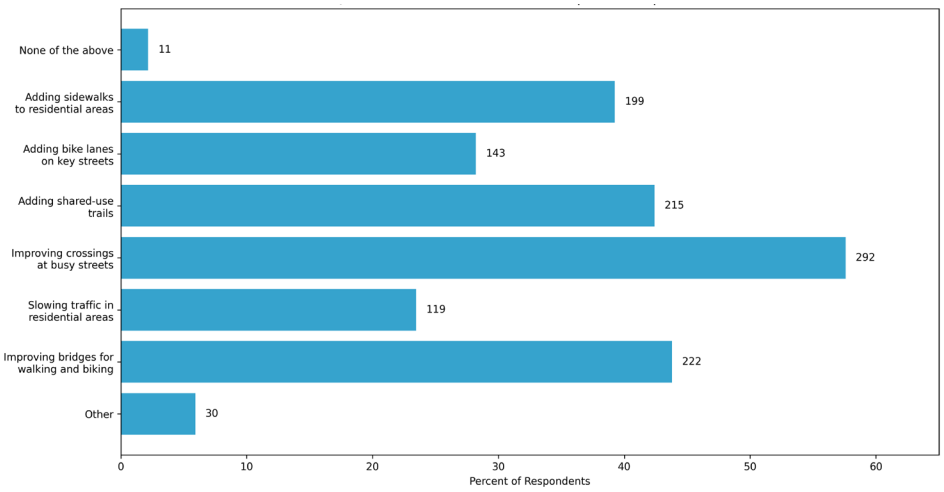
Q19

WHICH STREET AND TRANSPORTATION IMPROVEMENTS IN THIS AREA WOULD YOU MOST SUPPORT? (SELECT UP TO 3)

OVERVIEW

Survey responses show strong support for transportation and public realm improvements that make downtown New Brighton safer, more connected, and easier to navigate without relying exclusively on driving. Improving crossings at busy streets emerged as the highest priority, supported by nearly 58% of respondents, followed closely by improving bridges for walking and biking and expanding shared-use trails. Significant support also existed for adding sidewalks in residential areas and adding bike lanes on key streets, reinforcing the community's broader preference for a more walkable and connected downtown environment. While slowing traffic in residential areas received more moderate support, very few respondents opposed transportation improvements altogether. Open-ended comments frequently referenced concerns about speeding, truck traffic, unsafe crossings, and disconnected pedestrian routes, particularly around Highway 694 and major corridors. At the same time, respondents emphasized the importance of balancing these improvements with continued vehicle access and fiscal responsibility. Overall, the findings suggest broad community support for transportation investments that improve safety, comfort, and connectivity for pedestrians and cyclists while creating a more balanced multimodal street network throughout downtown New Brighton.

ANSWERS BY NUMBER OF VOTES



Q20

DO YOU HAVE ANY FINAL THOUGHTS ON WHAT FEELS MOST EXCITING ABOUT THESE CONCEPTS?

OVERVIEW

Open-ended responses to Question 20 reveal a community that is broadly interested in improving downtown New Brighton, but divided on the scale and pace of change needed to achieve that vision. Many respondents expressed excitement about creating a more walkable, connected, and active downtown with stronger local businesses, restaurants, parks, trails, gathering spaces, and a clearer sense of identity and destination. Recurring themes included improving pedestrian and bicycle connections across Highway 694, creating a stronger "main street" environment, supporting small businesses, enhancing public spaces, and developing family-oriented destinations and community gathering areas. At the same time, comments also reflected substantial concern about taxes, redevelopment intensity, additional housing density, traffic impacts, parking ramps, and the potential loss of green space or neighborhood character. Several respondents emphasized a preference for gradual, targeted improvements rather than large-scale transformation, while others felt the concepts did not go far enough in creating a true downtown center. Overall, the responses suggest strong support for thoughtful reinvestment and placemaking when balanced carefully with affordability, fiscal responsibility, preservation of community assets, and sensitivity to New Brighton's existing suburban identity.

RESPONSE WORDCLOUD

RESPONSE KEY THEMES

Desire for a stronger downtown identity: Many respondents expressed excitement about creating a more recognizable, vibrant, and destination-oriented downtown with a clearer sense of place.

Support for local businesses and gathering spaces: Residents frequently mentioned restaurants, cafes, breweries, shopping, plazas, entertainment, and spaces that bring people together.

Strong interest in walkability and trail connections: Improving pedestrian and bicycle connections, especially across Highway 694, emerged as one of the most consistent themes.

Preference for incremental and balanced change: Many respondents supported targeted reinvestment and public realm improvements but expressed caution toward large-scale redevelopment or rapid transformation.

Concerns about taxes and project costs: Financial impacts and affordability were among the most common concerns, particularly regarding civic relocation and major redevelopment.

Resistance to additional multifamily housing and parking ramps: A substantial number of comments expressed concern about density, apartments, hotels, parking ramps, and perceived impacts to safety or neighborhood character.

Q21

DO YOU HAVE ANY FINAL THOUGHTS ABOUT WHAT SHOULD BE CHANGED OR REFINED ABOUT THESE CONCEPTS?

OVERVIEW

Open-ended responses to Question 21 reinforced many of the broader themes that emerged throughout the survey process, highlighting both excitement about improving downtown New Brighton and caution regarding the scale and cost of potential redevelopment. Many respondents expressed strong interest in creating a more walkable and vibrant downtown with additional restaurants, local businesses, trails, parks, gathering spaces, and safer pedestrian and bicycle connections. Recurring comments emphasized the importance of creating a stronger sense of place and community identity while improving everyday usability and connectivity throughout downtown. At the same time, many responses reflected concern about rising property taxes, increased multifamily housing, traffic impacts, parking, and the possibility of losing New Brighton's existing suburban and small-town character. Residents also frequently questioned the relocation of civic uses and emphasized the importance of maintaining community-oriented amenities such as the community center, parks, and public gathering spaces. Overall, the responses suggest broad support for thoughtful and incremental reinvestment, particularly when improvements focus on walkability, public space, and local businesses while remaining fiscally responsible and sensitive to neighborhood character.

RESPONSE WORDCLOUD

RESPONSE KEY THEMES

Desire for a more walkable and vibrant downtown: Many respondents expressed excitement about improving walkability, adding trails, creating gathering spaces, and supporting local businesses and restaurants.

Concern about taxes and fiscal responsibility: Property taxes, redevelopment costs, and long-term affordability emerged as some of the most consistent concerns.

Resistance to additional multifamily housing: Many comments expressed concern that apartments and higher-density housing could change New Brighton's suburban character.

Importance of maintaining community character: Residents repeatedly referenced preserving parks, green space, neighborhoods, and the city's small-town feel.

Desire for stronger gathering places and community spaces: Comments frequently highlighted interest in plazas, civic spaces, restaurants, public gathering areas, and "third places" where residents can socialize outside of home and work.

Questions about relocating civic uses: Many respondents expressed uncertainty or concern about relocating the community center and civic core north of Highway 694.

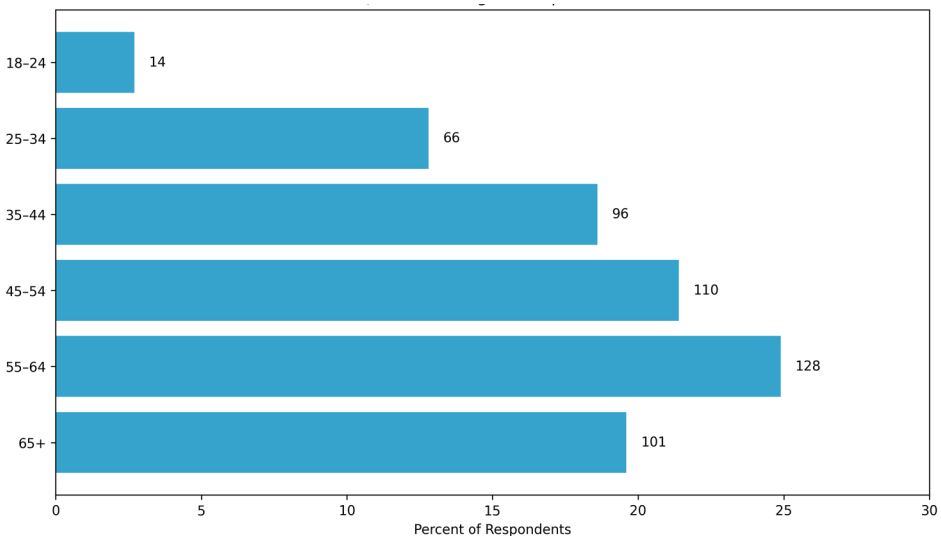
Q22

WHAT IS YOUR AGE?

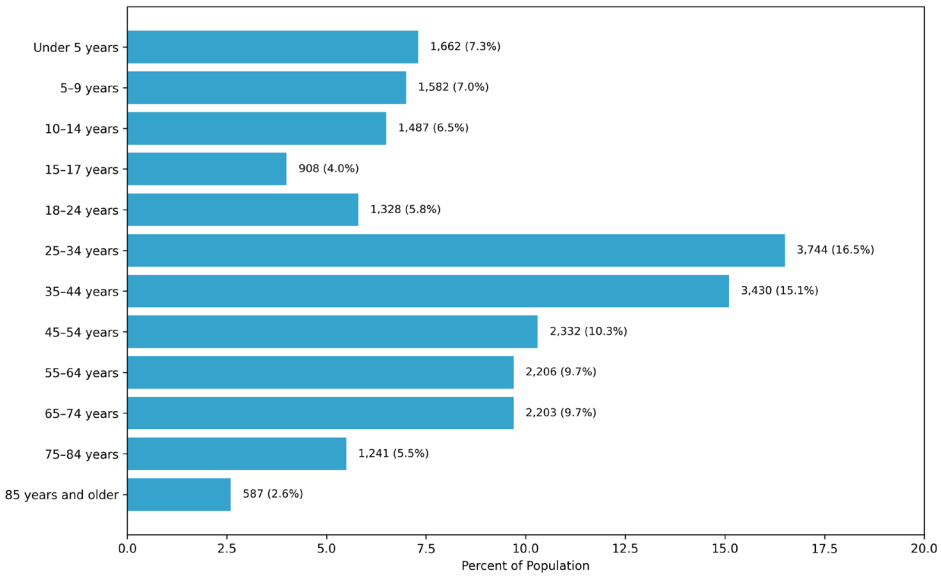
OVERVIEW

Survey responses indicate that participation skewed toward middle-aged and older adults, with the strongest representation coming from respondents between the ages of 45 and 64. Residents aged 55 to 64 represented the single largest age group, followed closely by respondents aged 45 to 54 and those 65 and older. Younger adults under 35 represented a smaller portion of participants, though they still contributed meaningful input throughout the process. Overall, the age distribution suggests the survey primarily captured perspectives from long-term and established community members who are likely to have a strong ongoing investment in the future of downtown New Brighton. At the same time, the comparatively lower participation from younger residents may indicate an opportunity for future engagement efforts focused on renters, younger households, students, and emerging professionals.

RESPONDENTS BY AGE



NEW BRIGHTON POPULATION BY AGE



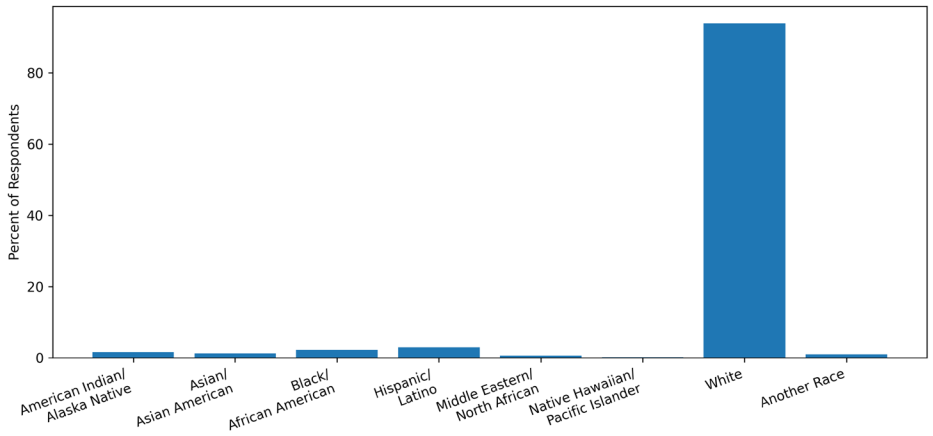
Q23

WHAT IS YOUR RACE?

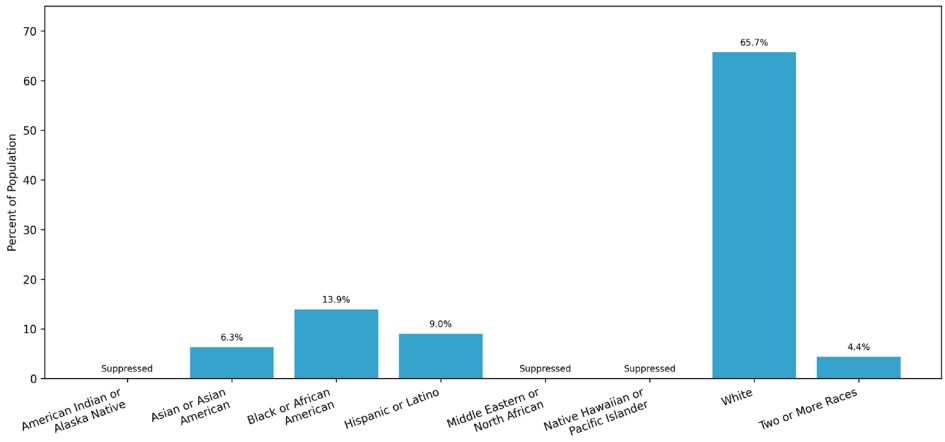
OVERVIEW

Question 23 asked respondents to describe their race and ethnicity. The survey responses indicate that participation was overwhelmingly white, with White respondents accounting for 93.92% of all participants. All other racial and ethnic groups individually represented less than 3% of responses. This suggests that while the survey achieved strong participation overall, the perspectives of many communities of color were comparatively underrepresented in the engagement process.

RESPONDENTS BY RACE



NEW BRIGHTON POPULATION BY RACE



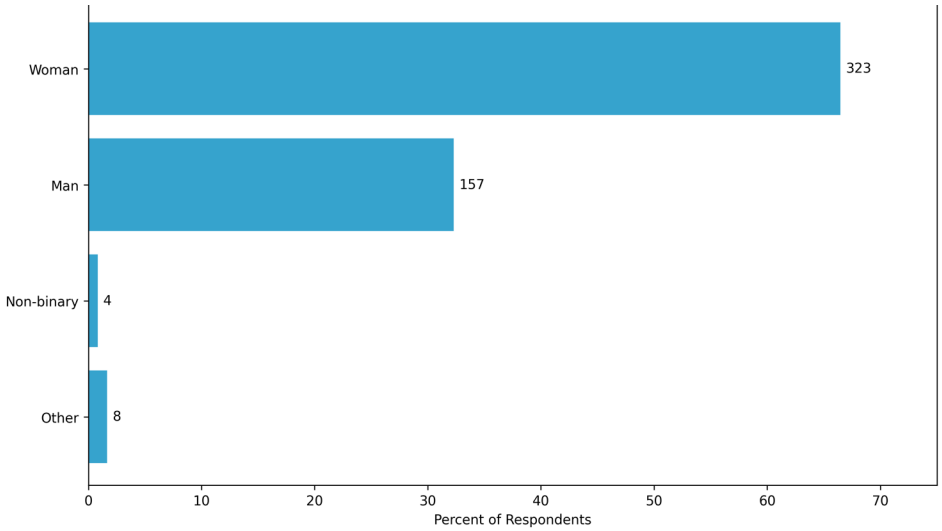
Q24

HOW WOULD YOU DESCRIBE YOUR GENDER IDENTITY? MARK ALL THAT APPLY.

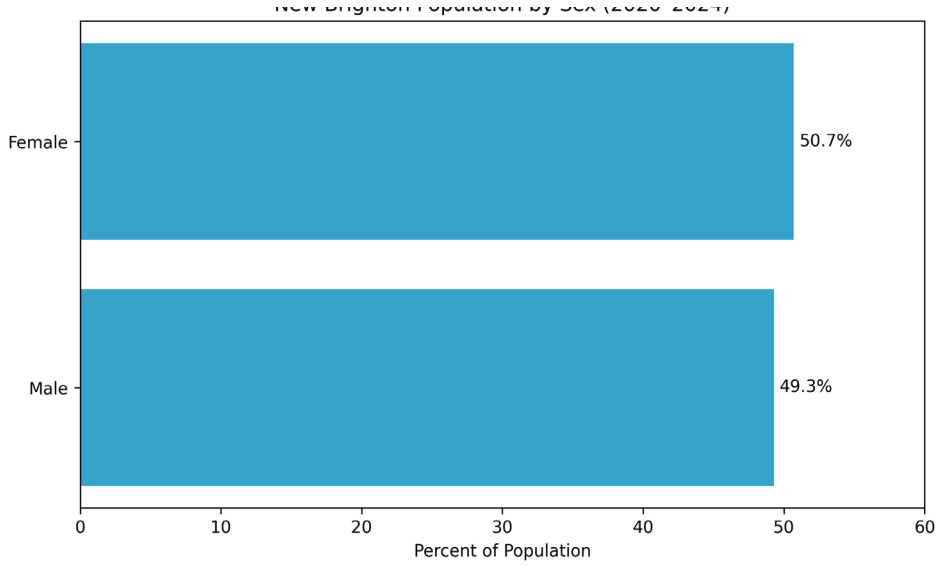
OVERVIEW

Survey responses indicate that participation skewed significantly toward women, who represented approximately two-thirds of all respondents. Men accounted for roughly one-third of survey participants, while very small percentages of respondents identified as non-binary or another gender identity. The results suggest that the engagement process captured a stronger response from women than men, which may reflect differing levels of interest, community involvement, or participation in public engagement activities related to downtown planning and community development. Overall, the survey reflects broad participation across genders, though future engagement efforts may benefit from additional outreach strategies aimed at balancing participation more evenly across demographic groups.

RESPONDENTS BY GENDER



NEW BRIGHTON POPULATION BY GENDER



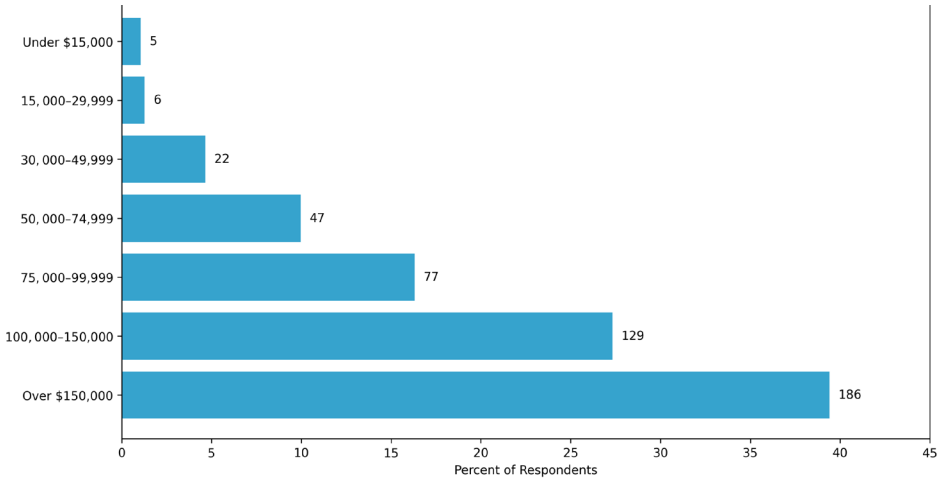
Q25

WHAT IS YOUR HOUSEHOLD INCOME?

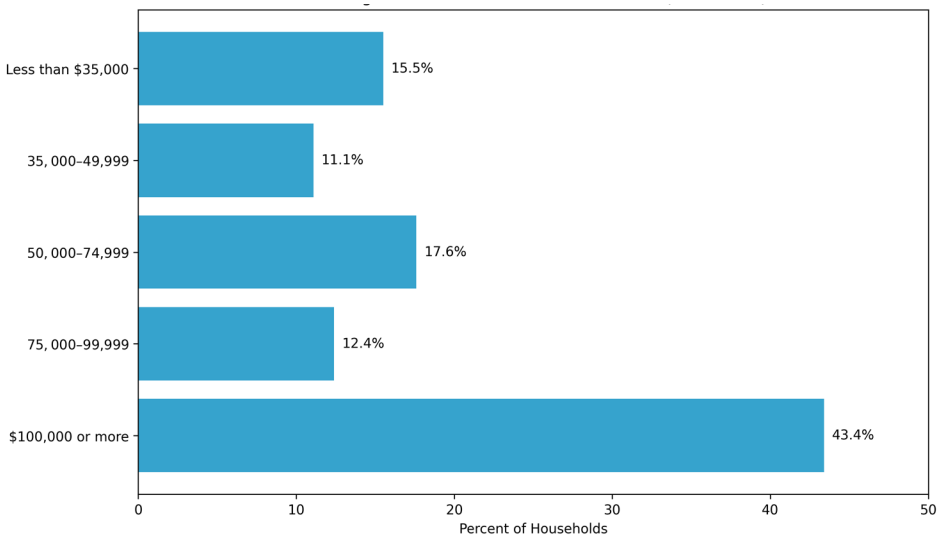
OVERVIEW

Survey responses indicate that participation skewed toward higher-income households, with more than two-thirds of respondents reporting household incomes above $75,000 annually. The largest single income category was households earning over $150,000 per year, followed by respondents earning between $100,000 and $150,000. Comparatively fewer respondents reported household incomes below $50,000. The results suggest that the engagement process primarily captured perspectives from middle- and upper-income residents, many of whom are likely homeowners and long-term community stakeholders. While this provides valuable insight into the priorities of established residents, the comparatively limited participation from lower-income households may indicate an opportunity for future engagement efforts focused on renters, younger residents, lower-income households, and communities that may experience redevelopment impacts differently. Overall, the findings suggest that affordability, taxes, and housing costs remain important concerns even among a comparatively higher-income respondent base.

RESPONDENTS BY HOUSEHOLD INCOME



NEW BRIGHTON POPULATION BY HOUSEHOLD INCOME



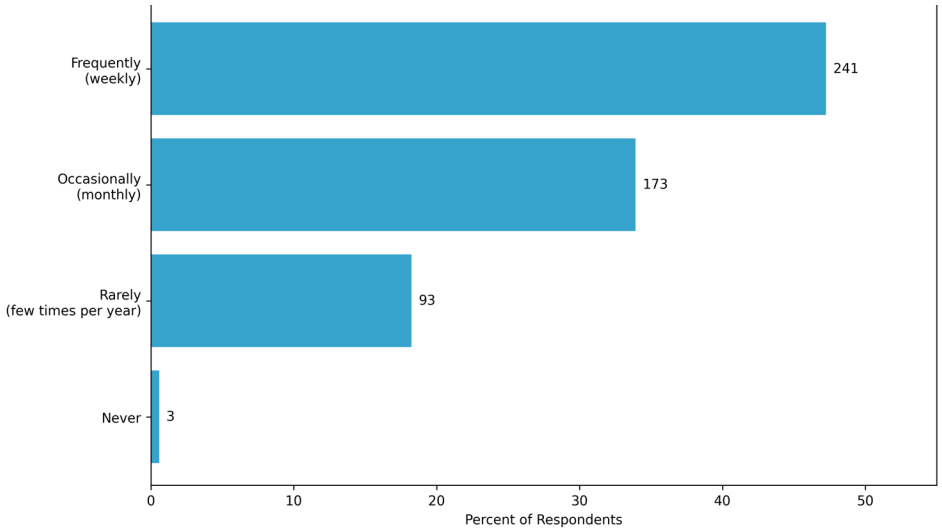
Q26

HOW OFTEN DO YOU CURRENTLY VISIT THE TOWN CENTER AREA (COMMUNITY CENTER, VETERANS PARK, OLD HWY 8)?

OVERVIEW

Survey responses indicate that the vast majority of participants are already highly familiar with the Town Center area, including the Community Center, Veterans Park, and Old Highway 8 corridor. Nearly half of respondents reported visiting the area frequently on a weekly basis, while an additional one-third indicated they visit occasionally on a monthly basis. Comparatively few respondents reported visiting only a few times per year, and almost no respondents indicated that they never visit the area. The results suggest that survey feedback was strongly informed by people who regularly experience downtown New Brighton and interact with its public spaces, businesses, parks, and civic destinations firsthand. This high level of familiarity strengthens the reliability of the feedback regarding existing conditions, safety concerns, walkability, community amenities, and future redevelopment priorities. Overall, the findings indicate that the engagement process successfully reached many of the residents and users most directly connected to the Town Center area and its future evolution.

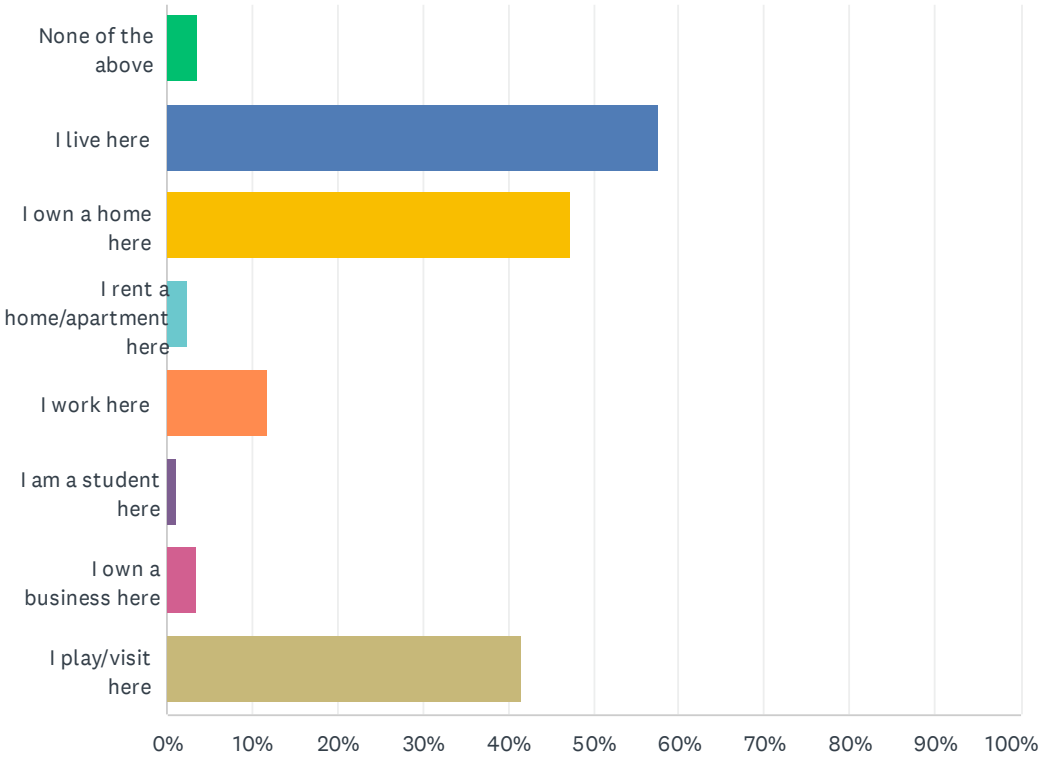
RESPONDENTS BY VISIT FREQUENCY



New Brighton Downtown* Vision Plan
*Final Name TBD

Q1 How would you best describe your relationship with this area of New Brighton? (please check all that apply)

Answered: 349 Skipped: 8

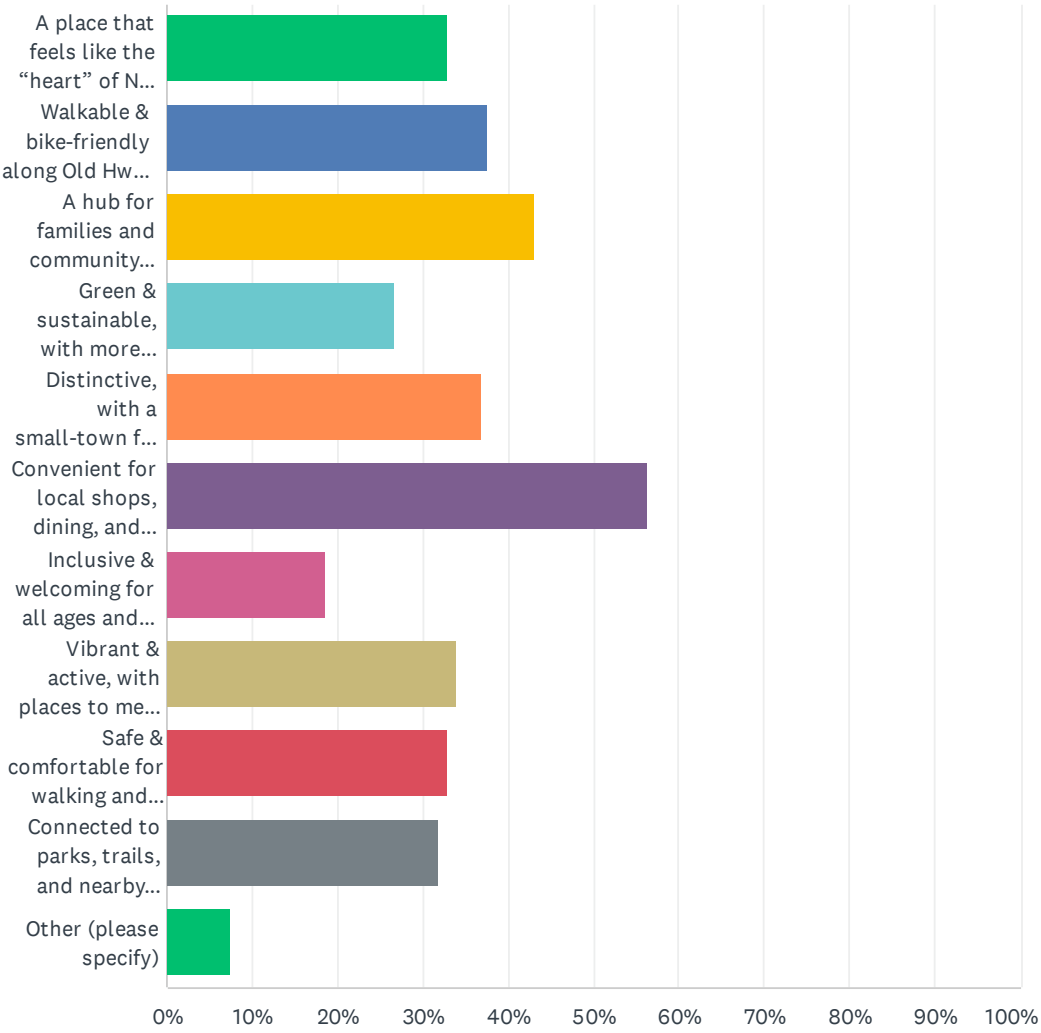


ANSWER CHOICES	RESPONSES	
None of the above	3.72%	13
I live here	57.59%	201
I own a home here	47.28%	165
I rent a home/apartment here	2.29%	8
I work here	11.75%	41
I am a student here	1.15%	4
I own a business here	3.44%	12
I play/visit here	41.55%	145
Total Respondents: 349		

New Brighton Downtown* Vision Plan
*Final Name TBD

Q2 What words best describe the kind of New Brighton Downtown you'd like to see in the future? (Select up to 3)

Answered: 350 Skipped: 7



New Brighton Downtown* Vision Plan
*Final Name TBD

ANSWER CHOICES	RESPONSES	
A place that feels like the “heart” of New Brighton	32.86%	115
Walkable & bike-friendly along Old Hwy 8, 10th Street, and nearby trails	37.43%	131
A hub for families and community events (like Pumpkin Walk and Farmers Market)	43.14%	151
Green & sustainable, with more trees, native landscaping, and open spaces	26.57%	93
Distinctive, with a small-town feel that reflects New Brighton’s history and neighborhoods	36.86%	129
Convenient for local shops, dining, and daily needs	56.29%	197
Inclusive & welcoming for all ages and abilities	18.57%	65
Vibrant & active, with places to meet, play, and gather year-round	34.00%	119
Safe & comfortable for walking and spending time outdoors	32.86%	115
Connected to parks, trails, and nearby neighborhoods	31.71%	111
Other (please specify)	7.43%	26
Total Respondents: 350		

New Brighton Downtown* Vision Plan
*Final Name TBD

Q3 In a few words or a short phrase, how would you describe your vision for the Downtown?

Answered: 262 Skipped: 95

#	RESPONSES	DATE
1	exactly as it is	1/4/2026 6:13 PM
2	Revitalize and Connect	1/4/2026 3:41 PM
3	Community	1/4/2026 10:01 AM
4	Community, accessible, inviting	1/2/2026 9:57 AM
5	Sustainable, active, engaging	1/2/2026 12:58 AM
6	We do NOT want the area to have a zoning change. We want our neighborhood of homes to stay intact and not redeveloped erasing the history of New Brighton neighborhood. This is the small town New Brighton that people move into because we do not want new developments - we already have many parks, walking and EXISTING local shops, dining. WE DO NOT WANT IT TO CHANGE!	12/31/2025 3:34 PM
7	Small town feeling, convenient and quiet	12/31/2025 12:36 PM
8	More dining, shopping	12/31/2025 9:26 AM
9	The trademark of New Brighton	12/27/2025 10:33 AM
10	Family and community focused for all	12/26/2025 6:11 PM
11	Vibrant, distinct, welcoming	12/25/2025 2:35 PM
12	Historic homage to the old Exchange and business district and plenty of open space (park land).	12/24/2025 9:24 AM
13	Some place I want to go to	12/22/2025 10:47 PM
14	I'd like to be able to walk there and get groceries and coffee.	12/22/2025 7:28 AM
15	Sustainable community with vibrant businesses	12/21/2025 3:05 PM
16	Restaurants, shops, green space	12/21/2025 12:57 PM
17	Less big commercial property and more small businesses. More green open spaces.	12/21/2025 9:55 AM
18	Safe, clean, friendly, warm	12/21/2025 8:26 AM
19	Business center	12/20/2025 6:58 PM
20	A place to socialize, relax and visit on a regular basis i.e. daily or weekly.	12/20/2025 11:42 AM
21	Streets lined with shops, dining and business	12/19/2025 6:23 PM
22	Like Edina's Centennial Lakes area	12/19/2025 12:51 PM
23	It would be great to have some sort of groceries within walking distance.	12/19/2025 8:58 AM
24	Quaint	12/18/2025 11:07 PM
25	New Brighton is a suburb and not a big city. It was primarily formed as a place for single family homes . There is nothing wrong with that. Rather than try to make it something it is not, consider embracing the suburban history and be authentic	12/18/2025 10:35 PM
26	Fun activities for all ages	12/18/2025 10:31 PM
27	a walkable, vibrant downtown centered around a charming main street or town square that brings residents together through local restaurants, small businesses, and simple	12/18/2025 9:36 PM

	entertainment. This would be a place where locally owned shops, cafés, and a small performance venue create daily activity, while regular community events—farmers markets, outdoor movies, seasonal festivals, and holiday gatherings—build civic pride and connection.	
28	Community building	12/18/2025 9:26 PM
29	The center of the city. A space where people can go out and meet up in a safe and inclusive space	12/18/2025 9:21 PM
30	A place that feels welcoming	12/18/2025 9:17 PM
31	Mini downtown Stillwater	12/18/2025 8:43 PM
32	Walkable and small shops, antique store and deli	12/18/2025 8:20 PM
33	A central hub of activity, resources and community	12/18/2025 7:52 PM
34	Small town feel, wide boulevard, many family American style gatherings. Vibrant and beautiful. Benches and trees. American flags.	12/18/2025 7:04 PM
35	Vibrant small town feeling	12/18/2025 6:48 PM
36	Cute shops, maybe including a coffee shop, walkable, useful services	12/18/2025 2:21 PM
37	A quiet single family residential neighborhood	12/18/2025 2:05 AM
38	Welcoming neighborhood, shops, restaurants/bars, grocery, things to do year round	12/17/2025 8:31 PM
39	A place that attracts families to spend their day	12/17/2025 5:46 PM
40	A place people want to live near and visit	12/17/2025 10:54 AM
41	Functional and friendly	12/16/2025 8:36 PM
42	Community gathering place with amenities for all	12/16/2025 6:43 PM
43	More shops and restaurants	12/16/2025 2:28 PM
44	Variety of shops	12/16/2025 9:34 AM
45	a location you want to go to, with small local restaurants, quaint shops , White Bear Lake ..right now their is no identity	12/16/2025 7:22 AM
46	Walkable multiuse	12/15/2025 9:30 PM
47	Interesting place to spend time	12/15/2025 8:36 PM
48	A part of the City that is the hub for everyday life	12/15/2025 7:07 PM
49	Walkable community focused	12/15/2025 2:21 PM
50	Local shops, food and drink, safe paths from all directions.	12/15/2025 7:07 AM
51	Shops, dining, entertainment on two sides of the street (like Stillwater, Mahtomedi, Anoka)	12/14/2025 8:20 PM
52	Walkable convenience for stores, restaurants, and services	12/14/2025 6:41 PM
53	small town vibes , encouraging outdoor life, and community	12/14/2025 4:07 PM
54	Where you would like to go	12/14/2025 3:41 PM
55	be more like a city, like a regular downtown with shopping	12/14/2025 2:48 PM
56	I think it’s fine the way it is	12/14/2025 2:10 PM
57	Welcoming, safe, fun	12/14/2025 12:47 PM
58	Gathering for food, playing and learning	12/14/2025 12:31 PM
59	It's fine the way it is	12/14/2025 10:30 AM
60	New Brighton needs an identity. Something that is distinct	12/14/2025 10:17 AM
61	A robust area that draws people together	12/14/2025 9:35 AM

62	Quaint, safe, walkable	12/14/2025 9:32 AM
63	A place to be at	12/14/2025 8:15 AM
64	I like it the way it is, no change needed. Property taxes will rise with this project and they are already too high.	12/14/2025 6:59 AM
65	There is no downtown to speak of	12/13/2025 11:52 PM
66	Walkable access with independent small businesses	12/13/2025 10:26 PM
67	Leave it alone.	12/13/2025 8:02 PM
68	Charming, historic, easy access for walking and biking	12/13/2025 7:29 PM
69	Inclusive, uniquely beautiful, inviting	12/13/2025 5:53 PM
70	Only small changes, maybe a city hall expans handle DMV licensingon to handle DMV licensing, maybe a small quiet restaurant or bistro added nearby..Keep the housing as is.	12/13/2025 4:09 PM
71	Interactive, restaurants, shops, something to do.	12/13/2025 2:24 PM
72	Have the feel and look of Stillwater	12/13/2025 2:04 PM
73	Vision for the future!	12/13/2025 1:23 PM
74	Stop spending money	12/13/2025 1:15 PM
75	Inviting, family friendly	12/13/2025 12:21 PM
76	A quaint city area with stores and services. A large park area where city functions can be held.	12/13/2025 11:44 AM
77	Safe, Clean, attractive	12/11/2025 11:54 AM
78	Where we can get groceries or walk for milk and bread	12/10/2025 7:48 PM
79	More options	12/10/2025 4:14 PM
80	A destination for friends and families	12/10/2025 2:21 PM
81	A place for everyone, including the seniors in the community	12/9/2025 7:21 PM
82	Something distinctive that draws people to New Brighton	12/9/2025 6:35 PM
83	Keep the Dept of Public Safety, City Hall, and Community Center where they are. They are an important part of the part of New Brighton.	12/9/2025 5:30 PM
84	Heart of the city - One stop shoo	12/7/2025 8:52 PM
85	cute and small town	12/7/2025 11:28 AM
86	Somewhere to hang out and meet others and get food	12/6/2025 9:08 AM
87	Safe happening and vibrant place. Good Food and healthy living	12/6/2025 8:17 AM
88	Vibrant	12/6/2025 7:58 AM
89	One distinct downtown	12/5/2025 7:14 PM
90	walkable, convenient, green	12/5/2025 2:05 PM
91	Safe	12/5/2025 10:42 AM
92	I want walkable restaurants and shops.	12/5/2025 9:52 AM
93	Welcoming	12/5/2025 7:55 AM
94	Hub, heart, walkable	12/5/2025 12:22 AM
95	Clean up the businesses on old 8 so there is more to walk to and do.	12/4/2025 11:02 PM
96	A small town feeling hub for shopping and dining	12/4/2025 10:35 PM
97	Make it distinctive and clearly identifiable and encompass the community center	12/4/2025 7:21 PM
98	Cozy urban small town	12/4/2025 6:59 PM

99	An area you can go out to eat, or get ice cream or sit in the park nearby, listen to outdoor music in the summer, shop	12/4/2025 5:32 PM
100	A place with parks, dining and reasons to visit. A small town area/feel	12/4/2025 2:49 PM
101	A walkable area with a diversity of shops and restaurants, an area where you could spend an afternoon	12/4/2025 2:10 PM
102	Basic	12/4/2025 1:39 PM
103	Clean, appealing with nice landscaping, small shops, more restaurants, buildings that look nice (gas station and Pho400/Mirage) look horrible making NB look trashy	12/4/2025 12:19 PM
104	pleasant go-to place for daily needs	12/4/2025 11:53 AM
105	Walkable and welcoming	12/4/2025 11:40 AM
106	Walkable with several local shops (boutiques, coffee, dining) that feels like a safe place for families and youth to hangout.	12/4/2025 10:54 AM
107	More retail, grocery and more green space.	12/4/2025 10:53 AM
108	A place residents can walk or bike to with all their needs and wants for a pleasant afternoon.	12/4/2025 10:02 AM
109	Accessible, approachable, designed for connection and play	12/4/2025 9:30 AM
110	I would like the "downtown" of New Brighton to be the "jewel" aka "heart" of the city. It needs to be an area that is intriguing to all ages, and provides a sense of community. We nee better restaurants and local shops that won't just appeal to our neighbors but to other cities members too.	12/4/2025 9:26 AM
111	Natural and Walkable, Sit, Eat, Play	12/4/2025 9:04 AM
112	Similar to downtown White Bear Lake	12/4/2025 8:51 AM
113	Shops, dining and events for all	12/4/2025 8:48 AM
114	Inclusive, connected, community	12/4/2025 8:43 AM
115	Walkable/bike-able with places/small businesses that are worth walking/biking to (eg coffee shop, small grocery store, brewery)	12/4/2025 8:31 AM
116	Some place that I have reason to go fairly often and will likely see neighbors and community members	12/4/2025 8:28 AM
117	safe and friendly	12/4/2025 8:22 AM
118	Leave my area alone. There is so much open space down old 8, why don’t you set your sites on that area	12/4/2025 7:50 AM
119	Bring back the "downtown" feel	12/4/2025 7:36 AM
120	Mixed use - shops, dining, parks, gathering spaces, families, connection	12/4/2025 7:35 AM
121	Small-town main st feel	12/4/2025 7:24 AM
122	Would love to see a downtown area with unique shops and more dining options. Ex: White Bear Lake, Anoka...	12/4/2025 7:07 AM
123	currently works and no changes are needed during this challenging economic times.	12/4/2025 6:37 AM
124	Quiet, less traffic	12/4/2025 6:03 AM
125	Like downtown White Bear Lake	12/4/2025 5:14 AM
126	As it is now	12/4/2025 5:05 AM
127	More conducive to being able to park and walk around and access multiple activities	12/4/2025 3:54 AM
128	Heart of New Brighton	12/4/2025 3:43 AM
129	Walkable with useful shops	12/4/2025 2:24 AM

130	A place where everyone knows your name	12/4/2025 12:08 AM
131	Fresh, loved, family	12/3/2025 11:52 PM
132	Preserve homes but find ways to add something to the areas around city building. Enhance the amphitheater behind city hall, spiff up the trail and boardwalk from the community center	12/3/2025 11:25 PM
133	Move traffic through efficiently	12/3/2025 11:15 PM
134	Charming, vibrant, more restaurants, retail, food	12/3/2025 11:11 PM
135	Keep the shops but change the look to be more old town with hanging baskets and lights. Prioritize green and native plants and flowers. Incentivize local small businesses to come in available spaces.	12/3/2025 10:50 PM
136	Identity, connectivity, density	12/3/2025 10:50 PM
137	Walkable, connected to other areas of NB	12/3/2025 10:45 PM
138	Neighborhood with park walkways	12/3/2025 10:42 PM
139	a	12/3/2025 10:39 PM
140	Walkable, social	12/3/2025 10:30 PM
141	Revitalized and brought back to historic roots	12/3/2025 10:25 PM
142	Where young memories are made.	12/3/2025 10:16 PM
143	Main street.	12/3/2025 10:14 PM
144	Big park, concert venue, access to trails,	12/3/2025 10:10 PM
145	Updated and clean, increased security and safety measures. More dining options that aren't fast food. Coffee shops, family owned businesses, a place to volunteer and give back to the community.	12/3/2025 10:07 PM
146	An area that feels like the center of New Brighton.	12/3/2025 10:02 PM
147	A place with third spaces and small businesses to thrive. Walkable and green.	12/3/2025 9:57 PM
148	Exclusive but accessible, modern but classic	12/3/2025 9:54 PM
149	Publicly useful, less closed/private office or business. Welcoming for the community.	12/3/2025 9:52 PM
150	Dense and vibrant, with a mixture of uses	12/3/2025 9:51 PM
151	Stars Hollow	12/3/2025 9:50 PM
152	Improved bike/trail connections to the North (across 694), West (silver lake Rd), around train yard	12/3/2025 9:48 PM
153	A central gathering place for community events (park, band / entertainment shell and building, outdoor swimming pool and splash pad, city services and shopping or other services (salons, etc.).	12/3/2025 9:48 PM
154	More green space and better spaces for the farmers market, pumpkin walk, concerts, etc. NOT apartment buildings.	12/3/2025 9:40 PM
155	Inviting and safe	12/3/2025 9:40 PM
156	Hub for community	12/3/2025 9:30 PM
157	A destination location that brings energy and income to the city with restaurants, entertainment, and activities!	12/3/2025 9:27 PM
158	Family friendly lots of tails with lights and parks community events	12/3/2025 9:25 PM
159	More than just streets that I drive down to get from pt A to ot B.	12/3/2025 9:24 PM
160	A community gathering place	12/3/2025 9:20 PM
161	A place to connect and interact with others	12/3/2025 9:19 PM

162	New Brighton’s identity and main street	12/3/2025 9:10 PM
163	Can be enjoyed by everyone	12/3/2025 9:06 PM
164	Timeless Natural Vibrant	12/3/2025 9:06 PM
165	No more tall buildings that overwhelm everything, like you built where the old Korean Church was. You destroyed the neighborhood with your greed.	12/3/2025 8:53 PM
166	Welcoming	12/3/2025 8:51 PM
167	Pedestrian and family focused	12/3/2025 8:46 PM
168	Community oriented, family friendly, a space where events happen	12/3/2025 8:42 PM
169	Quaint, with a small town feel with access to a quick shopping trip, fun dinner out or a coffee shop/ bookstore hangout	12/3/2025 8:37 PM
170	Supportive	12/3/2025 8:13 PM
171	Retail and dining	12/3/2025 8:12 PM
172	Increased walkability between nearby businesses and the cities community center, and City Hall. while there are currently sidewalks, there are no trees or greenery to provide shade while walking, and the noise pollution from busy cars detracts from the appeal	12/3/2025 7:54 PM
173	Safe and inclusive	12/3/2025 7:49 PM
174	Community, attractive, coheasive	12/3/2025 7:49 PM
175	Inviting, connection, enjoyment	12/3/2025 7:45 PM
176	Welcoming and safe	12/3/2025 7:43 PM
177	A fun, walkable, safe, well lit gathering space with ample dining options.	12/3/2025 7:34 PM
178	Welcoming	12/3/2025 7:32 PM
179	Easily accessible and well kept district that attracts a lot of events and activity.	12/3/2025 7:31 PM
180	Foodie Destination	12/3/2025 7:24 PM
181	A place like other cities downtowns are. Shops, resteraunts/bars, etc. a place that can have a little night life in it as well.	12/3/2025 7:20 PM
182	More modern with restaurants and shopping	12/3/2025 6:56 PM
183	Keep the small town historic feel	12/3/2025 6:43 PM
184	A place with local shops, restaurants and everyday needs	12/3/2025 6:40 PM
185	A small town feel in the Twin Cities	12/3/2025 6:40 PM
186	A central base with many places to go	12/3/2025 6:39 PM
187	I’d love to see more local businesses and green spaces!	12/3/2025 6:37 PM
188	A Hub for connection with native plants	12/3/2025 6:30 PM
189	A place to enjoy a cute boutique or shop with friends and neighbors.	12/3/2025 6:29 PM
190	Small town charm with places to walk and visit	12/3/2025 6:26 PM
191	Shopping and restaurants	12/3/2025 6:16 PM
192	A downtown hub that invites people to come to and have interesting things to do (similar to downtown Hopkins)	12/3/2025 5:31 PM
193	It's already lovely	12/3/2025 5:30 PM
194	Thriving with focus on local small businesses	12/3/2025 4:48 PM
195	Open, friendly, accessible, variety of shops	12/3/2025 12:58 PM
196	A destination, you can do multiple things there	12/2/2025 8:24 PM

197	A hub for neighborhood life	12/2/2025 7:34 PM
198	Fun	12/2/2025 7:33 PM
199	Updated	12/2/2025 3:16 PM
200	It needs energy, enjoyable reasons to be there, otherwise it's just the part of town near city hall.	12/2/2025 3:01 PM
201	A space to bring residents together, to breakdown barriers and support relationships across cultures, generations, etc.	12/2/2025 2:57 PM
202	A place that looks like a main street	12/2/2025 1:37 PM
203	Something that appears to be inviting where people want to and look forward to visiting	12/2/2025 1:12 PM
204	Downtown is in dire need of amenities. Once my kids outgrow the Eagle's nest, my contributions towards this area will be limited to Dominos and Jimmy John's. I want to invest in my community. Not in franchises.	12/2/2025 8:31 AM
205	Safe, friendly, the heart of New Brighton.	12/2/2025 8:08 AM
206	Outdoor fun!	12/1/2025 11:11 PM
207	A walkable neighborhood with basic needs for residents	12/1/2025 8:41 PM
208	A great place where people can meet and have breakfast.Lunch or dinner and a cup of coffee while watching kids play on turf Fields	12/1/2025 6:03 PM
209	How to create a downtown with a Europe feel to it. Bakery , coffee shoe , minimart, small eatery ,	12/1/2025 5:38 PM
210	I feel that the current area as it is perfectly serves our needs.	12/1/2025 5:29 PM
211	The business district of New Brighton is the old Apache area by Cub. You shouldn't try to move it to a residential area	12/1/2025 5:23 PM
212	Safe for everyone in our community	12/1/2025 5:05 PM
213	Less low income housing	12/1/2025 3:48 PM
214	Would like it to remain the same, is a great neighborhood to live in	12/1/2025 2:27 PM
215	Few more dine-out options. More places for people to come too.	12/1/2025 11:56 AM
216	Accessible, restaurants and shops, asset to community	11/29/2025 8:32 PM
217	Safe and fun	11/29/2025 12:28 PM
218	Community	11/29/2025 12:21 PM
219	A destination location that feels safe, welcoming, and like a healing/natural space	11/29/2025 12:06 PM
220	Vibrate	11/28/2025 1:51 PM
221	A converter place for friends and family to get together and enjoy spending time together.	11/24/2025 1:32 PM
222	A place where all the various demographics of NB can come together and connect through things like local food businesses and activities.	11/24/2025 12:52 PM
223	Gather, greet, celebrate	11/22/2025 4:15 PM
224	The hub for city activities	11/21/2025 2:14 PM
225	We need more shops cafes etc	11/21/2025 10:37 AM
226	Family friendly and walkable	11/20/2025 9:23 PM
227	Like home	11/20/2025 6:10 PM
228	Cohesive and connected. Places for kids and family, small shops etc to support our community.	11/20/2025 11:26 AM
229	It comprises the best ideas of residents and business in order to create a vibrant place to live,	11/19/2025 5:31 PM

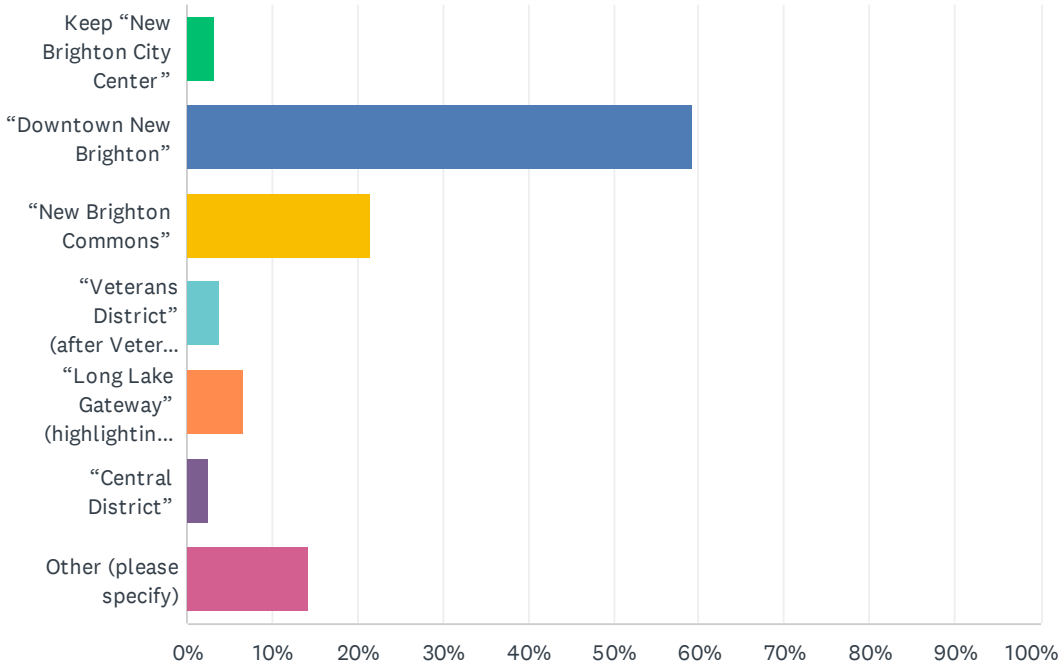
	work, and enjoy	
230	Civic Center	11/19/2025 4:00 PM
231	Should be a great place to come visit and spend time with families in the evening.	11/18/2025 9:35 PM
232	More shopping. Keeping it local. Convenience Store.	11/18/2025 2:13 PM
233	What it used to be with businesses, shops, etc, before the city got rid of them and put in mostly housing only.	11/17/2025 9:29 PM
234	Places to play and gather as part of a community	11/17/2025 1:04 PM
235	To get back to the old town feeling	11/12/2025 7:13 PM
236	Community feel	11/12/2025 5:18 PM
237	Where people go.	11/12/2025 12:00 PM
238	Keep it the way it is	11/7/2025 7:03 PM
239	Interconnected Community	11/4/2025 8:22 AM
240	A place where commerce and leisure are in balance	11/3/2025 11:22 AM
241	I would like to see more small businesses thriving in this area, no big corporations or development's. New Brighton is a small city and the people that work, live, and visit here enjoy the small city/town atmosphere. If they wanted big busy city life style they wouldn't be here. The community center is great for all ages. I would like to see safer walking conditions in and near this area. The side walk along old highway 8 over 35W is very unsafe for any pedestrian. The cars don't pay enough attention and the sidewalk has no guard rail or fence if a stroller, bike, wheel chair, or dog were to accidentally trip or fall. Cars also travel too fast along old highway 8 and anyone that is trying to cross the street have to risk their safety. I would like to see another cross walk sign that has flashing lights to warn drivers to slow down and look for pedestrians. Especially because of the street parking it makes it difficult for travelers to see.	11/1/2025 8:35 PM
242	Less apartments and more places for current residents to enjoy or work and be in our city.	11/1/2025 7:51 PM
243	Open space, airy, No apartments	11/1/2025 7:46 PM
244	Main Street feel, walkable shops, dining, bars,	11/1/2025 7:42 PM
245	More businesses on old Highway eight between County Rd., E2 and 10th St.	11/1/2025 10:41 AM
246	Open, airy, safe and family friendly	11/1/2025 7:57 AM
247	Safe, inviting, vibrant, sustainable, multi-generational	10/30/2025 3:50 PM
248	Enabling families and friends to get together in a peaceful, relaxing, and safe environment that provides a variety of options for eating, socializing, biking/walking, and enjoying community events.	10/29/2025 8:06 PM
249	A welcoming third space for multiple generations to enjoy and interact.	10/28/2025 9:49 PM
250	No criminals	10/27/2025 2:26 PM
251	Walkable nature	10/27/2025 9:46 AM
252	Similar to white bear lake!	10/25/2025 8:49 PM
253	As a neighborhood that is walkable, safe, and a place for people to call home	10/24/2025 10:09 PM
254	walkable small town	10/24/2025 7:22 PM
255	Keep it simple-no frills	10/24/2025 1:07 PM
256	Bedroom community	10/23/2025 8:50 PM
257	Mixed-use, walkable, opportunity for transit hub	10/22/2025 2:45 PM
258	Safer bike trails.	10/21/2025 11:12 AM
259	Think Cruise Ship. Everything you need is a walk away.	10/20/2025 7:12 PM

260	Town Center or correctly named Old Town New Brighton should remain a reminder of New Brighton's history. The combination of walkable business and restaurants is what gives "old downtown" it's charm. A great amount of history was lost with the redevelopment in the late 80's and early 90's. Residents appreciate the charm which is why many residents have chosen to keep it as their neighborhood for several decades. It is also a location for affordable single family homes, a necessary need in today's economy.	10/20/2025 6:28 PM
261	I would like to have a space that fosters community and connection	10/20/2025 3:46 PM
262	Stay just as it is	10/20/2025 11:40 AM

New Brighton Downtown* Vision Plan
*Final Name TBD

Q4 Over the years, this area has been referred to by a few different names. The City is exploring a clear, consistent name that reflects its role as New Brighton's community hub. What should it be called in the future? (Choose one or suggest your own!)

Answered: 343 Skipped: 14



ANSWER CHOICES	RESPONSES	
Keep "New Brighton City Center"	3.21%	11
"Downtown New Brighton"	59.18%	203
"New Brighton Commons"	21.57%	74
"Veterans District" (after Veterans Park)	3.79%	13
"Long Lake Gateway" (highlighting nearby trails and natural areas)	6.71%	23
"Central District"	2.62%	9
Other (please specify)	14.29%	49
Total Respondents: 343		

New Brighton Downtown* Vision Plan
*Final Name TBD

Q5 Why did you choose that name? (Open text, optional)

Answered: 177 Skipped: 180

#	RESPONSES	DATE
1	This is but one area in New Brighton with amenities. Central District describes this area without competing with other areas.	1/4/2026 3:41 PM
2	Keeps City name yet broadens scope of the intent	1/2/2026 9:57 AM
3	Leave it as it is!	12/31/2025 3:34 PM
4	Because I lived here when it was downtown and it had that small town feeling	12/31/2025 12:36 PM
5	More reflective of what the current area is	12/26/2025 6:11 PM
6	That’s what I call it today.	12/24/2025 9:24 AM
7	I think having a downtown would include having a grocery store and vital shops so I don’t have to drive to another neighborhood to run errands.	12/22/2025 7:28 AM
8	Logical	12/21/2025 12:57 PM
9	Historic reference and it contains city hall and public safety	12/21/2025 9:55 AM
10	Communicates a clear idea	12/20/2025 2:32 PM
11	It need showcase the fact that it is central location that residents and guests can visit without guessing.	12/20/2025 11:42 AM
12	I remember the old " downtown New Brighton" before it was torn down. Drug store, hardware store, municipal bar. It was fantastic.	12/19/2025 6:23 PM
13	Seems modern	12/19/2025 12:51 PM
14	It says what it is without trying to be pretentious.	12/19/2025 8:58 AM
15	It’s all-encompassing, doesn’t accentuate 1 area/group more than others.	12/18/2025 11:07 PM
16	NB Commons has a small town charm and ring to it	12/18/2025 10:35 PM
17	Brighton Hollow reflects the spirit and goals of New Brighton’s Downtown Vision Plan by combining a strong sense of place with a warm, community-centered identity. “Brighton” anchors the district clearly to the city, reinforcing local pride and ownership, while “Hollow” evokes a welcoming village center—an intimate, walkable gathering place where people naturally come together. The name feels timeless rather than trendy, signaling a downtown designed for long-term community connection, local businesses, and shared traditions. It also supports storytelling and placemaking, giving residents a recognizable “heart of the city” that can grow into a beloved destination for events, dining, and everyday life.	12/18/2025 9:36 PM
18	Play on the town name	12/18/2025 9:26 PM
19	It allows residents and visitors a place that is "downtown" busy fun close to home	12/18/2025 9:21 PM
20	Straight forward. Clear what it is.n	12/18/2025 9:17 PM
21	I feel like it should say New Brighton and I didn’t like new Brighton commons.	12/18/2025 9:12 PM
22	Reminds me of history of our Village	12/18/2025 8:20 PM
23	Cosy, small town feel	12/18/2025 7:04 PM
24	It’s the best one that aligns with the feeling of community and connection I envision	12/18/2025 6:48 PM
25	Because when I think of the word 'downtown' I think of a place that can provide a variety of services and entertainment.	12/18/2025 2:21 PM

26	Nod to the history of New Brighton while giving a fun modern name.	12/17/2025 8:31 PM
27	No particular reason	12/17/2025 10:54 AM
28	It’s the easiest to understand for everyone, including people who aren’t from NB but may be coming to an event	12/16/2025 8:36 PM
29	It makes sense to me	12/16/2025 6:43 PM
30	This is what I have always called it and I live downtown	12/16/2025 2:28 PM
31	That is what I call it now	12/16/2025 9:34 AM
32	it’s the identity of the New Brighton	12/16/2025 7:22 AM
33	Expresses inclusion	12/15/2025 9:30 PM
34	It’s honest	12/15/2025 8:36 PM
35	Seems like a natural name that everyone will immediately recognize as the hub of the city	12/15/2025 7:07 PM
36	Downtown is a small town feel name.	12/15/2025 7:07 AM
37	Keep it simple. I don’t think any of the others will catch on	12/14/2025 8:20 PM
38	It easily identifies the central/hub of a town	12/14/2025 6:41 PM
39	just like it	12/14/2025 4:07 PM
40	That’s what it is	12/14/2025 2:10 PM
41	It is simple and descriptive.	12/14/2025 1:11 PM
42	I’ve lived here almost my entire life and that’s wha my family has always called it!	12/14/2025 12:47 PM
43	I also like long lake gateway. Something that reflects a new vision for NB.	12/14/2025 9:35 AM
44	New Brighton Village	12/14/2025 9:32 AM
45	Seems inclusive, implies has lots of stuff for lots of people	12/14/2025 8:15 AM
46	There is no downtown	12/13/2025 11:52 PM
47	Encapsulates the purpose of the area.	12/13/2025 7:29 PM
48	Traditional use	12/13/2025 4:09 PM
49	What was is gone and would like it back and updated.	12/13/2025 2:04 PM
50	An area for all New Brighton residents.	12/13/2025 1:23 PM
51	My taxes are too high	12/13/2025 1:15 PM
52	It’s a clear identifying name that is inclusive.	12/13/2025 11:44 AM
53	it's accurate	12/11/2025 11:54 AM
54	Keep it simple and keep the hertiage of area	12/10/2025 7:48 PM
55	It clearly identifies it (from other community areas - Silver Lk Rd, Exchange, old Hwy 8)	12/9/2025 7:21 PM
56	Includes our name and a unique descriptor	12/9/2025 6:35 PM
57	The Dept of Public Safety, City Hall, and the Community Center are all anchors for this area.	12/9/2025 5:30 PM
58	Because it was	12/9/2025 10:44 AM
59	The rest might not make sense to new residents	12/7/2025 8:52 PM
60	I have lived here for over 20 years. I have always referred to this area as beautiful downtown New Brighton. Partly in jest but mostly because I see the potential for a “real” downtown here. Very few suburbs have a downtown. There is potential here for that to happen.	12/7/2025 10:15 AM
61	Say what you are trying to achieve	12/5/2025 7:14 PM
62	Familiarity and good description	12/5/2025 2:05 PM

63	Just hate the others	12/4/2025 11:02 PM
64	Classic	12/4/2025 10:35 PM
65	Important to have New Brighton in the name	12/4/2025 7:21 PM
66	Descriptive. I know what a historic or small downtown looks like	12/4/2025 6:59 PM
67	Simple and everyone will know where you're talking about	12/4/2025 5:32 PM
68	It's simple and everyone will know what that means	12/4/2025 2:49 PM
69	It's what it's referred too already, why change it.	12/4/2025 12:19 PM
70	fits your description	12/4/2025 11:53 AM
71	It used to be downtown New Brighton and felt like it	12/4/2025 11:40 AM
72	It's what my family had called it for the duration of us being NB residents. We live north of 694 along LLR, so anything referencing Long Lake does not make sense to us since Long Lake Park is right there and wouldn't be relevant as a name for downtown.	12/4/2025 10:54 AM
73	Makes the most sense	12/4/2025 10:53 AM
74	Keep it New Brighton-specific	12/4/2025 9:30 AM
75	Because it needs to be something different and appealing to our community members and other city members in the surrounding areas.	12/4/2025 9:26 AM
76	Make it a green space	12/4/2025 9:04 AM
77	Keep the name as the city is called …	12/4/2025 8:51 AM
78	It has a community feel and is recognizable as to what to expect	12/4/2025 8:48 AM
79	Natural trails access	12/4/2025 8:43 AM
80	It provides a clear purpose/vision. Also love Heart of the City but that just copies Burnsville	12/4/2025 8:28 AM
81	That's what I've always heard it called.	12/4/2025 8:22 AM
82	I have lived in New Brighton for 60 years and had always been "Downtown".	12/4/2025 7:59 AM
83	Thats what its always been known, I love history and keep the name	12/4/2025 7:36 AM
84	I think Commons is all encompassing of many different spaces / uses.	12/4/2025 7:35 AM
85	Distinctive and implies community	12/4/2025 7:24 AM
86	Sounds historic. Just don't see the need to create a new name.	12/4/2025 7:07 AM
87	because that's what it is, no change needed.	12/4/2025 6:37 AM
88	Good name that sounds like a focal point for community events and shopping	12/4/2025 3:43 AM
89	It's clear and feels right to me	12/4/2025 2:24 AM
90	It's what I use to describe where I live	12/4/2025 12:08 AM
91	That's s what it's always been known as. No need to change it	12/3/2025 11:15 PM
92	I grew up calling it that	12/3/2025 11:11 PM
93	It is specific to New Brighton and reflects its function as the city center, rather than being a single neighborhood center (like "commons" or "district" might suggest	12/3/2025 10:50 PM
94	Downtown is universally thought of as a city's center or hub	12/3/2025 10:45 PM
95	It was the center of town when New Brighton was developing	12/3/2025 10:42 PM
96	Na	12/3/2025 10:39 PM
97	Nothing in this area has to do with the traditional downtown of NB any longer. That piece of history is long gone. It's all been scrubbed by new buildings and housing developments where	12/3/2025 10:25 PM

	businesses once stood.	
98	It clearly identifies what it is.	12/3/2025 10:19 PM
99	“Central district” sounds too urban and stringent. “Long Lake Gateway” - it is not close enough to Long Lake for that. “Commons” sounds poor, also mundane. “Veterans District” excludes people who are not veterans.	12/3/2025 10:14 PM
100	We should build on long lake regional park and add and utilize the trails	12/3/2025 10:10 PM
101	Everyone knows where the area is when referencing those names, don't lose touch with the familiarity.	12/3/2025 10:07 PM
102	It’s clear and simple	12/3/2025 10:02 PM
103	Catchy	12/3/2025 9:54 PM
104	It's what is was when I was a kid living here.	12/3/2025 9:52 PM
105	Implies open area for business, recreation, entertainment, etc.	12/3/2025 9:48 PM
106	That's what we call it although doesn't feel like a traditional downtown. It's out of the way for most of new brighton residents	12/3/2025 9:30 PM
107	It conveys the sense of a city with a central meeting place, that’s walkable and comfortable for all. Would love a version of downtown Naperville, IL, where I grew up and is a thriving destination in the Chicago suburbs	12/3/2025 9:27 PM
108	Like that it connects is to nature	12/3/2025 9:19 PM
109	It’s clear and distinctive	12/3/2025 9:10 PM
110	It best reflects what I’d like the space to become	12/3/2025 9:06 PM
111	Because all your choices are terrible.	12/3/2025 8:53 PM
112	Reflects New Brighton area best	12/3/2025 8:51 PM
113	It's simple and identifies that it's the hub of the community	12/3/2025 8:38 PM
114	Seems to make sense and is a common term for the hub of a city	12/3/2025 8:37 PM
115	Makes sense	12/3/2025 8:13 PM
116	That's what it's always been called...	12/3/2025 8:12 PM
117	Descriptive of the area, suggests a condensed area with shops, dining, parks, etc	12/3/2025 7:49 PM
118	Because I would love to live in a city with an actual downtown!	12/3/2025 7:34 PM
119	Sounds the best	12/3/2025 7:32 PM
120	Tough call, but this doesn't feel like "downtown" to me since there isn't a cohesive, walkable/bikeable commercial block or two among it, it's pretty dispersed.	12/3/2025 7:31 PM
121	Love the classic names of a downtown	12/3/2025 7:20 PM
122	I’ve always called it that	12/3/2025 6:56 PM
123	It is what I have always known it as.	12/3/2025 6:40 PM
124	It’s important that the name is descriptive to not only to those who live in New Brighton, but also those who reside outside the city. It would be a great opportunity to gain tax revenue from external sources!	12/3/2025 6:39 PM
125	It is in New Brighton and should be a common place. I do not consider it "downtown" because we do not have much of a main street.	12/3/2025 6:30 PM
126	Looking for a cute downtown feel that offers coffee, bakery, cute lunch places	12/3/2025 6:29 PM
127	It’s clear and concise. We’re new to the area and the rest seem more local than the broader area it represents?	12/3/2025 6:26 PM
128	Don't need to be cute about it. Also others outside of new Brighton should know what and	12/3/2025 5:31 PM

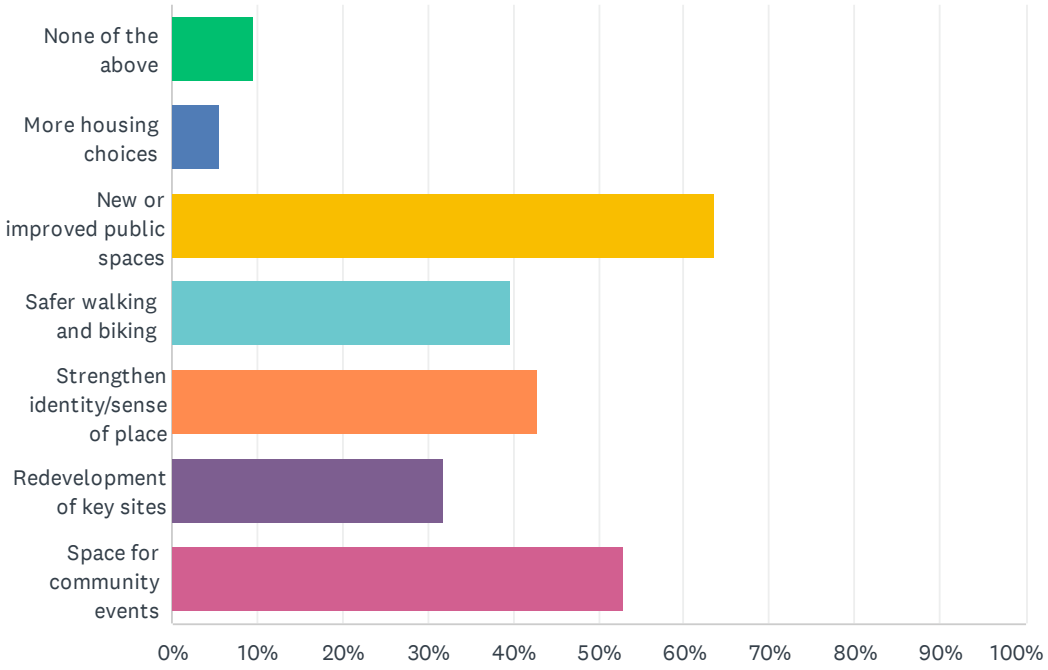
	where it is.	
129	Getting too fancy with it always loses its luster quickly. Keep it classic and simple	12/3/2025 5:30 PM
130	That is what comes to mind for the main hub of a city. Would love to see it like downtown WBL.	12/3/2025 4:48 PM
131	It signifies city center and warmth/welcoming	12/3/2025 12:58 PM
132	Encompasses the whole area and connectedness	12/2/2025 7:33 PM
133	This area should be identified for have the city's town hall, police station, fire station, community center, and post office. This is the center of New Brighton in regards to our municipality	12/2/2025 3:16 PM
134	That's what I want it to be.	12/2/2025 3:01 PM
135	It feels more natural and likely "adoptable" by residents. It doesn't make sense to name it something that no one will adopt and actually call it. :)	12/2/2025 2:57 PM
136	It’s simple yet effective	12/2/2025 1:12 PM
137	It exists already	12/2/2025 12:37 PM
138	Long Lake Park is a jewel for the community	12/2/2025 8:08 AM
139	It’s what I currently call the neighborhood	12/1/2025 8:41 PM
140	Call it what it is downtown if that helps s the goal you are after	12/1/2025 5:38 PM
141	Doesn’t need renaming - why redesign an area that is residential & established	12/1/2025 5:23 PM
142	That's what it has been known as for decades	12/1/2025 2:27 PM
143	It’s what I’ve always referred to it as.	12/1/2025 11:56 AM
144	“Gateway” areas feel connected to and collaborative of other areas, emphasizes our natural resources	11/29/2025 12:06 PM
145	Easy to remember and would be smoother to say.	11/24/2025 1:32 PM
146	Simple and easy to remember.	11/24/2025 12:52 PM
147	We don’t have a downtown or even the feel of one	11/21/2025 10:37 AM
148	Highlights nearby trails and focal point	11/20/2025 11:26 AM
149	This is what I call it	11/19/2025 7:32 PM
150	It implies the area is where residents, businesses and others can come together in New Brighton. Sounds more modern and relative than Town Center.	11/19/2025 5:31 PM
151	History and vision	11/19/2025 4:00 PM
152	Down town sends to be old. Town center seems more business than family gathering place.	11/18/2025 9:35 PM
153	I think people will call it what they always have called it. For me it will be "Downtown New Brighton".	11/18/2025 2:13 PM
154	Because it is and always will be downtown New Brighton to me, even with or without the businesses there.	11/17/2025 9:29 PM
155	It’s descriptive of what it is	11/17/2025 1:04 PM
156	Historically it was before progress happened	11/15/2025 10:57 AM
157	Town center sounds too governmenty and disconnected. Downtown sounds like a universal place people gravitate to	11/12/2025 12:00 PM
158	"Exchange" an action verb, promotes active engagement, all parties give and receive; "Plaza" an open public space w/ a blend of nature, rec, and shopping. Both have a clear identity, People/Community driven name to inform anyone from anywhere exactly what this area is for, assuming the goal is to get more foot traffic and engagement, "Exchange" or "Plaza" is modern, yet classy to attract any age, class, culture. etc.. Not as much of a mouthful as some	11/4/2025 8:22 AM

	of the above. "Veterans District" won't drive youth/younger families. "District" feels industrial, cold, uninviting. (ex. "Warehouse District"). "Long Lake Gateway" feels like a gated community, I wouldn't have known what it represented without the explanation in (). "Commons" is for stakeholders, a specific set of people like business owners and landlords, not the public of NB, has office park. "Town Center" is ok but falls flat, like it's named that just to check it off a list, not memorable or engaging, just /is/.	
159	The idea of a downtown takes away from other great areas of New Brighton for people to explore and visit. New Brighton is a small city with a small town feel so I feel like that name reflects the atmosphere, more accurately.	11/1/2025 8:35 PM
160	Simple and to the point. Easy for all generations	11/1/2025 7:51 PM
161	Oldest history in the city is in that area. Describes what it is, the heart of the city downtown.	11/1/2025 7:42 PM
162	The future of new Brighton and history are combined as one	11/1/2025 10:41 AM
163	It's simple, doesn't have a fixed meaning that would imply anything specific or obligatory.	10/29/2025 8:06 PM
164	Does not sound like a business district.	10/28/2025 9:49 PM
165	Most American	10/27/2025 2:26 PM
166	Commons refers to a sense of community coming together	10/27/2025 9:46 AM
167	Ties in our history, we already have stockyard days, and it sounds easy to brand and market.	10/25/2025 8:49 PM
168	Because we have called it that for the past 20 years	10/24/2025 10:09 PM
169	Unique. Future or forward focus	10/24/2025 6:08 PM
170	It is the heart of the city	10/24/2025 1:07 PM
171	It represents city hall, police and fire department	10/23/2025 8:50 PM
172	For fun.	10/21/2025 11:12 AM
173	Just like it better.	10/20/2025 7:12 PM
174	Because it’s historically accurate. New Brighton is identified by it’s history and planners are slowly removing the history. If it continues to be torn down all that will remain is photographs.	10/20/2025 6:28 PM
175	Best describes the area	10/20/2025 5:00 PM
176	It clearly explains what it is and doesn’t feel contrived	10/20/2025 3:46 PM
177	That's what it has always been. I live right smack dab in the area and have never heard any if these names	10/20/2025 11:40 AM

New Brighton Downtown* Vision Plan
*Final Name TBD

Q6 Which improvements should be the highest priorities for New Brighton’s Downtown? (Rank your top 3)

Answered: 346 Skipped: 11

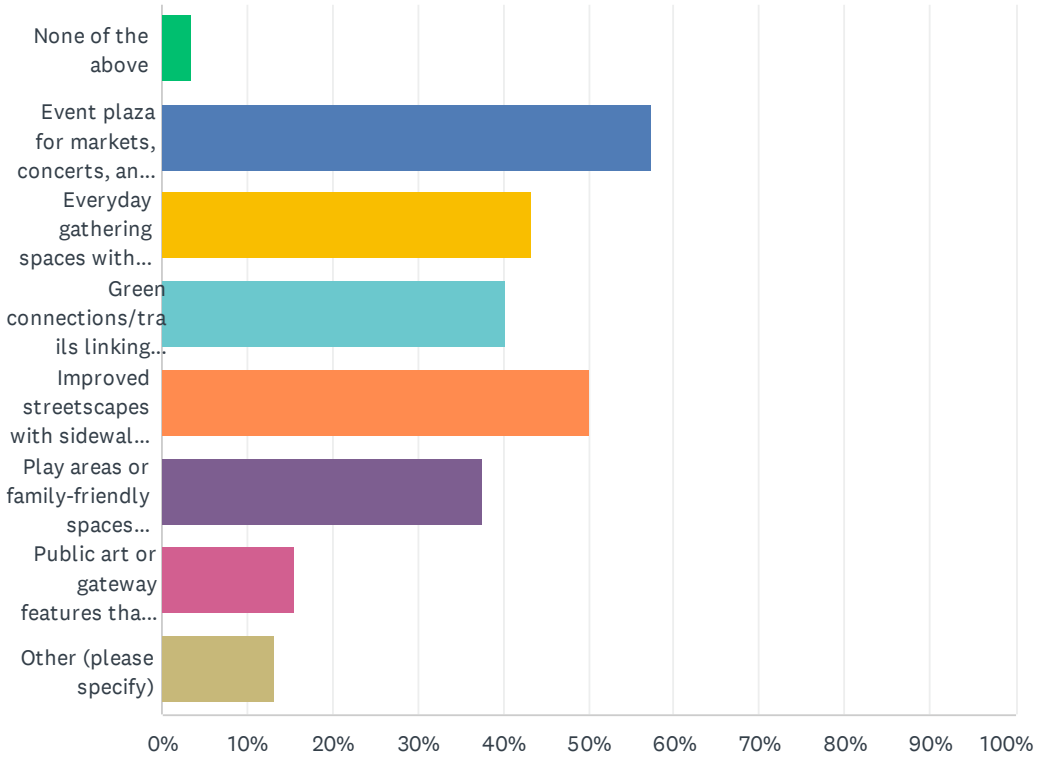


ANSWER CHOICES	RESPONSES	
None of the above	9.54%	33
More housing choices	5.49%	19
New or improved public spaces	63.58%	220
Safer walking and biking	39.60%	137
Strengthen identity/sense of place	42.77%	148
Redevelopment of key sites	31.79%	110
Space for community events	52.89%	183
Total Respondents: 346		

New Brighton Downtown* Vision Plan
*Final Name TBD

Q7 What types of public spaces in the Downtown would you use most? (Select up to 3)

Answered: 349 Skipped: 8

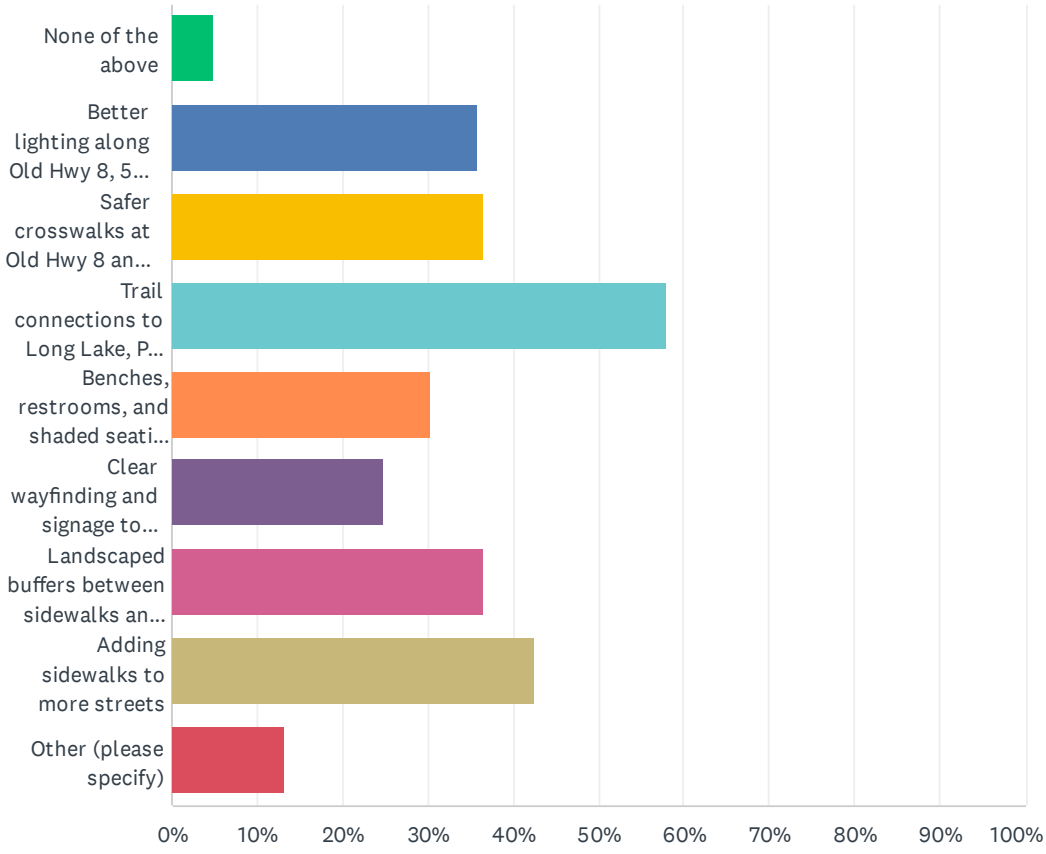


ANSWER CHOICES	RESPONSES	
None of the above	3.44%	12
Event plaza for markets, concerts, and festivals	57.31%	200
Everyday gathering spaces with seating, landscaping, and shade	43.27%	151
Green connections/trails linking Veterans Park, Community Center, and Old Hwy 8	40.40%	141
Improved streetscapes with sidewalks, trees, lighting, seating and outdoor dining	50.14%	175
Play areas or family-friendly spaces integrated with the park	37.54%	131
Public art or gateway features that say “Welcome to New Brighton”	15.47%	54
Other (please specify)	13.18%	46
Total Respondents: 349		

New Brighton Downtown* Vision Plan
*Final Name TBD

Q8 What would make you feel most comfortable and safe walking or biking in the Downtown? (Select all that apply)

Answered: 348 Skipped: 9

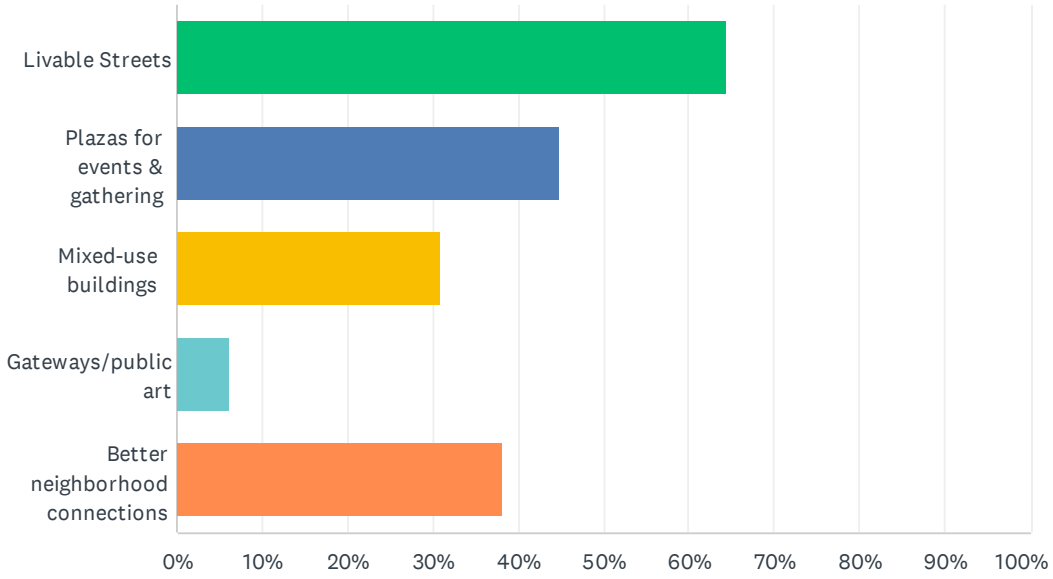


ANSWER CHOICES	RESPONSES	
None of the above	4.89%	17
Better lighting along Old Hwy 8, 5th Ave, and near the I-694 bridge	35.92%	125
Safer crosswalks at Old Hwy 8 and County Rd E2	36.49%	127
Trail connections to Long Lake, Pike Lake, and Silver Lake Road	58.05%	202
Benches, restrooms, and shaded seating at Veterans Park and Community Center	30.17%	105
Clear wayfinding and signage to parks, trails, and civic buildings	24.71%	86
Landscaped buffers between sidewalks and traffic	36.49%	127
Adding sidewalks to more streets	42.53%	148
Other (please specify)	13.22%	46
Total Respondents: 348		

New Brighton Downtown* Vision Plan
*Final Name TBD

Q9 Looking at the example images, which best reflects the type of Downtown you'd like to see in New Brighton? (Select up to 2)

Answered: 320 Skipped: 37



ANSWER CHOICES	RESPONSES	
Livable Streets	64.38%	206
Plazas for events & gathering	44.69%	143
Mixed-use buildings	30.94%	99
Gateways/public art	6.25%	20
Better neighborhood connections	38.13%	122
Total Respondents: 320		

Q10 Why did you choose these images? (Optional)

Answered: 126 Skipped: 231

#	RESPONSES	DATE
1	Pleasant aesthetics that promote access to amenities in this area and easier access to other areas.	1/4/2026 3:41 PM
2	To invite our own community into the space as well as create an inviting space for others to join us	1/2/2026 9:57 AM
3	Leave it as it is! We do NOT want the area to have a zoning change. We want our neighborhood of homes to stay intact and not redeveloped erasing the history of New Brighton neighborhood. This is the small town New Brighton that people move into because we do not want new developments - we already have many parks, walking and EXISTING local shops, dining. WE DO NOT WANT IT TO CHANGE!	12/31/2025 3:34 PM
4	I like public art.	12/24/2025 9:24 AM
5	Hopefully better walking and places to actually walk to and run errands	12/22/2025 7:28 AM
6	Restaurants, shops, green space	12/21/2025 12:57 PM
7	The neighborhood and park is why I live in this neighborhood. Old highway 8 has plenty of living options recently added. Downtown does not need more rental living!	12/21/2025 9:55 AM
8	I just want to feel safer walking from my house on 3rd Ave to the park with my kiddos. People drive so fast and there are no sidewalks.	12/21/2025 8:26 AM
9	Better business conditions	12/20/2025 6:58 PM
10	Ability to connect and be outdoors	12/20/2025 11:42 AM
11	A downtown needs businesses and a reason to visit.	12/19/2025 6:23 PM
12	They look like Edina's Centennial Lakes area	12/19/2025 12:51 PM
13	It feels more like an urban downtown, with a variety of businesses and shops.	12/18/2025 11:07 PM
14	A downtown that everyone can enjoy living and visiting	12/18/2025 9:36 PM
15	Look welcoming	12/18/2025 9:26 PM
16	It represents what I invision myself to want to stay and live for the long term	12/18/2025 9:21 PM
17	Focus on building with nature, appears warm and inviting less big city	12/18/2025 9:12 PM
18	Lively by day and night. More forward looking than present (disconnected).	12/18/2025 8:43 PM
19	Makes it possible to hang out in downtown area and feel safe and enjoy amenities	12/18/2025 8:20 PM
20	I'd like to see more businesses and shops in the area to have more reasons to "go downtown"	12/18/2025 7:52 PM
21	Large safe walkways for families, places to fathers with friends and family	12/18/2025 7:04 PM
22	I would like to spend more money in my city and I'd like to walk around nice spaces and I'm always for more affordable housing.	12/18/2025 2:21 PM
23	What I would like to see	12/17/2025 10:54 AM
24	it looks like a traditional downtown for the community,walkable with quaint shops	12/16/2025 7:22 AM
25	Vibrant and welcoming	12/15/2025 9:30 PM
26	Where are the people. All of these images look sterile and fake. A dynamic downtown is sustainable and most attractive.	12/15/2025 8:36 PM
27	New Brighton is a great city as it is, and I wouldn't want it to become too urban or busy.	12/15/2025 5:55 PM

28	Livable, food and shops more connected for walking and biking.	12/15/2025 7:07 AM
29	More mixed use buildings bring businesses and housing for more people to support the businesses. Liveable streets allow walking from one business to another.	12/14/2025 8:20 PM
30	We don’t need any more buildings or condensed housing in old new Brighton!	12/14/2025 6:41 PM
31	Looks good	12/14/2025 2:10 PM
32	They are more community looking and green.	12/14/2025 12:47 PM
33	Street level retail would add people and vibrancy	12/14/2025 12:46 PM
34	Would benefit everyone from people walking between shops to families going to the park	12/14/2025 8:15 AM
35	No more apartments please	12/13/2025 7:29 PM
36	Open green areas accessible to the public.	12/13/2025 1:23 PM
37	My property taxes are too high	12/13/2025 1:15 PM
38	Prefer open look	12/13/2025 12:21 PM
39	They feel more community based and welcoming.	12/13/2025 11:44 AM
40	Keep it small town but welcoming	12/10/2025 7:48 PM
41	More central places with dining options	12/10/2025 4:14 PM
42	There’s energy and utility. Creates opportunity for identity	12/9/2025 6:35 PM
43	This is a quiet residential area. We don't need business buildings that are several stories. We don't need any more housing south of I694. We're saturated with housing, but small retail businesses are always welcome. We definitely need a grocery store the size of Trader Joes North of I694. Trader Joes is best option, but perhaps Fresh Thyme Market, or Sprouts Grocery. Now that would be good planning!	12/9/2025 5:30 PM
44	Leave it alone and save the money	12/9/2025 10:44 AM
45	Feels more like a downtown that can serve most people	12/7/2025 8:52 PM
46	I think there is adequate housing in this area. Having downtown that is accessible and welcoming is Important but also considering the homes that are impacted by the project.	12/7/2025 10:15 AM
47	Multi use, multi age living	12/5/2025 7:14 PM
48	I would like more local business options	12/5/2025 2:05 PM
49	The facilitate the connection of neighbors	12/5/2025 12:22 AM
50	Shopping and dining along green spaces	12/4/2025 10:35 PM
51	We don't have a nice area to grab coffee and do some shopping. A downtown corridor with the feel of a historic mainstreet would give new brighton a sense of identity	12/4/2025 6:59 PM
52	Plants and trees, gathering places	12/4/2025 5:32 PM
53	Because if we want people to come to new Brighton there needs to be things to do like shop and dine	12/4/2025 2:49 PM
54	fit my priorities	12/4/2025 11:53 AM
55	Please no more ‘walls’ of crammed in housing areas . They feel unwelcoming.	12/4/2025 11:40 AM
56	It reflects a New Brighton that has a strong community!	12/4/2025 10:02 AM
57	I like when added multifamily housing has restaurants, cafes or grocery on the first level and walking through these mixed use neighborhoods.	12/4/2025 9:38 AM
58	It needs to have a sense of home and community	12/4/2025 9:26 AM
59	I'd love to live in an area where I don't have to drive everywhere and where there is a clear "high density" area worth going to with a small grocery store, coffee, etc	12/4/2025 8:31 AM

60	I need a reason to go to the area more frequently. Would love to see a mix of business and residence.	12/4/2025 8:28 AM
61	Need a common space to connect.	12/4/2025 7:59 AM
62	Not much to do in New Brighton right now unless you are a young child or have young children	12/4/2025 7:07 AM
63	none of the above. it's fine the way it is. don't take away even more of our town's history.	12/4/2025 6:37 AM
64	It provides opportunities for businesses and for improved walkability	12/4/2025 2:24 AM
65	None of these photos are realistic at all for the small space in question.	12/3/2025 11:15 PM
66	More vibrant	12/3/2025 11:11 PM
67	There's too much multilevel housing now, The Nasa astronauts is enough art. We need safe spaces for the children.	12/3/2025 10:42 PM
68	New Brighton let downtown get trampled. Bring it back and create a liveable city center.	12/3/2025 10:25 PM
69	Most greenery, least apartments, few ugly buildings	12/3/2025 10:14 PM
70	Don't want more apartment buildings in the area, many aren't pleased with the added apartments already added over the last 10 years. We want spaces that reflect safe and fun gatherings. New experiences in a safe community.	12/3/2025 10:07 PM
71	It takes a large number of people and a mixture of uses to make a place.	12/3/2025 9:51 PM
72	Greenery/open spaces (lack of claustrophobia)	12/3/2025 9:50 PM
73	They prioritize people over cars	12/3/2025 9:30 PM
74	Promotes more businesses and enables more housing	12/3/2025 9:10 PM
75	This area can’t support some of what we need in NB. We need higher density housing and a walkable downtown with shops. But this area is already built up and pretty well used.	12/3/2025 9:06 PM
76	Connection to trails by walking and biking makes all areas more accessible	12/3/2025 8:51 PM
77	Separating the pedestrian and bike traffic from cars is essential for safety and making the area feel comfortable. No one wants to be next to a truck going 40mph	12/3/2025 8:46 PM
78	There is already PLENTY of multi housing units; NO MORE WANTED	12/3/2025 8:38 PM
79	Gives options for retail/service stores and also community gatherings	12/3/2025 8:37 PM
80	The three images I chose would encourage foot travel and engagement with one's neighbors and everyone could use a little connection.	12/3/2025 7:54 PM
81	Emphasis on greenery and connection.	12/3/2025 7:31 PM
82	Seems more like a nightlife/daylife type of feel where people can hang out anytime of the day to shop/eat/get drinks for meet with friends and family	12/3/2025 7:20 PM
83	It is hard to get around because New Brighton kind of has a weird layout (would be nice to have a connected bike trail), and a permanent place for music/eating/resting/farmers market etc. We do not have enough "third places" for people to meet and gather.	12/3/2025 6:30 PM
84	Would like to see more restaurants and shops, not so much apartments. Like the lovable streets but need to have something to walk on them to go see/do.	12/3/2025 5:31 PM
85	Simplelicity ages better than flashy or trendy.	12/3/2025 5:30 PM
86	I want our residents to have access easily to the small businesses.	12/3/2025 4:48 PM
87	Love the trees and shop fronts for hometown feel	12/3/2025 12:58 PM
88	They feature functional green space that I can imagine my family using for years to come	12/2/2025 7:34 PM
89	Seems reasonable	12/2/2025 7:33 PM
90	It was the 2 pictures that weren't focused on new housing. We all know you'll just use the money to build more condos that we don't want. Please do not build anymore condos or apartments, please.	12/2/2025 3:16 PM

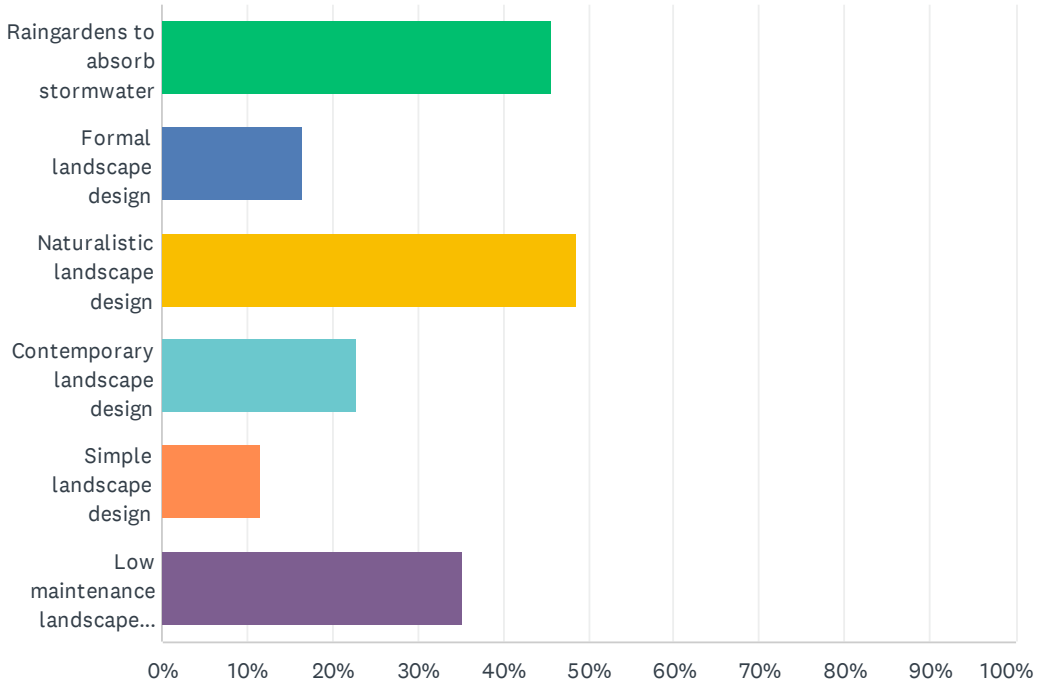
91	I like the retail space look, and emphasis	12/2/2025 3:01 PM
92	It would be nice to have a place to meet	12/2/2025 1:12 PM
93	I like going on long walks and I get discouraged by crossings that don’t feel pedestrian friendly	12/1/2025 8:41 PM
94	Because we don’t really have anyone like this	12/1/2025 5:38 PM
95	I think the existing area is very nice already!!!	12/1/2025 5:23 PM
96	Friendly and clean	12/1/2025 5:05 PM
97	Why does it have to change? We've already spent a lot of money from taxes on exactly what is here proposed	12/1/2025 2:27 PM
98	I think these things reflect an honest way to build communities	12/1/2025 11:56 AM
99	Mixed use allows us to offer more in our community with less space; better neighborhood connections encourages a more active lifestyle	11/29/2025 12:06 PM
100	Feels comfortable and very usable	11/28/2025 1:51 PM
101	Open and connected. No new real estate.	11/22/2025 4:15 PM
102	We don’t have blended neighborhoods no downtown look	11/21/2025 10:37 AM
103	Because there is a need for this in New Brighton	11/19/2025 5:31 PM
104	Nice open spaces and welcoming.	11/18/2025 9:35 PM
105	I cannot select any images as I do not fully understand what they mean and how a homeowner will be affected. These changes seem to have a potential of adversly affecting homeowner neighborhoods.	11/17/2025 9:29 PM
106	Places for people to connect. Things to do.	11/17/2025 1:04 PM
107	Less building, more gathering	11/12/2025 12:00 PM
108	I don’t see my or my neighbors homes!!	11/7/2025 7:03 PM
109	These are the most accessible to the most people and promotes community engagement. I have concerns that some of the other examples are geared heavily toward the wealthier areas and will leave mid-low income areas out of the loop.	11/4/2025 8:22 AM
110	Just face lift, nothing fancy. Keeping the town in tact without trying to be something it’s not.	11/1/2025 7:51 PM
111	Need more Downtown feel.	11/1/2025 7:42 PM
112	The appearance of a quaint downtown area that includes shopping and dining.	11/1/2025 10:41 AM
113	The green open space	11/1/2025 7:57 AM
114	They can be controversial, ha! But mixed use buildings bring a vibrancy and walkability to our neighborhoods.	10/30/2025 3:50 PM
115	They encourage gathering in a fun way.	10/29/2025 8:06 PM
116	I want to feel it is a neighborhood	10/29/2025 5:03 PM
117	All five are improvements.	10/28/2025 9:49 PM
118	Walking in a safe environment	10/27/2025 9:46 AM
119	I’d love more walkable options and destinations. Or just anywhere to go out to eat or shop at a local business.	10/25/2025 8:49 PM
120	none of the above - does not fit the neighborhood	10/24/2025 1:07 PM
121	No more affordable high rise housing. Walking areas and green space	10/24/2025 9:04 AM
122	Home town look.	10/23/2025 8:50 PM
123	Better bike paths.	10/21/2025 11:12 AM

124	None of these. The current look and design is preferable.	10/20/2025 6:28 PM
125	I want a community that fosters connection!	10/20/2025 3:46 PM
126	None of this	10/20/2025 11:40 AM

New Brighton Downtown* Vision Plan
*Final Name TBD

Q11 There are many ways to incorporate landscape design into the public spaces. Which landscape designs would you like more of for this area of New Brighton? (Choose two)

Answered: 336 Skipped: 21

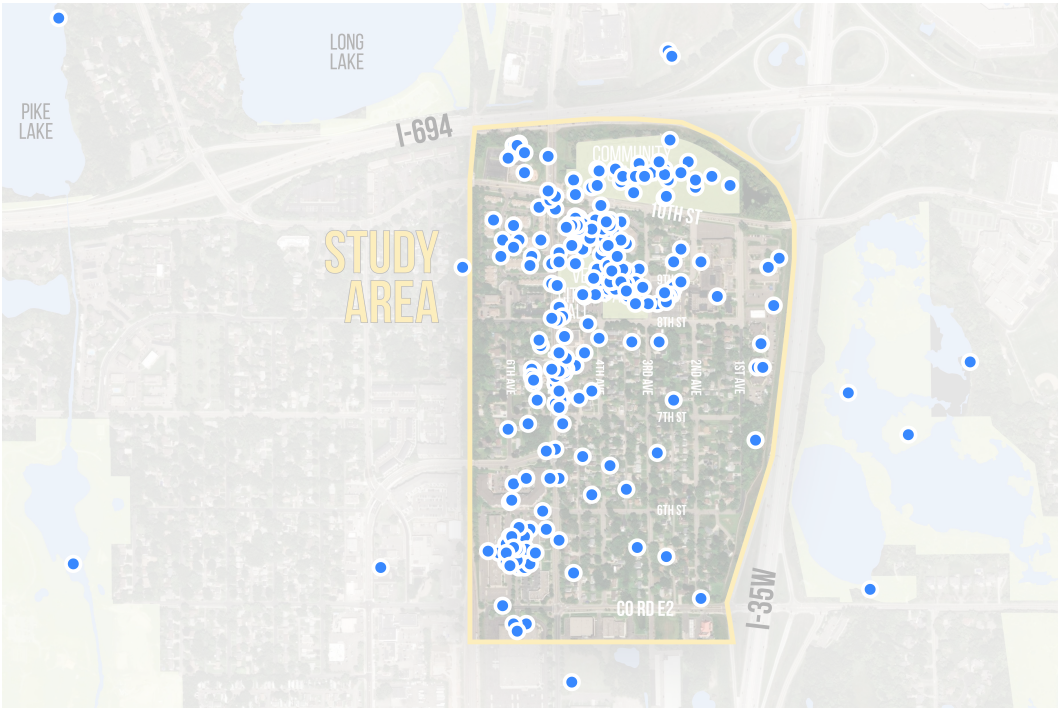


ANSWER CHOICES	RESPONSES	
Raingardens to absorb stormwater	45.54%	153
Formal landscape design	16.37%	55
Naturalistic landscape design	48.51%	163
Contemporary landscape design	22.92%	77
Simple landscape design	11.61%	39
Low maintenance landscape design	35.12%	118
Total Respondents: 336		

New Brighton Downtown* Vision Plan
*Final Name TBD

Q12 Please click on an area within the Downtown where you see the most opportunity for improvement or redevelopment - for example, sites that could better support new housing, shops, restaurants, or gathering spaces.

Answered: 256 Skipped: 101



Q13 Do you have any additional comments or other specific suggestions for improving this area of New Brighton?

Answered: 173 Skipped: 184

#	RESPONSES	DATE
1	Large scale redevelopment is unnecessary. We are not a town in the middle of nowhere. We are a suburb of a developed metro area. There is shopping in St Anthony Village, 7 minutes away. There are multiple new condo complexes in the area. There is nothing about this plan that does not already exist nearby, and I struggle to see how anything about this would be worth the effort this will take to see it come to fruition. This also seems to lack a vision for the return on investment, from what I have seen and heard so far (I went to the listening session in December and was not impressed with this point). I would prefer the city focus its resources on maintaining roads for wear and tear, funding schools, and ensuring we get better winter weather preparedness.	1/4/2026 6:13 PM
2	This is a mixed used area (government, public safety, park, residential, senior care, school, business) with little room to grow. If the purpose of this improvement is to create an identity for this area there needs to be intentional planning to connect the multiple uses into something cohesive. This area has some great amenities (library, walkable, post office, food) but they seem separate from each other. I rented in this area 11 years ago. It seemed "worn and tired" and disconnected from other areas of New Brighton. We walked/biked to Long Lake Park and Hanson Park. Update and highlight what is in this area, then make it more connected with itself and other parts of New Brighton.	1/4/2026 3:41 PM
3	Would be nice to have local coffee, dining, grocery, etc within walking distance.	1/2/2026 9:57 AM
4	Not sure if it's a zoning issue or just what businesses want to be in the area but more businesses beyond financial services and dentist offices would be appreciated. Boutique/specialty stores? Cafe/deli (non-chain)? Green grocers? Flower shop?	1/2/2026 12:58 AM
5	We do NOT want the area to have a zoning change. We want our neighborhood of homes to stay intact and not redeveloped erasing the history of New Brightons small knit community/neighborhood. This IS the small town New Brighton that people move into because we do not want new developments - we already have many parks, walking trails and EXISTING local shops, dining. Those that live here DO NOT WANT IT TO CHANGE!	12/31/2025 3:34 PM
6	Yes	12/31/2025 12:36 PM
7	Incorporate Jones Lake in the area, make a nice park there.	12/31/2025 9:26 AM
8	Consider a public beer garden like Howard Commons in Howard, WI. Public space with a skating rink.	12/27/2025 10:33 AM
9	More density is needed to attract investment	12/25/2025 2:35 PM
10	I’m glad this is a focus and hope it will encourage businesses to help those of us who live here be able to shop and walk in our own community. I love the green space ideas too.	12/22/2025 7:28 AM
11	Less traffic and public safety vehicles need to slow down. Same with St John’s traffic. Need more stop signs in the neighborhood and traffic lights on old highway 8 and E2.	12/21/2025 9:55 AM
12	Sidewalks please!	12/21/2025 8:26 AM
13	Improve parking to support local businesses. Development should drive by business not city imvestment.it will always be more efficient driven privately.	12/20/2025 6:58 PM
14	I like the street photo banners.	12/20/2025 2:32 PM
15	Have it connected would be great and creating an inviting place for residents to socialize for example, coffee places, restaurants, etc. A location that is available year round including in winter...	12/20/2025 11:42 AM

16	I woul like to see 5th Ave from E2 to 694 as an old fashioned downtown street. Kind of like it was but longer.	12/19/2025 6:23 PM
17	Please include grocery in your scope. Even if it's just on the other side of 694. It is really missing in this area.	12/19/2025 8:58 AM
18	Provide enough parking!	12/18/2025 11:07 PM
19	We do NOT need additional apartment buildings. Preserve the suburban single family homes and quiet neighborhoods.	12/18/2025 10:35 PM
20	A trail connecting Long Lake Regional Park and the Old 8 trail would be a big improvement.	12/18/2025 10:31 PM
21	Can’t wait for a downtown in New Brighton. We need one 😀	12/18/2025 9:36 PM
22	Activities along the path. Hopscotch? Scavenger hunts? Workout stations?	12/18/2025 9:26 PM
23	I would love to see a mix of bars, eaterys, shops integrated with living quarters like condos or townhouses. Would love to see spaces for "experiences" for family	12/18/2025 9:21 PM
24	CR E2 and city hall areas are completely disconnected but i could see the green space in court hall area tying in well to the potential for mixed use in the E2 retail corner. With the fire station being an inviting area for connecting public officials to community. The area to the west of the community center is incredibly unsafe due to traffic. If considered part of this study area, you'd open up a large conduit to residents surrounding long lake. Dual purpose because it would also improve safe roads to schools.	12/18/2025 8:43 PM
25	More small shops to gather and spend time in, bookstore, sandwich shop.	12/18/2025 8:20 PM
26	Large safe gathering area with water feature, lots of benches and park monitors to keep it safe.Fruit Trees and community gardens as well	12/18/2025 7:04 PM
27	A large centerpiece (like a larger gazebo) where the community joins	12/18/2025 6:48 PM
28	I like downtown areas with personality, some place I can be and enjoy myself like if I had a little bit of time to kill or had someone visiting	12/18/2025 2:21 PM
29	This neighborhood is a very nice, quiet area. We do NOT need any of the developments in item 6 or 9 above. Leave well enough alone, keep it a nice single family residential neighborhood.	12/18/2025 2:05 AM
30	I think we have enough shopping nearby. I'd like to see more development that supports an enjoyable gathering spot	12/17/2025 5:46 PM
31	Would like to see more restaurants in this area.	12/16/2025 8:36 PM
32	give me a reason to go , besides to pay my utilities or get drivers license	12/16/2025 7:22 AM
33	Spending a ton of taxpayer money on an artificial development will not bring more life or vibrancy to downtown new Brighton. Encouraging small businesses and commerce will do a better job of that.	12/15/2025 8:36 PM
34	No more apartments	12/15/2025 8:22 PM
35	It might be downtown, but I only find a need to visit it maybe once a year. We need more shops that meet everyday needs - groceries, pharmacy, etc. to make it a space people need to and want to go. I go into Roseville, Shoreview, or Arden Hills on an almost daily basis, because those are the nearest places to get my needs met.	12/15/2025 7:07 PM
36	Pickleball courts	12/15/2025 12:07 PM
37	Building a downtown means developing three to four contiguous blocks of businesses side by side and across the street from each other, so people can park their cars and walk to eat, drink, shop, listen to music or experience other entertainment (theater, comedy, dance, movies, etc.) for example, in a fine arts auditorium. There would need to be a parking ramp built just off the business area so people can park and walk to all the businesses. Right now there doesn’t seem to be open land for development anywhere in the targeted area so the city would have to acquire private property along 5th St. to create a functioning downtown.	12/14/2025 8:20 PM
38	No	12/14/2025 2:10 PM
39	Add ice skating feature. This would be good for the city and bringing business to the area	12/14/2025 1:11 PM

	businesses	
40	More quick dining options and coffee shops and bakeries	12/14/2025 12:31 PM
41	Quit wasting our already ridiculously high tax dollars	12/14/2025 10:30 AM
42	Local shops and a walkable main street	12/14/2025 10:17 AM
43	County e2 needs is so busy- safer crossing options. Also the old highway 8 bridge going up to long lake park needs to be widened. It is so scary riding a bike on that narrow crosswalk /path crossing over the interstate with kids. The bridge/sidewalk path needs to be widened. You guys have done such a wonderful job of developing the long lake park and my family with a 7 year old and 4 year old love to bike up there. Please make that bridge safer for generations to come. Same situation for going over the train track bridge to get to DQ. The 2nd Ave entrance going north right off county e2 is hard. Hard to take a right turn. Drivers dangerously fly around you, no right turn lane. Shut off that entrance/ access and make a round about at 3rd Ave. Also we need a longer on-ramp lane to merge safer onto 35w south from county e2	12/14/2025 9:32 AM
44	I really like me Brighton, and love you are thinking about future livability	12/14/2025 8:15 AM
45	Is there a problem with the way it currently is? I see no reason for changes at this time, as school levies will increase our current property taxes. We don't need expensive projects costing more tax dollars.	12/14/2025 6:59 AM
46	No	12/13/2025 11:52 PM
47	Don't spend money we don't have.	12/13/2025 8:02 PM
48	Please no more apartment buildings.	12/13/2025 7:29 PM
49	Need small grocery store for quick access to basic food items.	12/13/2025 5:53 PM
50	Added restaurant, walking path city hall to community center	12/13/2025 4:09 PM
51	No extra expense or taxes to New Brighton residents.	12/13/2025 2:04 PM
52	Stop spending my money. You don’t have to spend money on things that only politicians want	12/13/2025 1:15 PM
53	More restaurant choices	12/13/2025 11:44 AM
54	If you start adding more housing PLEASE rhink of the infrastructure of the roads traffic is akready rediculous with the housing on 7th and 8th that area would have been wonderful for a kwik trip type store or mom and pop griceries. You put in housing and dont have places for us to shop for basic everday needs and walkable to this target area. We would like to keep this area quiet and quaint. Less people and more open space. Do we have to build up every bit of open area?	12/10/2025 7:48 PM
55	NB should provide more programming for seniors. The taxes continue to increase on seniors with limited incomes yet the services don’t increase for that population	12/9/2025 7:21 PM
56	Better crosswalk identification for drivers.	12/9/2025 5:30 PM
57	Jim Schmalzbauer had always told me that he had heard about city plans where our neighborhood ceased to exist in 60 years. Were there and I love my neighborhood	12/9/2025 10:44 AM
58	Not really, improve community center	12/7/2025 8:52 PM
59	Safer cross walks please! I just don’t want to be hit by a car walking to and from the community center (and whatever new area is developed). It’s not safe to bring the stroller and walk, but the kids always want to.	12/7/2025 7:13 AM
60	Safer crosswalks and meeting spaces that aren't churches	12/6/2025 9:08 AM
61	Focus on safety, food and health.	12/6/2025 8:17 AM
62	I like the idea of one downtown, mistakes were made when they decided to build around 694 and Silver Lake Road area creating another downtown area.	12/5/2025 7:14 PM
63	Opportunity to refresh this business area	12/5/2025 2:05 PM
64	No more apartments	12/5/2025 10:42 AM

65	Please do not put excessively tall buildings that shade out surrounding sidewalks / streets. Cramming buildings together does not make one feel at ease. Open simple calm spaces, with annual colorful flowers, holiday lights on trees.	12/5/2025 6:45 AM
66	Would like to have a dog park	12/5/2025 12:22 AM
67	Easier access to long lake park from downtown. The park plus a reimagined actual downtown would make new brighton a more vibrant city with a better identity	12/4/2025 6:59 PM
68	Non chain restaurants/shops, pedestrian accessibility, similar downtowns to white bear and Stillwater.	12/4/2025 2:49 PM
69	We don’t need more housing, we need more businesses and restaurants.	12/4/2025 12:19 PM
70	Could Farmer’s Market be in this area?	12/4/2025 11:53 AM
71	Please stop cramming in high density housing. I strongly encourage a downtown that we would visit to dine and walk to small shops. Similar to White Bear or Hopkins downtown.	12/4/2025 11:40 AM
72	It's be great to have a few designated spots for bikes. We bike from the Pike Lake area and walk our bikes through the town, Farmers Market, etc. because we don't know where to securely lock our bikes up. It become cumbersome.	12/4/2025 10:54 AM
73	New Brighton is a great city & community to live and be apart of, it bring a sense of family and connections with all ages and cultures. We do not need any more low income houses but instead restaurants and areas were community members can come together.	12/4/2025 9:26 AM
74	The current version is a failure. Keep none of it. Start completely over.	12/4/2025 9:04 AM
75	No more low income housing ... !! It attracts low life !	12/4/2025 8:51 AM
76	Better play area	12/4/2025 8:44 AM
77	Long term, it'd be great if this area drew in a diverse range of small businesses/restaurants/etc. We love Limu Coffee, Pho 400, etc and would LOVE to see more places like them popping up. It would also be awesome to have a small food co-op/grocery store over there- would love to be able to bike or walk to grab a few groceries, etc.	12/4/2025 8:31 AM
78	small grocery/convenience store would be great.	12/4/2025 8:22 AM
79	Eminent domain, maybe that is what you should call the new improved area. What are you doing about the people who live there! You have 30 days to vacate. I see what you’re doing taxes go up but the value of the properties go down amazing.	12/4/2025 7:50 AM
80	The 80s really ruined downtown. Abandoned the city center vibes and brought ugly buildings and lack of community. We need the downtown life back. Shops, dining, places to gather. Incorporating the community center too	12/4/2025 7:36 AM
81	We really lack a nearby grocery store. Even a minimart would be helpful.	12/4/2025 7:24 AM
82	i have lived in this town since 1978 and it was very affordable until about the past 10 or so years. taxes have gotten way out of control. STOP LOOKING FOR WAYS to spend even more money. concentrate on needed upkeep only.	12/4/2025 6:37 AM
83	No more apartment buildings, slower speed limit on old 8 or more speed enforcement	12/4/2025 6:03 AM
84	We have enough housing but not enough commerce to allow people to spend their money and time in New Brighton.	12/4/2025 5:14 AM
85	Trying to cross 694 on bike or foot is downright dangerous. Improving this could help increase bike and foot traffic on	12/4/2025 3:54 AM
86	Only that I don’t want existing homes destroyed to make room for this. It feels like a low priority to me.	12/3/2025 11:25 PM
87	This whole study is ridiculous when the neighborhood is already built with no room for redevelopment without tearing down homes, or getting rid of St John's or Veterans park or the community center. Maybe get rid of city hall if this is how our leaders want to spend our ever increasing tax dollars for pointless redevelopment. The streets are narrow enough there too so don't try to add any bike lanes.	12/3/2025 11:15 PM
88	I just visited Greenville, South Carolina recently. Wow is that a downtown I’d love to live in.	12/3/2025 10:49 PM

	Take any notes from that downtown and you've got something great.	
89	Stop sign by the funeral home this intersection is dangerous.	12/3/2025 10:42 PM
90	Reconnect 3rd Ave from E2 all the way to 10th St. Add stop signs at intersections on 7th St.	12/3/2025 10:41 PM
91	I run/walk/bike on the sidewalks and parks nearly every day. I would love for everything to be safer and more connected.	12/3/2025 10:30 PM
92	I think I've made the point. Make downtown actually downtown.	12/3/2025 10:25 PM
93	Easier to navigate	12/3/2025 10:20 PM
94	Don't build any apartment buildings or condos. Bring small businesses to New Brighton. Also, a Costco	12/3/2025 10:14 PM
95	There must be a budget left to maintain this improvement. I see so many new city improvements and they are left to rot. No weeding, no trimming shrubs, no emptying the garbage cans, no cleaning restrooms, no paint, no replacing bulbs, nothing. Just a beautiful upgraded park or building with no follow through.	12/3/2025 10:10 PM
96	Lots of space to securely lock up bikes with security camera monitors to avoid theft.	12/3/2025 10:07 PM
97	Nope	12/3/2025 9:54 PM
98	Parking lots should be eliminated as much as possible	12/3/2025 9:51 PM
99	An area for "movies in the park" could be a nice feature, or built in water landscaping that's meant to be played in (similar to the Burnsville Commons) would be great	12/3/2025 9:50 PM
100	Limit vehicle traffic through the area, no more large multistory housing projects.	12/3/2025 9:48 PM
101	For the love of god PLEASE no more low income apartments! Too many in the area already.	12/3/2025 9:40 PM
102	Make it vibrant and inviting. If it's only a farmers market or plaza we shouldn't waste our time. We need dining options and sports fields that are all community driven and close together. As it is now everything is too spread out. Make a baseball park that invites the community in the summers and turns into a community skating rink in the winter.	12/3/2025 9:40 PM
103	I'm an avid runner and I appreciate the trail heading towards Lake Valentine, however crossing over 694 and through the neighborhoods/crossing over Old Hwy 8 is not great and the cross walk that exists by the railroad, unfortunately, is usually disregarded by drivers. I think prioritizing people over cars will help build a better sense of community. Right now, it feels like cars rule downtown.	12/3/2025 9:30 PM
104	It's a nice area but doesn't seem to get a ton of activity or business. Would love some cafes or restaurants to drive more business and activity there.	12/3/2025 9:27 PM
105	No	12/3/2025 9:20 PM
106	The giant parking lot for the community center may be necessary but causes a disconnect with the building and other parts of the area.	12/3/2025 9:19 PM
107	Please do not go with native landscaping. Minneapolis has failed spectacularly with that initiative and it looks awful. We've prioritized large corporation developments in areas where we could have had potential for housing and consumer faced businesses. Silver Lake Road is our identity and it's not great. I'd like to see more small businesses including restaurants and shops open in NB	12/3/2025 9:10 PM
108	I think it's hard to do any of this in that area because it's built up and nice. The area where downtown should be is over on Old Hwy 8 by the DQ. Year it all down and start over there with higher density housing and mixed used commercial. It could be so quaint with small shops and an amazing park with room for the farmers market and a bandshell.	12/3/2025 9:06 PM
109	Building hugely tall homes completely swamps the surrounding neighborhoods. You ruin the surrounding neighborhoods all in the name of giving yourselves more money	12/3/2025 8:53 PM
110	Silver Lake Rd sidewalks need improvement for safe walkability	12/3/2025 8:51 PM
111	Neighborhood pedestrian access is a bit of a challenge, the study area is cut off from the west by limited RR crossings. This makes access decisions even more important. Something to consider when adding large-footprint buildings is whether they close off the entire lot, or can be	12/3/2025 8:46 PM

	cut through for pedestrians. For example, 6th Avenue southward would be the perfect way to access the main street village businesses but is cut off by the main street village condos building. My opinion is that high occupancy housing like these condos should have inclusive throughways and I hope that future buildings in the study area can accommodate pedestrian traffic through the lot.	
112	I would love to see more restaurants or spaces for families and young adults to hang out	12/3/2025 8:42 PM
113	Would love To see boutique like shops and fun dining options as a part of the downtown—I've been envisioning this for a while!	12/3/2025 8:37 PM
114	My children like to ride bike to the library from Hansen Park and it feels so unsafe with limited space for them to ride on sidewalks and the road. Making it more accessible to even get to for all ages is a priority. I've lived here for many years and didn't know veteran park existed. It's very hidden.	12/3/2025 7:49 PM
115	It'd be great to have some cafes or restaurants closer to the community center - I could see it making that more of a destination for our family.	12/3/2025 7:31 PM
116	Just make it look good.	12/3/2025 7:24 PM
117	I would love to see an expansion of the community center that includes a pool. I would also love to see an ice skating / rollerblading track in veterans park.	12/3/2025 6:40 PM
118	While biking is important, we must remember that it needs to be inclusive of all modes of transportation. And I hope to see more walkable businesses.	12/3/2025 6:39 PM
119	There is trash everywhere, especially near the apartments that line 35w. The train tracks also have trash. The busiest roads don't have all 3: sidewalks, lights, crosswalks. Co Rd E2 is often congested and multiple accidents. Church patrons often take all street parking and cause traffic issues.	12/3/2025 6:32 PM
120	More native plantings please! And more places to meet and be outside!	12/3/2025 6:30 PM
121	Finding a way to connect old hwy 8 and 5th Ave over the train tracks for pedestrian walkway so people can walk to the other business area instead of driving.	12/3/2025 5:31 PM
122	Elegant simplicity is a virtue that stands up extremely well against time and trends.	12/3/2025 5:30 PM
123	I would love to see more restaurants or small cafes, local small businesses. The only big business we could use would be a pharmacy like Walgreens or grocery like Aldi or Trader Joe's. Small specialty stores like that.	12/3/2025 4:48 PM
124	Many people living in the apartments and nursing homes nearest the freeway use the gas station as their grocery store due to lack of vehicle access. They cross E2 by the gas station where there is no cross walk. Many of them ride mobility wheelchairs and it can be scary having them try to cross in heavy traffic. Ideally we would like to see a cross walk at that spot so that people could safely access the gas station. Alternatively trying to get some sort of market or convenience store established near Veteran's Park would be effective to try to get food access for our lower income residents.	12/2/2025 7:34 PM
125	The area on the map I selected is the oldest part. It is in desperate need of street lights. Please don't build more housing. Spend the money on anything but new apartments or condos, please.	12/2/2025 3:16 PM
126	Tear down and redevelop the ugly old strip mall and make it more street facing, and add more dine in restaurants to make it a destination	12/2/2025 12:37 PM
127	Shops and restaurants. Can you do something with the swamp adjacent to the library? Is a 35W north westbound ramp off 10th street possible?	12/2/2025 8:31 AM
128	Some of the old houses in this area are not particularly attractive.	12/2/2025 8:08 AM
129	Businesses that nearby residents can walk to. I don't feel like the neighborhood has a sustainable place to buy basic groceries.	12/1/2025 8:41 PM
130	Let the citizens vote on this	12/1/2025 5:38 PM
131	My favorite thing about New Brighton is its simplicity and sort of small town feel. We don't need to be flashy, just meet the needs of those who live here. (No more "housing" !!!!! We have lost most of our green space!	12/1/2025 5:29 PM

132	This area is already fully developed - is the city planning on using eminent domain to acquire our houses at a cheaper rate for this redevelopment??? Why not redevelop the trashy low income apartments where it seems like the riff raff is coming from!!!	12/1/2025 5:23 PM
133	Get rid of section 8 housing	12/1/2025 3:48 PM
134	It's hard enough now to drive around town with all of the developments that have happened, with what you are proposing. We are going to see nothing but a major Quagmire,	12/1/2025 2:27 PM
135	Just new places to eat or drink	12/1/2025 11:56 AM
136	The NBCC is wonderful and so well used by the community. Keep this as is.	11/29/2025 12:21 PM
137	Adding accessibility for people with disabilities is very important. This includes options for handicap access and quiet spaces.	11/29/2025 12:06 PM
138	No	11/24/2025 1:32 PM
139	No	11/24/2025 12:52 PM
140	No more housing of any kind! No mixed use real estate.	11/22/2025 4:15 PM
141	I would love an enhanced community center. Another gym, a pool, longer library hours, etc.	11/21/2025 4:04 PM
142	I made a mistake on the former question. The target should be the along 8th street up to 5th	11/21/2025 10:37 AM
143	More dining options, central hub for concerts/events, connect trails to Long Lake	11/20/2025 11:43 AM
144	Better connections between the area. Connecting community center to parks, bike bath and “downtown area” for businesses. Should feel more connected and cohesive. So much opportunity for small businesses to support. Create a better “small town” community vibe.	11/20/2025 11:26 AM
145	Nice open green space in the town center will look more modern. We do have long lake park very near, but is closed by sunset. Especially in winters, not much of use at the long lake park	11/18/2025 9:35 PM
146	It worries me and my neighbors that our neighborhood could be selected for "improving this area of New Brighton". What would that even look like? Sidewalks? Bike paths? Reducing our yards? Taking our homes? We've seen it happen before.	11/18/2025 2:13 PM
147	Without displacing people and a high expense, I cannot see any possible, meaningful changes that can occur. So I have to say leave as is.	11/17/2025 9:29 PM
148	It would be wonderful to have places to eat/drink, gather, and shop near by. Like a small market for groceries, fun new restaurants, ice cream shops, out door dining, etc.	11/17/2025 1:04 PM
149	Free food - fruit trees, berry bushes, medicinal plants… native plants	11/12/2025 12:00 PM
150	Leave it alone!! NONE of the images shown , have any of the existing neighborhoods where did all those homes go??	11/7/2025 7:03 PM
151	MORE ACCESSIBILITY INFRASTRUCTURE ~12% of Minnesotans report having one or more disabilities, but the real number is likely much higher than that due to red tape, stigma, lack of appropriate/affordable healthcare, and lack of awareness/education. Especially in the aftermath of COVID-19 where long covid is yet to have its full impact known. Accessibility benefits everybody. The key here is to actually involve people who have disabilities to guide where and what infrastructure would be beneficial. Too often, the intent is there, but ends up being counter productive. >Tactile pavement, not just at entry points for sidewalks but along the edges for safety. >More ramps, especially for public/city buildings >Enforce ADA actively. I often find accessibility features have become inaccessible due to malfunction, negligence, or obstruction. Most commonly, automated doors; buttons/doors that don't work, are difficult to get to/out of the way, furniture, trash, or salt buckets put in front, etc. Bathrooms that might have an accessible stall but it's difficult to navigate. Handicap parking spots that are actually farther away from an entrance than a regular spot. Accessible entrances being in the most inconvenient locations such as the very back of a building, causes a person to have to travel 2x or more to get to the same location as a main entrance. Indoor spaces that are too crowded with furniture or people to allow for people with mobility aids to navigate. >Better snow clearing on roads, sidewalks, and parking lots. Everyone hates trudging through snow or walking over ice, but uncleared areas can make it impossible for people with mobility aids to go anywhere. >More benches/tables/rest areas for people to take a break.	11/4/2025 8:22 AM

152	Improved landscaping at 5th Ave and county road E in those small retains wall planters.	11/1/2025 8:35 PM
153	Don’t get too flashy	11/1/2025 7:51 PM
154	No apartments	11/1/2025 7:46 PM
155	Expanded industrial opportunities off of E2 going up the avenues	11/1/2025 10:41 AM
156	Improving this area should not include taking away any more green spaces or adding large buildings.	11/1/2025 7:57 AM
157	Restaurants, breweries, coffee shops, shopping could be here instead of a strip mall of offices/empty parking lots. Make it an 'outdoor mall' with a fountain, outdoor seating, etc to make a more inviting community space to gather.	10/30/2025 3:50 PM
158	If we could change the train whistle crossings on 8th Street and 10th Street to quiet zones or reduced blaring of train whistles, that would be an important improvement. With the RR crossing bars and lights in place, the train whistles aren't necessary anyway, and are actually noise pollution. Most cities with RR crossing arms and lights through residential areas are quiet zones.	10/29/2025 8:06 PM
159	No matter what is done has to it has to be maintained!	10/29/2025 5:03 PM
160	Expand places to gather for food or coffee. Better parking. Easy to walk to.	10/27/2025 9:46 AM
161	I’m so excited for this! I have lived here for 14 years and always wished we had more of a downtown.	10/25/2025 8:49 PM
162	Leave homes alone. Look at redeveloping fountain terrace and the nursing home. The apartments in the neighborhood are problematic with lots of speeding, littering, and other issues.	10/24/2025 10:09 PM
163	There are so many buildings in this area open for lease. It would be fun to have cafes and small businesses in these buildings.	10/24/2025 7:22 PM
164	The townhouse neighborhood looks depressed - not very well built- would better serve community as businesses	10/24/2025 1:07 PM
165	Do NOT need more “affordable “ high rise housing in this area! Too many recent high rise housing were crammed into a small area. Has increased more traffic and large noisy trucks . Add another coffee shop, bakery type store , add another deli.	10/24/2025 9:04 AM
166	Housing already too dense with the recent high rise that can't even get filled. Cafe or coffee shop near post office area would be nice.	10/23/2025 8:50 PM
167	How can 10th St and 5th Ave become "downtown" streets with wide pedestrian walks and mixed use buildings.	10/22/2025 2:45 PM
168	Add safer bike trails, please.	10/21/2025 11:12 AM
169	Don’t really see area’s that are open for development. Like to see dark sky friendly street lighting.	10/20/2025 7:12 PM
170	Complete the redevelopment north of 694, the former Northwest Quadrant first, it’s been almost 30 years since it was razed and still is not completed. Move the Community Center, add a banquet and event center, there. Keep City Hall where it is.	10/20/2025 6:28 PM
171	If we select an area does this mean you’ll take our property by eminent domain? There is space across Long Lake Park that can be developed you need to leave downtown New Brighton as is. We don’t need more townhouses that are so close together with limited area for privacy nor areas with more fees that is why people want to live here because it’s affordable	10/20/2025 5:00 PM
172	I have always wanted a grocery store in the neighborhood—I hate having to support big-box stores and I also don’t love having to drive when I just need one or two things. Any way we can encourage that kind of business would be amazing!	10/20/2025 3:46 PM
173	Please leave our city alone.	10/20/2025 11:40 AM

Q14 What do you hope future generations will enjoy about New Brighton’s Downtown?

Answered: 183 Skipped: 174

#	RESPONSES	DATE
1	I'm not interested in New Brighton trying to be like Maple Grove.	1/4/2026 6:13 PM
2	That if I go there for one purpose, I might extend my visit to enjoy something else while I'm there.	1/4/2026 3:41 PM
3	Create a safe sense of Community for all ages	1/2/2026 9:57 AM
4	A neighborhood feel with living essentials within walk or bike range while still supporting the parks and recreation offerings (really, Parks Dept, y'all really love this area and it shows!)	1/2/2026 12:58 AM
5	We do NOT want the area to have a zoning change. We want our neighborhood of homes to stay intact and not redeveloped erasing the history of New Brightons small knit community/neighborhood. This IS the small town New Brighton that people move into because we do not want new developments - we already have many parks, walking trails and EXISTING local shops, dining. Those that live here DO NOT WANT IT TO CHANGE!	12/31/2025 3:34 PM
6	Fewer townhouses	12/31/2025 12:36 PM
7	The ability to shop and support small businesses and to safely walk through the area with accessibility for all.	12/22/2025 7:28 AM
8	Date nights, bringing the family there for community events and festivals, and farmers markets	12/21/2025 3:05 PM
9	Make it feel like a downtown	12/21/2025 12:57 PM
10	The parks and open space. Small businesses to bring in tax money.	12/21/2025 9:55 AM
11	It’s safety and community	12/21/2025 8:26 AM
12	Memories of activities and events	12/20/2025 2:32 PM
13	Homey location for gathering and socializing that is safe and inviting.	12/20/2025 11:42 AM
14	A sense of a " home town". Without a downtown you really don't get the home town feel and belonging. When everything is so spread out it doesn't feel like a town.	12/19/2025 6:23 PM
15	safe gathering place for walks and relaxation	12/19/2025 12:51 PM
16	Unique shops, enjoyable aesthetic.	12/18/2025 11:07 PM
17	Quiet, small town charm	12/18/2025 10:35 PM
18	Community spaces and events	12/18/2025 10:31 PM
19	A great place to live, visit, and raise a family. Small town feel, but big city experience.	12/18/2025 9:36 PM
20	Community togetherness	12/18/2025 9:26 PM
21	That it represents diversity of experiences and welcomes all walks of life	12/18/2025 9:21 PM
22	It should be a place for community, such as farmers markets, concerts, pumpkin walks in an enjoyable natural space. We are close enough to downtown Minneapolis or St. Paul for the city feel.	12/18/2025 9:12 PM
23	Being a safe place you can enjoy walking to for an entire day versus driving there for a single event and leaving.	12/18/2025 8:43 PM
24	Sense of community, safety, and beauty. Pride in keeping community strong and safe.	12/18/2025 8:20 PM
25	Gathering spaces to relax and unwind after work. Safety and cleanliness. A sense of	12/18/2025 7:04 PM

	Community.	
26	Connections, culture, safety	12/18/2025 6:48 PM
27	The nature surrounding it, maybe because of fruit trees or the variety flowers or plant life.	12/18/2025 2:21 PM
28	I hope they will enjoy a quiet residential neighborhood with nearby parks, city buildings and green space.	12/18/2025 2:05 AM
29	Would love to expand the library and community center to support families.	12/16/2025 8:36 PM
30	Events hosted in new Brighton that are accessible and fun	12/16/2025 6:43 PM
31	that it’s a true destination for fun, shopping, leisure	12/16/2025 7:22 AM
32	Feels more than a pass through town, stop in our community	12/15/2025 9:30 PM
33	Authentic small town vibrancy.	12/15/2025 8:36 PM
34	I hope future generations will be able to enjoy New Brighton's quant, small town feel.	12/15/2025 5:55 PM
35	Place they can visit often for having good time	12/15/2025 12:07 PM
36	Be a fun place that is enjoyed more than the parade route	12/15/2025 7:07 AM
37	All of the above.	12/14/2025 8:20 PM
38	A walking neighborhood to get to stores and restaurants and perhaps some services. We need more restaurants in this area for current residents (not more housing)	12/14/2025 6:41 PM
39	A city to be proud of	12/14/2025 3:41 PM
40	Don’t know	12/14/2025 2:10 PM
41	Safe and clean	12/14/2025 1:11 PM
42	The fact that it's already paid for!	12/14/2025 10:30 AM
43	Finding the small town feel and connection in NB.	12/14/2025 9:35 AM
44	We are located in such a great spot, I hope it is an easy accessible oasis for families. Quaint, cozy vibes. Communal. Connected. Make a plaza area where you can see people of all ages to come and go- kind of like a European village. We would love an ice cream shop to walk to. getting to current DQ is tough (biking over that narrow bridge- dangerous with young kids) I love the pond area at veterans park- it would be great if there was an easy entrance into the businesses at the SE corner of 10th st and old hwy 8- it’s all closed off by the insurance building - it’s ugly to look at the back of that building with a crumbling retaining wall and AC unit- create a path in there and put an ice cream shop. Or make one of those businesses have a back patio to sit out and enjoy looking at veterans park. I love business/restaurants in the area near the exchange little mall but difficult to get to on foot.	12/14/2025 9:32 AM
45	When they say "let's go out" they think of me Brighton because it will have walkable shops, restaurants, green spaces with concerts and excellent parking	12/14/2025 8:15 AM
46	The same as past generations. We appreciate New Brighton for the families and safety.	12/14/2025 6:59 AM
47	Nothing	12/13/2025 11:52 PM
48	Whatever was did not gouge the taxpayers.	12/13/2025 8:02 PM
49	Access to Long Lake Regional Park	12/13/2025 7:29 PM
50	Simple, lower traffic, easy to pass thru. Convenient for city services at city hall	12/13/2025 4:09 PM
51	The beauty of Downtown and respect and care for it.	12/13/2025 2:04 PM
52	Open green areas.	12/13/2025 1:23 PM
53	That the property taxes went down	12/13/2025 1:15 PM
54	A friendly, scenic and peaceful place to gather.	12/13/2025 11:44 AM
55	Quiet and quaint.	12/10/2025 7:48 PM

56	Dining, shops	12/10/2025 4:14 PM
57	A sense of community with events and activities to bring people together	12/9/2025 7:21 PM
58	That it’s a destination and not a collection of stores.	12/9/2025 6:35 PM
59	The quiet, small town feel, with small businesses like Limu Coffee, The Exchange restaurant, and our own Retail Post Office.	12/9/2025 5:30 PM
60	Good neighbors	12/9/2025 10:44 AM
61	Teenagers having a place to hangout	12/7/2025 8:52 PM
62	Natural landscaping, gathering places that feel comfortable and accessible	12/7/2025 10:15 AM
63	Meeting people and biking between restaurants and parks	12/6/2025 9:08 AM
64	Safe, work out and enjoy food.	12/6/2025 8:17 AM
65	A feeling of having a downtown, this has been lost over the years of past development.	12/5/2025 7:14 PM
66	Sustainable green spaces, safe biking, walkability	12/5/2025 2:05 PM
67	A community hub	12/5/2025 12:22 AM
68	Walking to destinations. Public events	12/4/2025 7:21 PM
69	Local shops! Coffee! Cafe lighting! Space for scheduled community events to bring character to new brighton	12/4/2025 6:59 PM
70	That it’s a gathering area with many things to do for young and old. Interesting places to go to	12/4/2025 5:32 PM
71	Places to gather and a reason to stay in New Brighton.	12/4/2025 2:49 PM
72	Walkable, thriving restaurants & businesses, pretty landscaping and a place to have community events.	12/4/2025 12:19 PM
73	Convenience	12/4/2025 11:53 AM
74	I’m old enough to remember the supper club, drug store with soda fountain and other small businesses that you could walk to. We have lost this. I wish kids could have this sense of community and place.	12/4/2025 11:40 AM
75	That they can enjoy a Downtown Stillwater or Red Wing vibe within a bike-able distance from home.	12/4/2025 10:54 AM
76	A walkable area with shops to look at and places to hang out. Where people and community are the most important part of designing the city.	12/4/2025 10:02 AM
77	Ease of access (biking/walking to and from, even with little kids), better playground or play space for kids to grow up in, a great outdoor event space for concerts and such	12/4/2025 9:30 AM
78	I want the city of New Brighton to be an inclusive community that everyone wants to be involved, and spend time within our city. It can be as simple as watching an outside concert to having dinner at the local restaurants and being able to feel like a community all together.	12/4/2025 9:26 AM
79	Walking, parks, eating. A place where shops blend seamlessly into parks and walkable areas. Let people to go to dinner or shop and then walk around.	12/4/2025 9:04 AM
80	Quaint and safe	12/4/2025 8:51 AM
81	I'd love for it to be a place that feels "interesting" to be in - where there are diverse restaurants, a few small businesses, etc. I'd love for it to be pedestrian and cyclist friendly. I'd also love for it to be a place in our community where older kids/teens can independently send time (ie kids can safely go to the library independently, etc)	12/4/2025 8:31 AM
82	A downtown that connects community.	12/4/2025 7:59 AM
83	What i said above	12/4/2025 7:36 AM
84	A destination for families and community. To eat, to play, to gather.	12/4/2025 7:35 AM
85	Sense of community	12/4/2025 7:24 AM

86	A destination spot!	12/4/2025 7:07 AM
87	just keep it the way it is. allow future generations to appreciate the history of this town.	12/4/2025 6:37 AM
88	Small town feel	12/4/2025 6:03 AM
89	Sense of comminity	12/4/2025 5:14 AM
90	More things to do	12/4/2025 3:54 AM
91	Desirable area to live that is walkable and a spot for children and families to play	12/4/2025 3:43 AM
92	I think the parks are more important than downtown	12/3/2025 11:25 PM
93	taxes not increasing because of stupid projects like this.	12/3/2025 11:15 PM
94	A place to go to have fun and gather with others	12/3/2025 11:11 PM
95	Great sense of place, great connectivity to surrounding neighborhoods	12/3/2025 10:50 PM
96	Somewhere to go during the week, a date night, a hang out with friends, something to keep the members of the city in the city and still feel at home.	12/3/2025 10:49 PM
97	Homey area with events at the park	12/3/2025 10:42 PM
98	A better sense of where NB had a downtown where it's history can be better preserved.	12/3/2025 10:25 PM
99	A sense of place and a better center of town. Nature. New Brighton has so many great trails etc I want those to stay	12/3/2025 10:20 PM
100	Small businesses, beautiful landscaping, and no more ugly buildings.	12/3/2025 10:14 PM
101	Gateway to long lake regional park and connection to local trails!	12/3/2025 10:10 PM
102	The safety and fun it brings	12/3/2025 10:07 PM
103	Both a place to call home and a place to want to visit	12/3/2025 9:54 PM
104	That there will be a single thing to do downtown.	12/3/2025 9:51 PM
105	Open spaces and fresh air	12/3/2025 9:50 PM
106	Quiet, small town feel, walkable, bike friendly	12/3/2025 9:48 PM
107	Hopefully restaurants and commerce and not more apartments and vape shops.	12/3/2025 9:40 PM
108	Enjoy the community center and library, as well as feel like it’s a place they want to spend time and walk around (whether that’s safe, accessible sidewalks in neighborhoods/parks or shopping, perusing, etc)	12/3/2025 9:30 PM
109	New Brighton isn't just another suburb. Focus on sustainability. Don't make us regret this in 30 years.	12/3/2025 9:30 PM
110	A real small town community fell	12/3/2025 9:20 PM
111	An area to gather and have access to small shops	12/3/2025 9:19 PM
112	Small businesses to frequent, parks and sidewalks that are safe to walk, and something unique to new Brighton	12/3/2025 9:10 PM
113	That you realize this isn’t the area to have the downtown we actually need.	12/3/2025 9:06 PM
114	Convenience to get to places safely	12/3/2025 8:51 PM
115	Will be nice to have a common community space!	12/3/2025 8:46 PM
116	A space to gather	12/3/2025 8:42 PM
117	Hub of activity— no need to go too far for a place to gather and have drinks or celebrate	12/3/2025 8:37 PM
118	A safe place to be welcomed and play	12/3/2025 7:49 PM
119	Friendliness	12/3/2025 7:32 PM
120	A well cared for natural space that people enjoy together.	12/3/2025 7:31 PM

121	How they feel like they can go there for anything and be in a safe fun environment	12/3/2025 7:20 PM
122	A green public space with more retail n dining options	12/3/2025 6:56 PM
123	It will have everything they need for every day life	12/3/2025 6:40 PM
124	A veterans park that has something for everyone to enjoy.	12/3/2025 6:40 PM
125	That we will have an area nearby to go to in their city.	12/3/2025 6:39 PM
126	A community space where people can feel safe and enjoy their time!	12/3/2025 6:37 PM
127	A safe, walkable neighborhood	12/3/2025 6:32 PM
128	A sense of community, connectedness, and a beautiful naturescape.	12/3/2025 6:30 PM
129	Cute local shops and restaurants. Places to gather for markets.	12/3/2025 6:29 PM
130	Small town feel, safe place and up to date.	12/3/2025 6:19 PM
131	A small variety of interesting, quality, local shops and restaurants.	12/3/2025 5:31 PM
132	A lasting well built community.	12/3/2025 5:30 PM
133	A thriving and beautiful area to encourage more small businesses to our area.	12/3/2025 4:48 PM
134	A place that you can have a family and still find joy and appreciation for the place at any age.	12/2/2025 7:34 PM
135	That is not a sea of tall condo and apartment buildings. It's an area you want to raise a family in a small family home.	12/2/2025 3:16 PM
136	More fun and lively	12/2/2025 12:37 PM
137	Building a community with amenities.	12/2/2025 8:31 AM
138	I’d like a small-town feel	12/2/2025 8:08 AM
139	All the nature	12/1/2025 11:11 PM
140	Spaces they can use and enjoy	12/1/2025 8:41 PM
141	Turf fields	12/1/2025 6:03 PM
142	Place you can call downtown New Brighton. Previous city council members / mayors and city managers have destroyed what ever we had a chance to selvage and build on .	12/1/2025 5:38 PM
143	It's practical simplicity.	12/1/2025 5:29 PM
144	No more beautified planters in the middle of the street. The winter chemicals kill the plants & they end up looking trashy in two years. Then the trees are cut down & replanted for more beautification that doesn’t last. Total waste of money!!!! Like a bike lane on a four lane street - waste of money!!!	12/1/2025 5:23 PM
145	A better future	12/1/2025 3:48 PM
146	When we first moved to New Brighton it was considered Mayberry, the improvements that have happened have all added to the congestion of the area and with the proposals you are suggesting is going to do nothing but add to that	12/1/2025 2:27 PM
147	The sense of community, safety and desire to meet othersp	12/1/2025 11:56 AM
148	A downtown accessible by all, and by cars, walking, biking, rolling.	11/29/2025 8:32 PM
149	Green space where possible. Don’t pack in a lot of buildings in a small space.	11/29/2025 12:21 PM
150	I hope that New Brighton can be a leader in creating healthier communities. It would be amazing if we could utilize the Blue Zone concepts (MN native Dan Buettner is one of the experts on the topic; worked on developing Alberta Lea within this model). I would love to help with this	11/29/2025 12:06 PM
151	A sense of community	11/25/2025 1:45 PM
152	A fun and comfortable space to get together and build community.	11/24/2025 1:32 PM

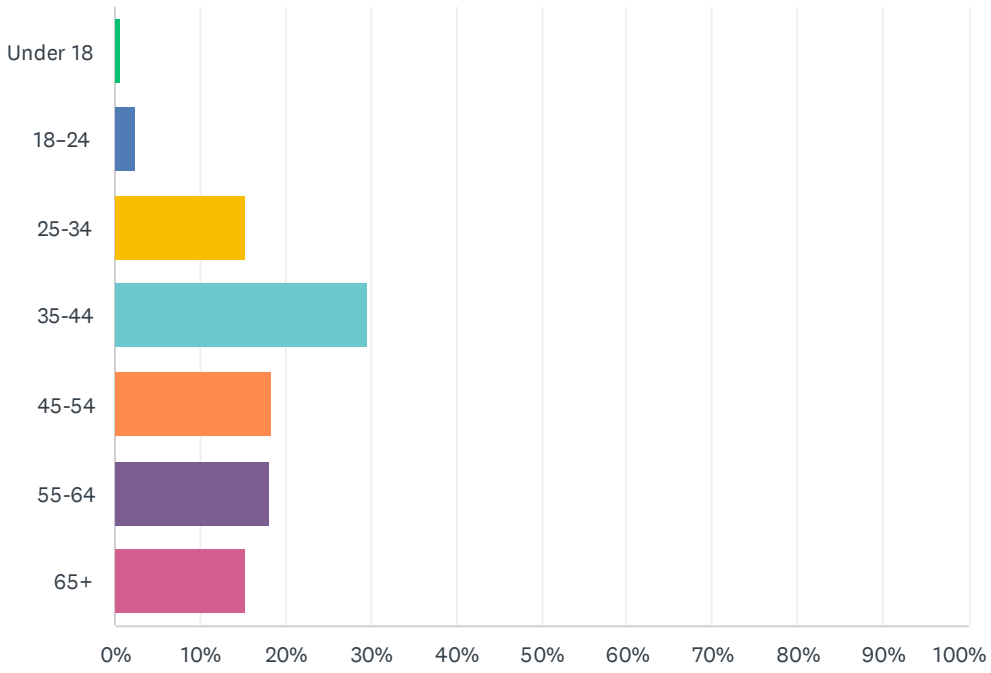
153	Sense of community.	11/24/2025 12:52 PM
154	Remembering it as a place where things happen. 4th of July Parade, town Christmas tree, farmers market, open air concerts and movies	11/22/2025 4:15 PM
155	A true downtown area. Buy up some of these old run down homes on 8thstreet	11/21/2025 10:37 AM
156	Going to the town center and being able to spend a whole/half day, going to community center, park, shops, bite to eat/coffee.	11/20/2025 11:26 AM
157	Identity as a town center	11/19/2025 4:00 PM
158	Like a themed park like cherry blossom of New York.	11/18/2025 9:35 PM
159	A place to enjoy shopping, dining, visiting.	11/18/2025 2:13 PM
160	I believe that the current Downtown New Brighton provides park and green space already, so unless grocery or other stores shops could be added, I would not be in favor of any major changes.	11/17/2025 9:29 PM
161	I hope it will be a place where the community can have events so people can meet their neighbors	11/17/2025 1:04 PM
162	Sustainable free third space	11/12/2025 12:00 PM
163	I hope that future generations will be able to have more areas that are walkable to promote healthier living and community engagement. Where small businesses can flourish and provide for their town.	11/4/2025 8:22 AM
164	That we are a small city with a lot to offer.	11/1/2025 8:35 PM
165	Being able to enjoy the town and its charm without thinking it’s like every other town. Keeping it special	11/1/2025 7:51 PM
166	No aprtment buildings	11/1/2025 7:46 PM
167	I would hope it is a place to gather and enjoy and stays with the theme of small town feel. That’s why people wanted to originally live here.	11/1/2025 7:57 AM
168	Places they can feel proud of, local businesses, reasons to invite our friends to our area of town. The ability to live a vibrant life without needing to get into cars to drive to other towns for entertainment.	10/30/2025 3:50 PM
169	Having New Brighton demonstrate we have a priority of providing residents with many ways to mingle with our diverse community of fellow residents in a safe, lively, and enjoyable setting.	10/29/2025 8:06 PM
170	Family, tradition, safety, and Christian values	10/27/2025 2:26 PM
171	Nature blended with convenience in a setting with safety	10/27/2025 9:46 AM
172	A gathering place and an opportunity to feature local businesses.	10/25/2025 8:49 PM
173	How quite and neighborly it could be.	10/24/2025 10:09 PM
174	Walkability and a stronger sense of community	10/24/2025 7:22 PM
175	The small community feel	10/24/2025 1:07 PM
176	More green space, walk and bike areas. Improved park areas behind Community Center .	10/24/2025 9:04 AM
177	Feel of small town to get away from large downtowns of St Paul and Minneapolis. Also not just another strip mall!	10/23/2025 8:50 PM
178	Walkability within neighborhood and connections to adjacent areas	10/22/2025 2:45 PM
179	Safety.	10/21/2025 11:12 AM
180	Reminding future generations about New Brighton’s history. Not every neighborhood has to be built of high rise apartments and McMansions. Older homes ars affordable and provide charm to a bland canvas development.	10/20/2025 6:28 PM
181	Home town feel that does not put the stress nor the over population feel	10/20/2025 5:00 PM

182	Community and connection!	10/20/2025 3:46 PM
183	Small town feel like it was when I moved here!	10/20/2025 11:40 AM

New Brighton Downtown* Vision Plan
*Final Name TBD

Q16 What is your age?

Answered: 343 Skipped: 14

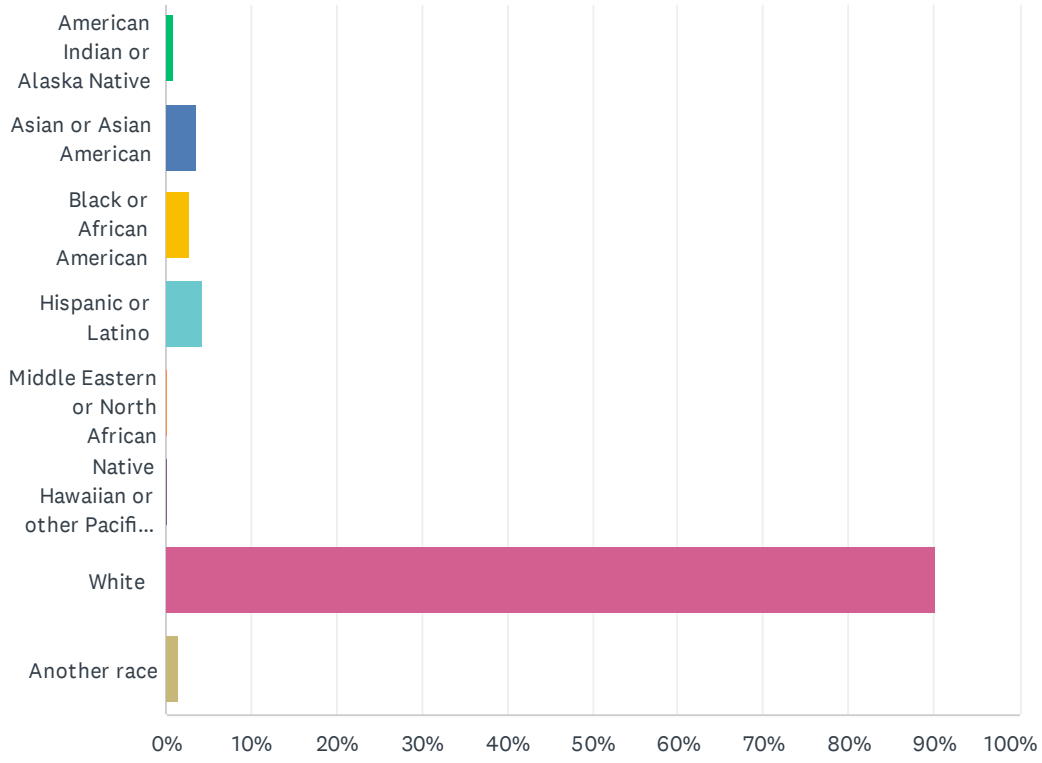


ANSWER CHOICES	RESPONSES	
Under 18	0.58%	2
18–24	2.33%	8
25-34	15.45%	53
35-44	29.74%	102
45-54	18.37%	63
55-64	18.08%	62
65+	15.45%	53
TOTAL		343

New Brighton Downtown* Vision Plan
*Final Name TBD

Q17 How would you describe your race/ethnicity? Please select all that apply.

Answered: 325 Skipped: 32

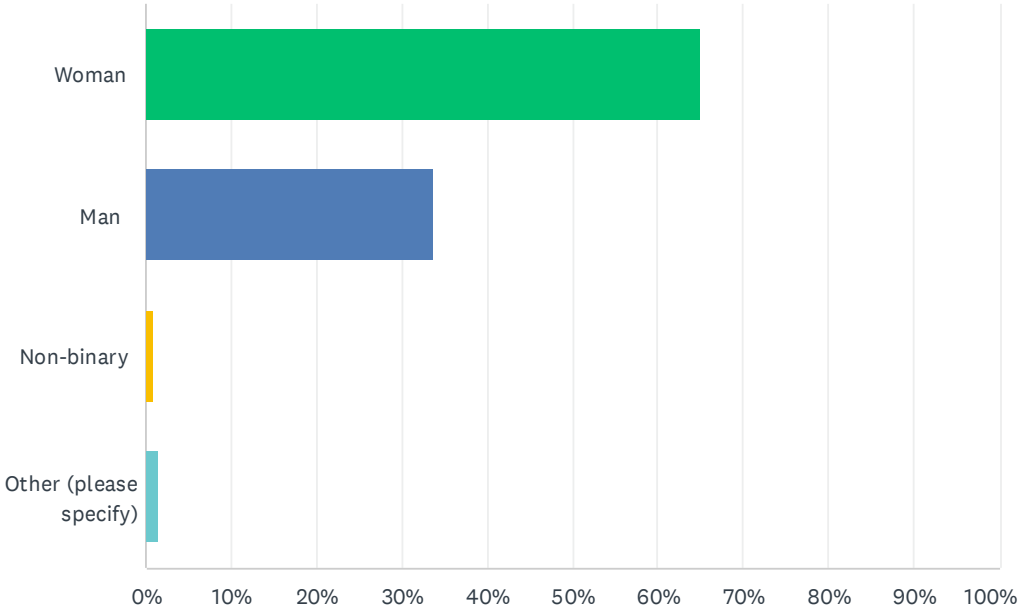


ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	0.92%	3
Asian or Asian American	3.69%	12
Black or African American	2.77%	9
Hispanic or Latino	4.31%	14
Middle Eastern or North African	0.31%	1
Native Hawaiian or other Pacific Islander	0.31%	1
White	90.15%	293
Another race	1.54%	5
Total Respondents: 325		

New Brighton Downtown* Vision Plan
*Final Name TBD

Q18 How would you describe your gender identity? Mark all that apply.

Answered: 335 Skipped: 22

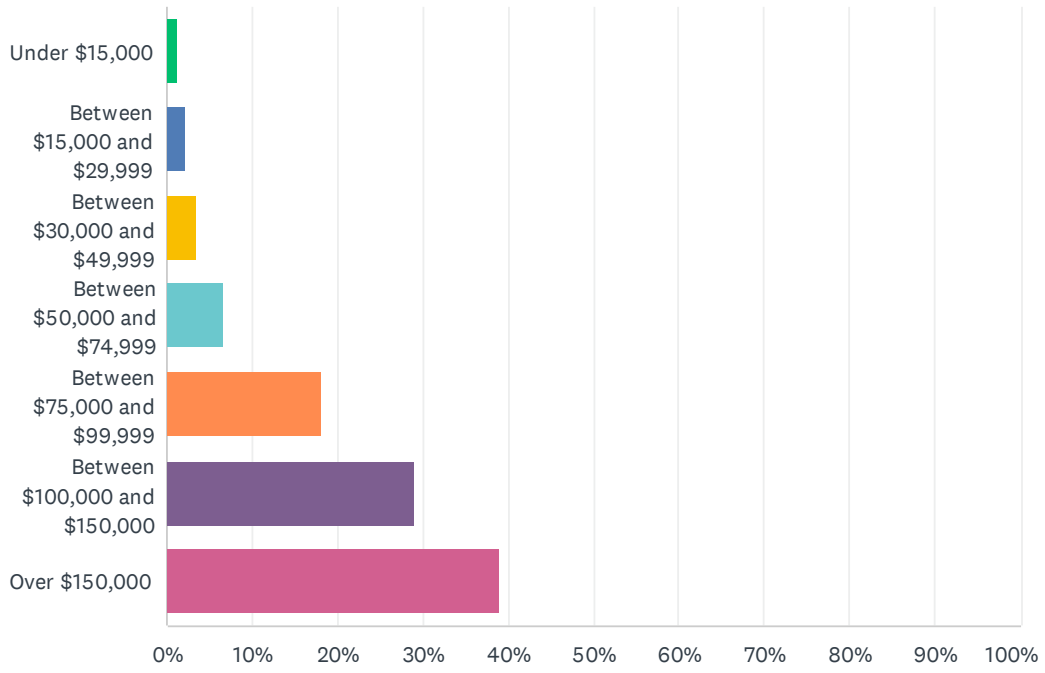


ANSWER CHOICES	RESPONSES	
Woman	65.07%	218
Man	33.73%	113
Non-binary	0.90%	3
Other (please specify)	1.49%	5
Total Respondents: 335		

New Brighton Downtown* Vision Plan
*Final Name TBD

Q19 What is your household income?

Answered: 313 Skipped: 44

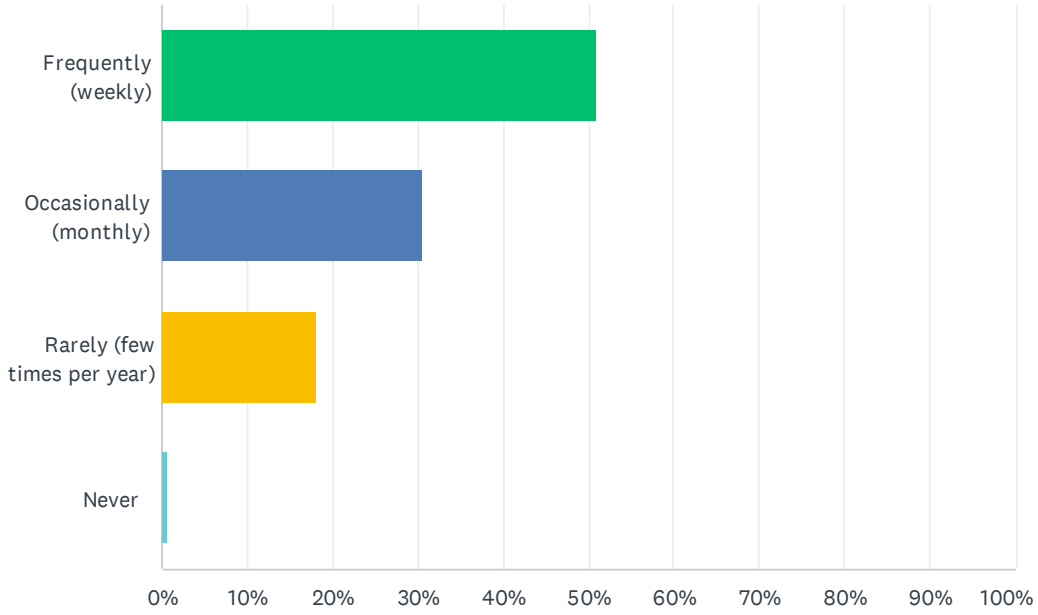


ANSWER CHOICES	RESPONSES	
Under $15,000	1.28%	4
Between $15,000 and $29,999	2.24%	7
Between $30,000 and $49,999	3.51%	11
Between $50,000 and $74,999	6.71%	21
Between $75,000 and $99,999	18.21%	57
Between $100,000 and $150,000	29.07%	91
Over $150,000	38.98%	122
TOTAL		313

New Brighton Downtown* Vision Plan
*Final Name TBD

Q20 How often do you currently visit the Town Center area (Community Center, Veterans Park, Old Hwy 8)?

Answered: 344 Skipped: 13



ANSWER CHOICES	RESPONSES	
Frequently (weekly)	50.87%	175
Occasionally (monthly)	30.52%	105
Rarely (few times per year)	18.02%	62
Never	0.58%	2
TOTAL		344

New Brighton Downtown* Vision Plan
*Final Name TBD

Q21 ZIP Code: _____

Answered: 328 Skipped: 29

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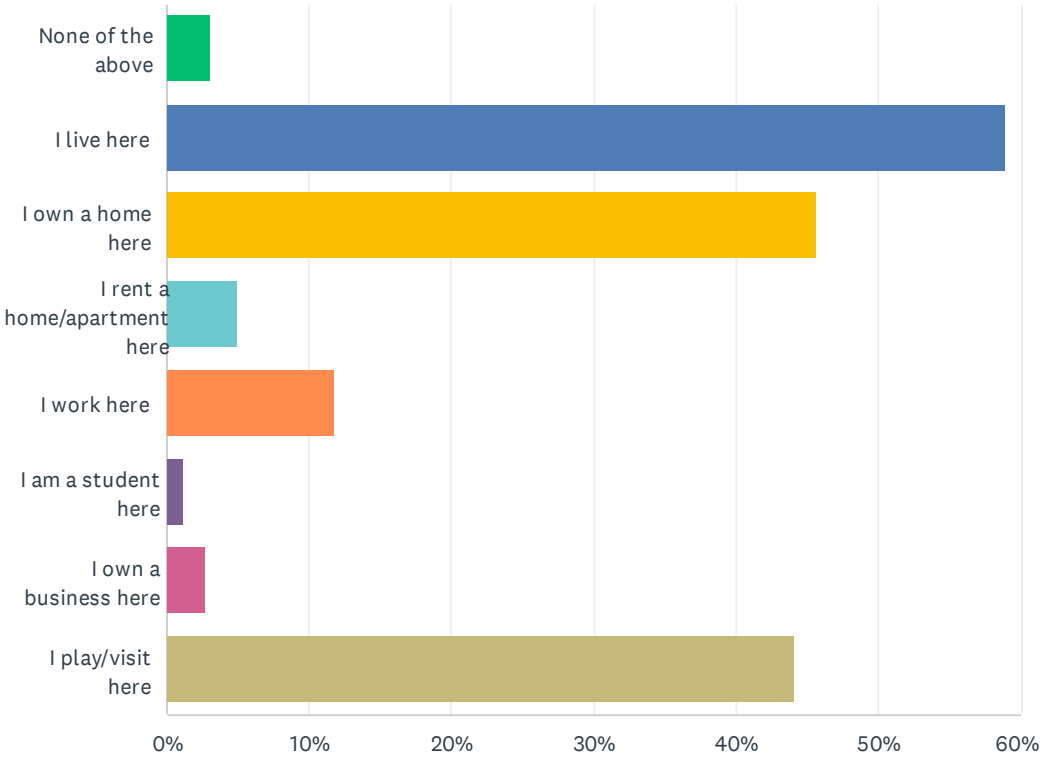
326	55112	10/20/2025 3:47 PM
327	55112	10/20/2025 3:08 PM
328	55112	10/20/2025 11:40 AM

Q1 How would you best describe your relationship with this area of New Brighton? (please check all that apply)

Answered: 517 Skipped: 12



ANSWER CHOICES	RESPONSES	
None of the above	3.09%	16
I live here	58.99%	305
I own a home here	45.65%	236
I rent a home/apartment here	5.03%	26
I work here	11.80%	61
I am a student here	1.16%	6
I own a business here	2.71%	14
I play/visit here	44.10%	228
Total Respondents: 517		

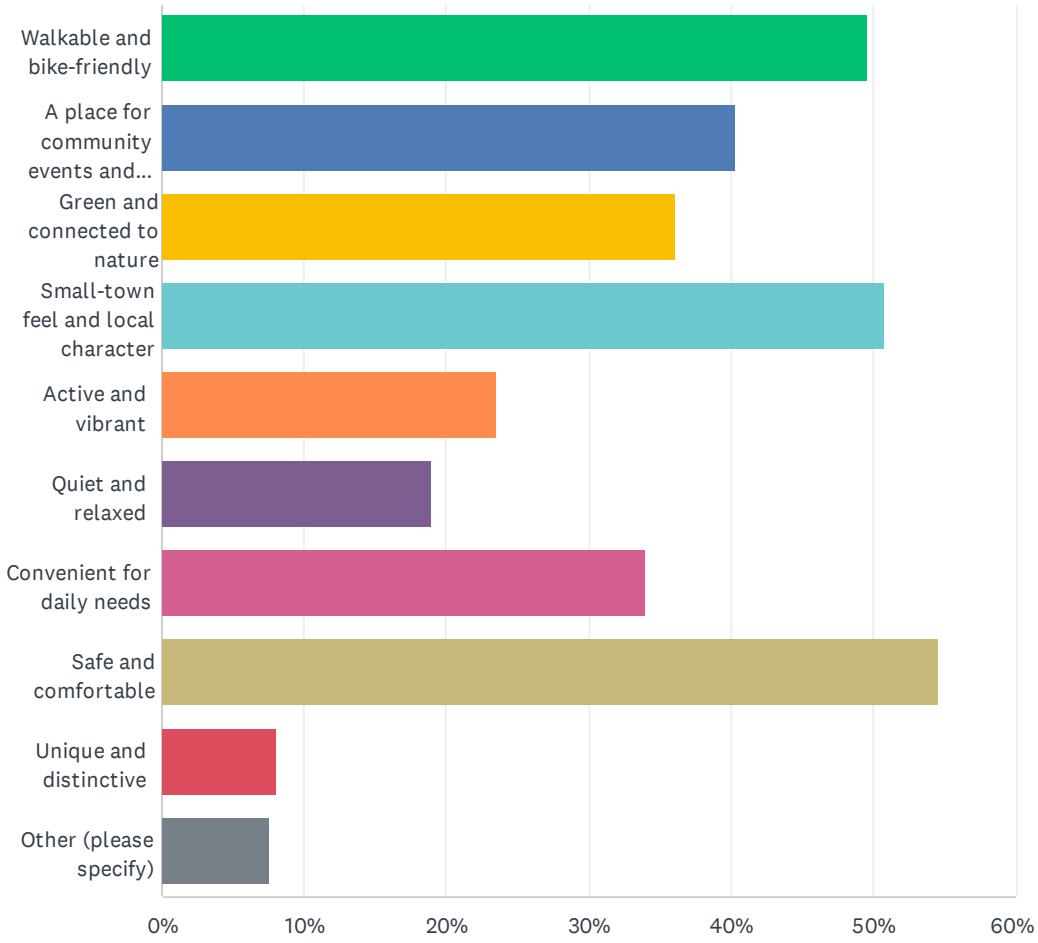
#	OTHER (PLEASE SPECIFY)	DATE
1	All of my grandparents lived their entire lives in New Brighton, and I just bought my first home on the border of Mounds View/New Brighton.	4/30/2026 10:28 AM
2	I've lived here since I 1990.	4/28/2026 11:59 PM

3	Would like to move here in future	4/24/2026 2:15 PM
4	I volunteer here	4/20/2026 3:42 PM
5	I was born in NB in 1964 and lived there the first eight years of my life.	4/17/2026 8:42 AM
6	I live just across old highway 8 from this area and both drive and walk to and through it regularly.	4/16/2026 5:58 PM
7	Walk the parks	4/16/2026 8:26 AM
8	I live close by within 3 miles.	4/15/2026 9:48 PM
9	Beauty salon, license bureau	4/15/2026 9:33 PM
10	Live less than a mile from this area	4/15/2026 9:25 PM
11	I live close to this area	4/15/2026 8:52 PM
12	Work from home	4/15/2026 6:41 PM
13	Parent lives there	4/15/2026 6:33 PM
14	Just an area I visit if I have business at city hall, post office etc.	4/14/2026 2:50 PM
15	My kids go to school here	4/13/2026 8:03 PM
16	I own a home in Arden Hills by Moundsview H.S., less than a mile from this area.	4/13/2026 10:46 AM
17	I live nearby	4/13/2026 9:03 AM
18	member of community center	4/11/2026 10:41 PM
19	I utilize new brighton community center library and fitness center and classes and senior lunches	4/11/2026 9:36 AM
20	Parish member of St. John's Church, my kids go to school there	4/11/2026 8:20 AM
21	Regularly use community center and Veterans Park	4/10/2026 10:38 AM
22	use Post Office, community center, resaurants	4/10/2026 9:56 AM
23	The business I work for supports many older adults here	4/10/2026 9:04 AM
24	I work for Rise, inc.	4/10/2026 8:52 AM
25	Kid goes to school	4/10/2026 7:21 AM
26	I raise children here.	4/10/2026 6:00 AM
27	New Brighton resident outside targeted scoping area	4/10/2026 4:53 AM
28	I raised our children here.	4/9/2026 10:29 PM
29	I shop and dine in this area	4/9/2026 9:45 PM
30	I live in Fridley but spend a lot of time in the New Brighton area for recreation, community events and social events	4/9/2026 7:58 PM
31	Visit businesses here	4/9/2026 6:58 PM
32	I’m in N W New Brighton	4/9/2026 6:45 PM
33	Kids go to school and play sports in the area.	4/9/2026 6:35 PM
34	I live in New Brighton but not inside this development area.	4/9/2026 6:21 PM
35	My son is a student at Highview MS.	4/9/2026 4:32 PM
36	live at 1124 chelsea court	4/9/2026 4:30 PM
37	I own a home nearby (Columbia Heights). I use the library and go to the farmers market. My child uses Eagle's Nest. My husband uses the NB com. ctr. gym in the winter (home garage gym the rest of the year).	4/9/2026 3:45 PM

38	Member of Community Center	4/9/2026 3:35 PM
39	New Brighton resident, not this neighborhood	4/9/2026 3:33 PM
40	I exercise at the Community Center & use the Library	4/9/2026 3:25 PM
41	Children go to school here	4/9/2026 3:23 PM
42	We held a birthday party once at the Eagle's Nest, many years ago	4/9/2026 3:17 PM
43	I live in NB a few blocks outside of this area	4/9/2026 3:12 PM
44	I own and live in New Brighton but not in the selected area	4/9/2026 3:02 PM
45	My kids are students here	4/9/2026 3:01 PM
46	I live close by	4/9/2026 12:09 PM

Q2 When you think about the future of Downtown New Brighton, what matters most to you? (Select up to 3)

Answered: 518 Skipped: 11



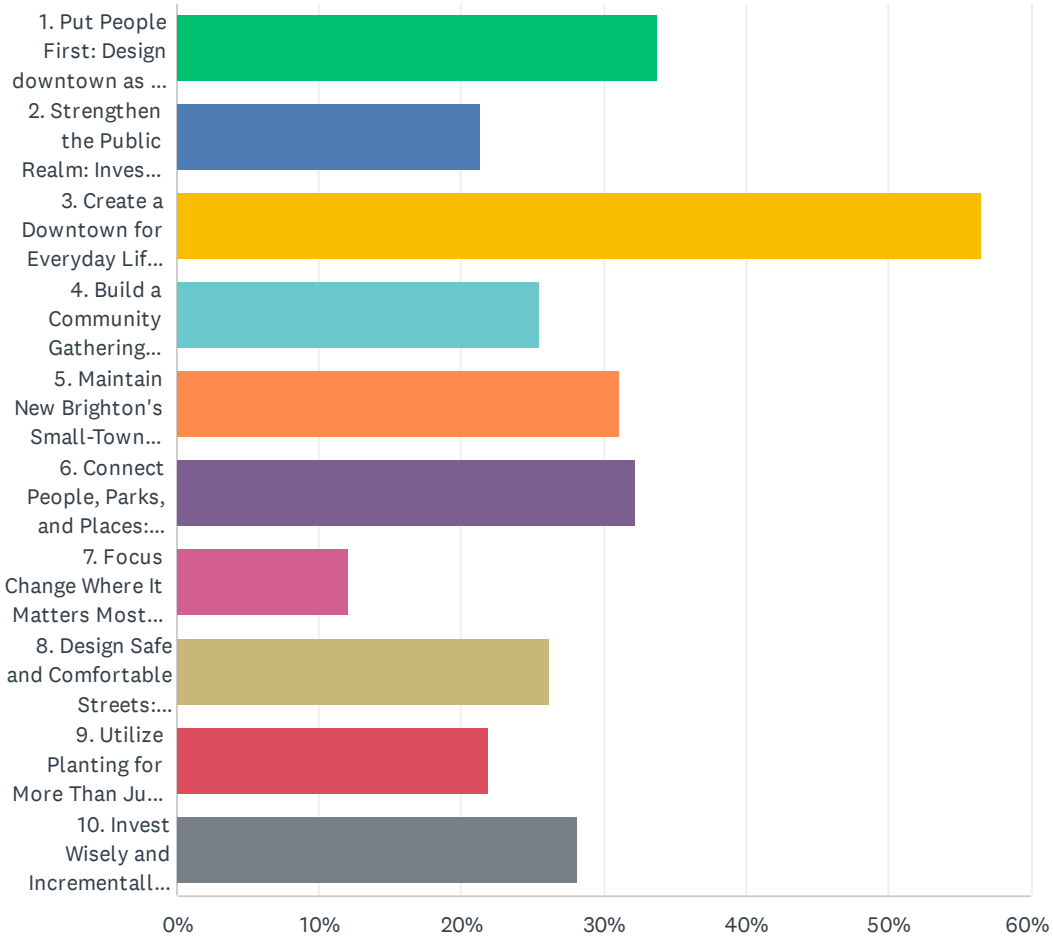
ANSWER CHOICES	RESPONSES	
Walkable and bike-friendly	49.61%	257
A place for community events and gathering	40.35%	209
Green and connected to nature	36.10%	187
Small-town feel and local character	50.77%	263
Active and vibrant	23.55%	122
Quiet and relaxed	18.92%	98
Convenient for daily needs	33.98%	176
Safe and comfortable	54.63%	283
Unique and distinctive	8.11%	42
Other (please specify)	7.53%	39
Total Respondents: 518		

#	OTHER (PLEASE SPECIFY)	DATE
1	Fix the infrastructure city-wide first	4/30/2026 9:47 AM
2	Lower taxes	4/30/2026 7:03 AM
3	Shops, restaurants and a place to hang out	4/29/2026 11:30 AM
4	The City has had too much focus on driving change. Letting things be and guiding change as private developers come forward with projects is what I would suppport.	4/28/2026 10:10 AM
5	Not raising my taxes to build unwanted new multilevel living	4/20/2026 11:38 PM
6	Reduce amount of high density housing	4/17/2026 9:34 PM
7	Mostly unchanged	4/16/2026 5:24 PM
8	Fences around parksvsndnplay grounds a Walmart would be good. Good big name shopping. More parking	4/16/2026 1:56 AM
9	I	4/15/2026 9:18 PM
10	leave it the way it is.	4/14/2026 2:55 PM
11	Financially Responsible	4/14/2026 9:27 AM
12	Low crime, good roads and lower taxes	4/13/2026 11:50 PM
13	Would love to see more small local businesses in a walkable strip (coffee shops, local vendors, casual local restaurants - good "3rd place" options)	4/13/2026 10:57 PM
14	I'm broke! Stop with the unnecessary spending! Taxes are so high! We do we need to do this. Read the room. I can barely afford my home. Why are we revamping things that work just fine. I love new Brighton the way it is. Please stop spending money we don't NEED to spend.	4/13/2026 1:49 PM
15	clean up so very run down residential areas so it is pleasant to walk the streets-complaint was made several years ago already and nothing cleaned up	4/11/2026 10:41 PM
16	Start with affordable. My taxes have increased this year by $500 on a modest twinhome. None of these above things matter more to me than NOT having my taxes increased again.	4/11/2026 1:04 PM
17	Restaurants and shops/	4/11/2026 10:48 AM
18	Community gardening, food forest - ecologically diverse, re-generative, and sustainable	4/11/2026 8:51 AM
19	The city NOT forcing us out and tearing our house down.	4/10/2026 7:22 PM

20	Leave it alone	4/10/2026 11:31 AM
21	Love to see more restaurants and stores	4/10/2026 11:01 AM
22	welcoming to everyone	4/10/2026 9:56 AM
23	Road noise already high	4/10/2026 7:42 AM
24	Stop considering the residential area south of the Public Safety building part of 'downtown' New Brighton. There is no downtown to New Brighton.	4/10/2026 5:14 AM
25	Good restaurants & entertainment	4/9/2026 10:47 PM
26	Lots of small businesses that meet our needs: groceries, eateries, general stores, hair/barber, thrift/clothing, pharmacy/convenience store etc. Not office buildings, more retail	4/9/2026 8:58 PM
27	Unique restaurants/ food options	4/9/2026 7:58 PM
28	Who's paying for this improvement ?	4/9/2026 7:11 PM
29	Shops	4/9/2026 6:58 PM
30	Taxes. You are presenting residents with a menu but no prices.	4/9/2026 6:21 PM
31	Having a downtown that is inviting not closed off and unwelcoming	4/9/2026 5:49 PM
32	Clean energy	4/9/2026 5:26 PM
33	It would be nice to have food/coffee shop type businesses. I live within walking distance and it seems like the area gets good foot traffic.	4/9/2026 4:31 PM
34	grocery store	4/9/2026 4:30 PM
35	Just how it is. No changes needed.	4/9/2026 3:28 PM
36	Attract retail and restaurants that residents will use- we’re overrun with multifamily housing and smoke shops.	4/9/2026 3:18 PM
37	drawing people to our area because of events, shopping	4/9/2026 3:05 PM
38	Family friendly, active area for youth and adults at the same time,	4/9/2026 3:02 PM
39	Curb loud cars and amount of major truck traffic through Old Hwy. 8 and 10 th St.	4/9/2026 11:35 AM

Q3 Which of these Guiding Principles matter most to you? (Select up to 3)

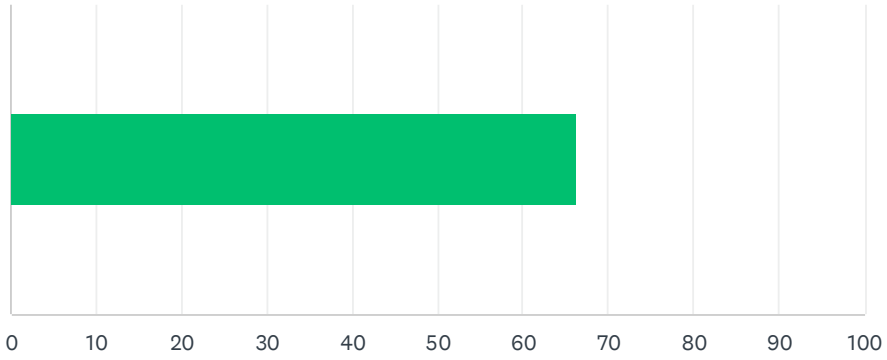
Answered: 518 Skipped: 11



ANSWER CHOICES	RESPONSES	
1. Put People First: Design downtown as a comfortable, walkable environment	33.78%	175
2. Strengthen the Public Realm: Invest in plazas, parks, streetscapes, and gathering spaces	21.43%	111
3. Create a Downtown for Everyday Life: Support local shops, cafes, restaurants, and services	56.56%	293
4. Build a Community Gathering Place: Shape downtown as the social heart of New Brighton	25.48%	132
5. Maintain New Brighton's Small-Town Character: Reflect a welcoming identity unique to New Brighton	31.08%	161
6. Connect People, Parks, and Places: Improve walking and biking connections	32.24%	167
7. Focus Change Where It Matters Most: Target redevelopment and investment within the downtown core	11.97%	62
8. Design Safe and Comfortable Streets: Improve crossings, sidewalks, lighting, and bike facilities	26.25%	136
9. Utilize Planting for More Than Just Aesthetics: Incorporate naturalistic planting, stormwater landscapes, and green infrastructure	21.81%	113
10. Invest Wisely and Incrementally: Pursue investments that are financially responsible	28.19%	146
Total Respondents: 518		

Q4 Overall, how well do these guiding principles reflect your priorities for Downtown New Brighton?

Answered: 508 Skipped: 21



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	66	33,690	508
Total Respondents: 508			

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5	50	4/30/2026 6:24 PM
6	49	4/30/2026 5:40 PM
7	49	4/30/2026 2:25 PM
8	73	4/30/2026 1:39 PM
9	24	4/30/2026 12:48 PM
10	82	4/30/2026 10:28 AM
11	0	4/30/2026 9:47 AM
12	55	4/30/2026 7:11 AM
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19	55	4/29/2026 9:59 AM

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21	30	4/29/2026 9:03 AM
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26	41	4/28/2026 8:16 PM
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61	71	4/22/2026 5:38 AM
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220	90	4/11/2026 10:22 PM
221	50	4/11/2026 8:59 PM
222	89	4/11/2026 8:54 PM
223	84	4/11/2026 8:47 PM
224	60	4/11/2026 8:38 PM
225	71	4/11/2026 8:27 PM
226	51	4/11/2026 8:20 PM
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229	76	4/11/2026 7:06 PM
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242	51	4/11/2026 10:36 AM
243	46	4/11/2026 10:25 AM
244	98	4/11/2026 9:36 AM
245	55	4/11/2026 9:06 AM
246	56	4/11/2026 8:55 AM
247	63	4/11/2026 8:51 AM

248	51	4/11/2026 8:48 AM
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250	29	4/11/2026 8:20 AM
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365	13	4/9/2026 7:14 PM
366	80	4/9/2026 7:12 PM
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368	82	4/9/2026 7:10 PM
369	29	4/9/2026 7:07 PM
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474	80	4/9/2026 3:06 PM
475	89	4/9/2026 3:06 PM

476	51	4/9/2026 3:05 PM
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479	73	4/9/2026 3:04 PM
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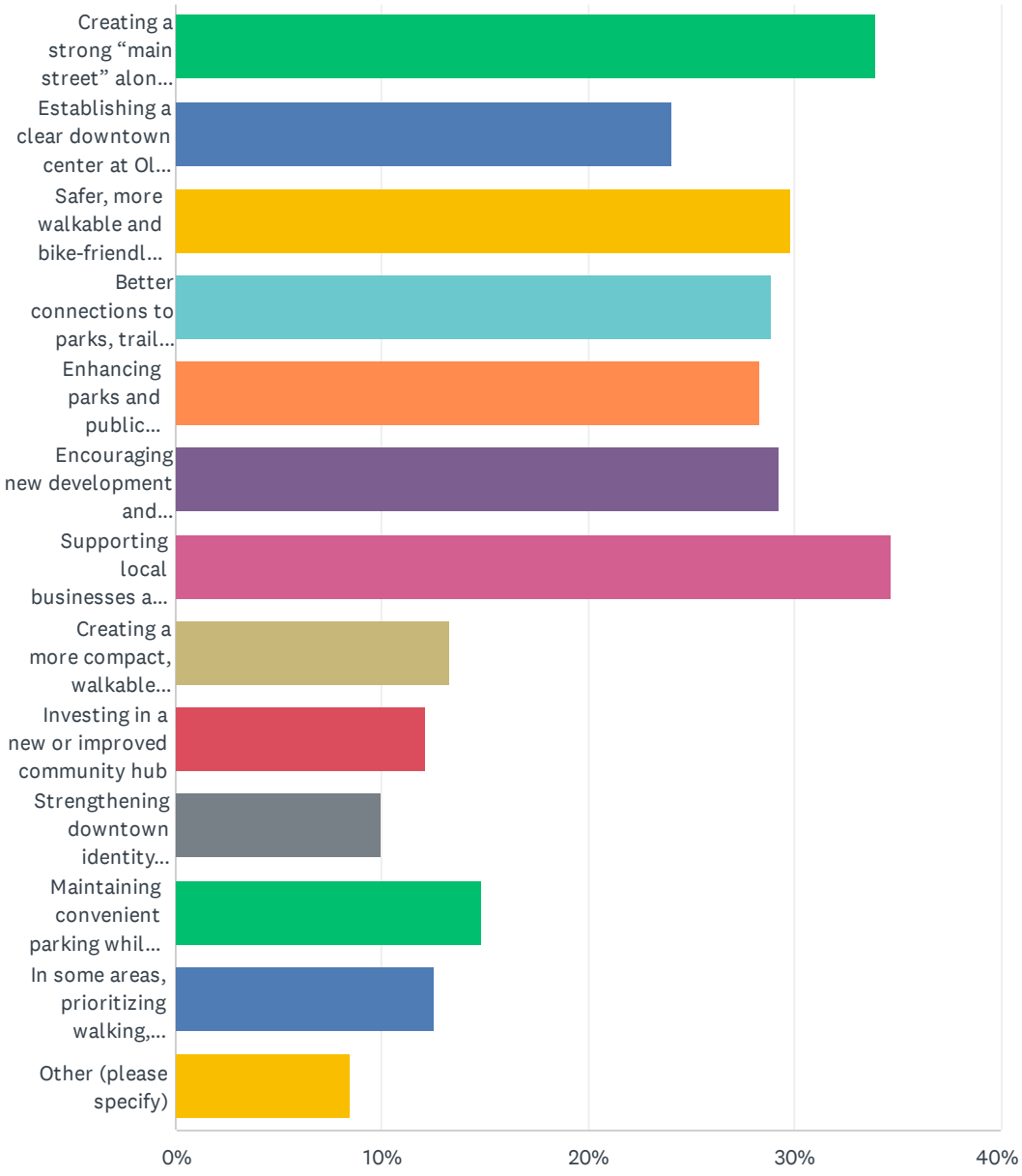
504	100	4/8/2026 7:43 PM
505	30	4/8/2026 6:51 PM
506	46	4/8/2026 6:46 PM
507	75	4/8/2026 6:28 PM
508	55	4/8/2026 6:25 PM

Q5 Recognizing that not everything can happen at once, which of the following should be the highest priorities to focus on for Downtown New Brighton? (Select up to 3 that you feel are most important)

Answered: 519 Skipped: 10



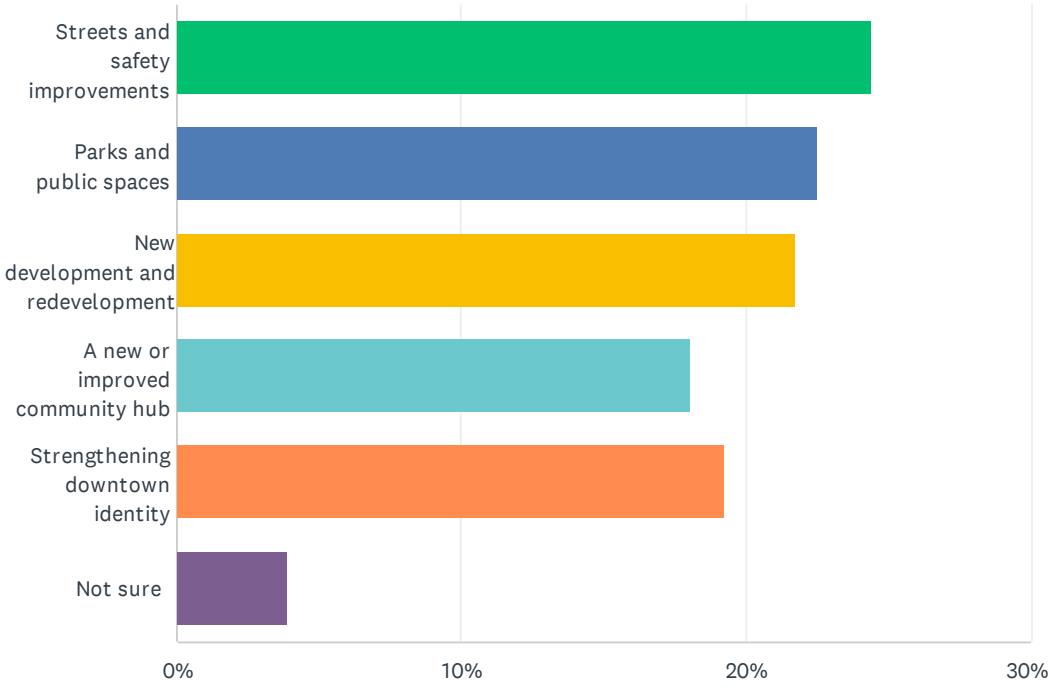
ANSWER CHOICES	RESPONSES	
Creating a strong “main street” along Old Highway 8	33.91%	176
Establishing a clear downtown center at Old Hwy 8 and 10th	24.08%	125
Safer, more walkable and bike-friendly streets	29.87%	155
Better connections to parks, trails, and natural areas	28.90%	150
Enhancing parks and public gathering spaces	28.32%	147
Encouraging new development and reinvestment in underused areas	29.29%	152
Supporting local businesses and active ground-floor uses	34.68%	180
Creating a more compact, walkable downtown core	13.29%	69
Investing in a new or improved community hub	12.14%	63
Strengthening downtown identity (gateways, art, lighting)	10.02%	52
Maintaining convenient parking while improving walkability	14.84%	77
In some areas, prioritizing walking, biking, and public space even if it means reducing parking	12.52%	65
Other (please specify)	8.48%	44
Total Respondents: 519		

#	OTHER (PLEASE SPECIFY)	DATE
1	Put residents first and I force the laws/ rules to protect our residents. Mixed use neighborhoods should be protected.	4/30/2026 11:15 PM
2	Leave it alone	4/30/2026 9:47 AM
3	Lower taxes	4/30/2026 7:03 AM
4	Traffic flow	4/29/2026 3:50 PM
5	The City should not actively be involved in re-development. The mess that exists now is largely the result of past Council/Administration choices. It's time to live with the consequences and not spend more money on new projects that will be out of style in a couple decades.	4/28/2026 10:10 AM
6	Acknowledge that we’re over metro average for high density housing in New Brighton	4/17/2026 9:34 PM
7	Better traffic control and cross walks	4/17/2026 5:45 PM
8	A grocery store please!!!!!!!!	4/16/2026 5:58 PM
9	Look into upgrading current facilities.	4/16/2026 5:24 PM
10	Leave it the way it is.	4/16/2026 2:03 PM
11	better connections through encouraging new development in underused areas	4/16/2026 10:01 AM
12	Improve streets	4/16/2026 8:26 AM
13	More parking less walking abd green spaces more bug name shoppong	4/16/2026 1:56 AM
14	No more apartments	4/15/2026 10:55 PM
15	Need more Amenities/ Restaurants in Midtown area. Due to the railway separating 5th Ave NW and Old hyw 8.	4/15/2026 9:35 PM
16	Not spending money we don't have/raising taxes	4/15/2026 9:32 PM
17	Street improvements along old highway 8. Redo road and discuss ways to reduce dangerous	4/15/2026 9:15 PM

	traffic	
18	Leave the land that is undeveloped for the critters. So the animals don’t come into town. NOT EVERY INCH OF LAND NEEDS TO HAVE A BUILDING ON IT. DO NOT move the community center	4/15/2026 8:20 PM
19	Safety	4/15/2026 7:22 PM
20	Restaurants more on trend	4/15/2026 6:33 PM
21	leave it the way it is	4/14/2026 2:55 PM
22	make walking streets safer-no traffic enforcement-going stop lights and stop signs-high speed on 10th street	4/11/2026 10:41 PM
23	Focus on building a village that takes care of each other - Community Garden/Food Forest	4/11/2026 8:51 AM
24	The city NOT forcing us out of our house, then tearing it down!	4/10/2026 7:22 PM
25	Just keep existing roads maintained. Potholes!	4/10/2026 11:31 AM
26	fixing the actual road surface through downtown	4/10/2026 9:56 AM
27	Get rid of the bike lanes	4/10/2026 7:21 AM
28	Identify a true 'downtown'	4/10/2026 5:14 AM
29	Revamp midtown area. Make it newer with local businesses	4/9/2026 11:01 PM
30	Densification, especially aroud transit. Rezoning beyond single family lots	4/9/2026 9:41 PM
31	Add family-owned grocery stores and markets to downtown for accessible shopping, and invest in more low income housing in new developments.	4/9/2026 7:07 PM
32	You need to demonstrate an awareness that affordability is important. You are presenting a menu with no prices, and unfortunately I cannot believe that is accidental.	4/9/2026 6:21 PM
33	Not congesting traffic for daily commutes locally for homeowner residents	4/9/2026 5:20 PM
34	Focus on green spaces (keeping them, increasing them, adding trees).	4/9/2026 3:45 PM
35	Provide a safe and quiet place for people to own a home, with reliable water, sewer, and utilities. No crime, no activists, no divisivness, no social or urban development fads dejour.	4/9/2026 3:41 PM
36	Enlarging exercise area in Community Center to accommodate more senior needs such as exercise table for seniors. Also more handicapped parking at community center.	4/9/2026 3:35 PM
37	Don't add anything. I don't want to pay more property taxes. I will vote anyone out who ups property taxes.	4/9/2026 3:28 PM
38	Make sure city roads are well maintained ...	4/9/2026 3:24 PM
39	I really want currently popular and good restaurants to be prioritized highly. We need more dinner dining options in New Brighton!	4/9/2026 3:21 PM
40	I don’t see old hwy 8 as the downtown area. It’s hard more difficult to access. More focus should be given to silver lake road. It’s the main thoroughfare.	4/9/2026 3:18 PM
41	just where is the downtown?	4/9/2026 3:05 PM
42	minimum new sity spending= less tax hikes than the annual 10%+!!!	4/9/2026 3:03 PM
43	Keeping our home and space privacy with increased traffic.	4/9/2026 11:21 AM
44	Leave as is	4/8/2026 10:39 PM

Q6 If the City could focus on just one area for Downtown in the next 5-10 years, what should it be?

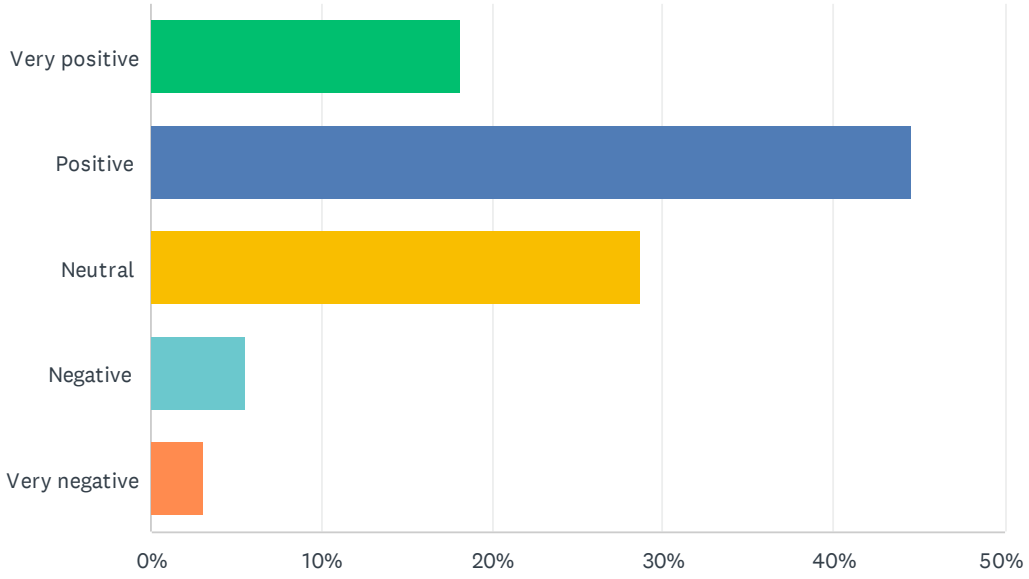
Answered: 515 Skipped: 14



ANSWER CHOICES	RESPONSES	
Streets and safety improvements	24.47%	126
Parks and public spaces	22.52%	116
New development and redevelopment	21.75%	112
A new or improved community hub	18.06%	93
Strengthening downtown identity	19.22%	99
Not sure	3.88%	20
Total Respondents: 515		

Q7 Overall, how do you feel about this concept?

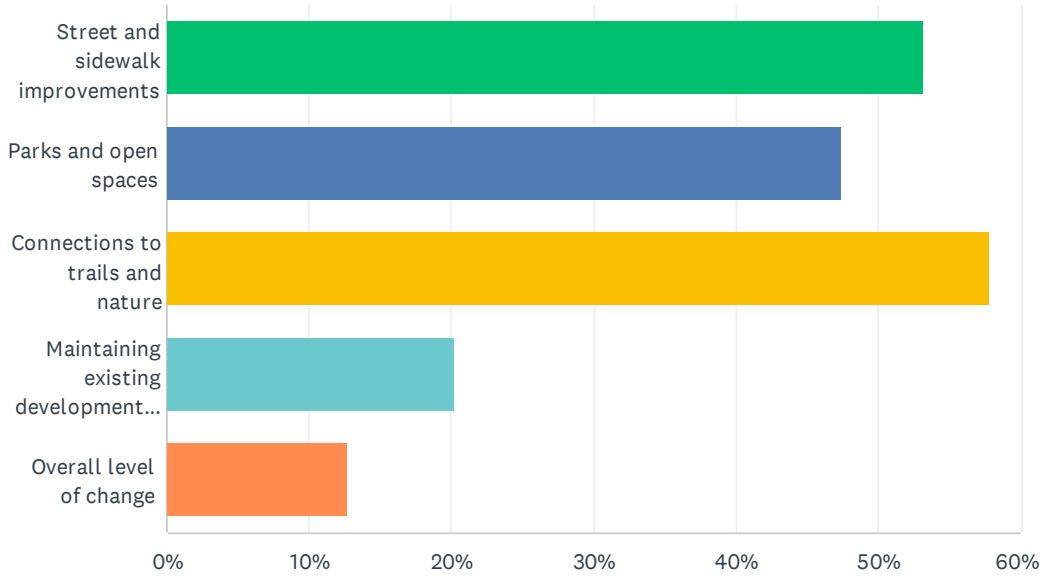
Answered: 509 Skipped: 20



ANSWER CHOICES	RESPONSES	
Very positive	18.07%	92
Positive	44.60%	227
Neutral	28.68%	146
Negative	5.50%	28
Very negative	3.14%	16
TOTAL		509

Q8 Which aspects of Concept A: Public Realm Focus do you like the most? (Select up to 3)

Answered: 474 Skipped: 55



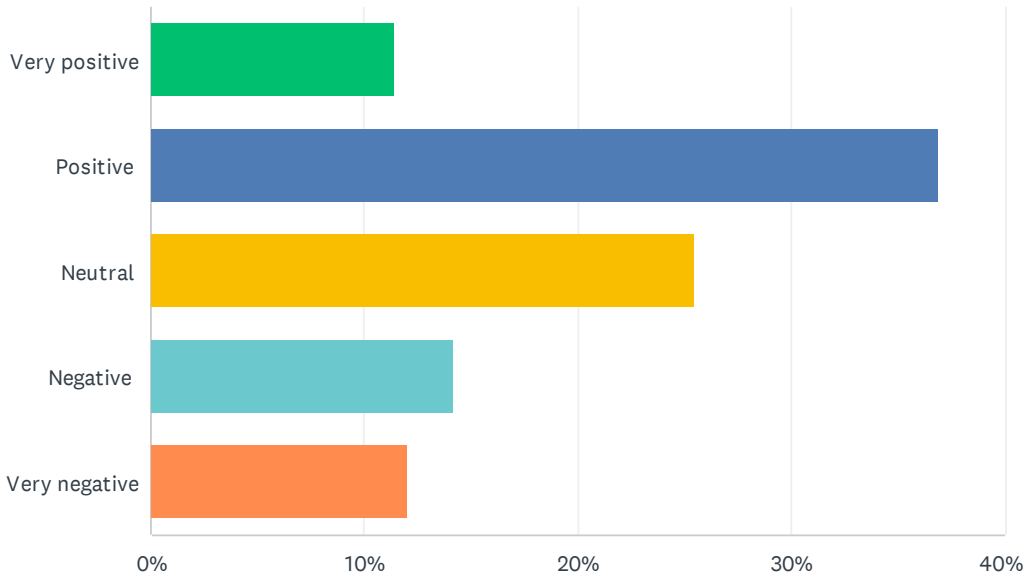
ANSWER CHOICES	RESPONSES	
Street and sidewalk improvements	53.16%	252
Parks and open spaces	47.47%	225
Connections to trails and nature	57.81%	274
Maintaining existing development patterns	20.25%	96
Overall level of change	12.66%	60
Total Respondents: 474		

#	OTHER (PLEASE SPECIFY)	DATE
1	I don’t understand	4/30/2026 7:48 PM
2	Don’t get rid of the ball field.	4/29/2026 1:58 PM
3	This looks like it represents minimal financial investment for the City. That is a good thing.	4/28/2026 10:10 AM
4	None of it	4/26/2026 1:51 PM
5	Least amount of modification to existing city.	4/20/2026 11:38 PM
6	Kids play at the baseball diamond all the time. It is a silly waste of an idea to destroy it to make the field smaller	4/20/2026 5:58 PM
7	Paths between parks	4/18/2026 9:03 AM
8	safe cross walk across old highway 8 by City Hall	4/17/2026 5:45 PM
9	None	4/16/2026 1:56 AM

10	Plants	4/15/2026 7:22 PM
11	Restaurants	4/15/2026 6:33 PM
12	Tree Plantings	4/12/2026 8:44 AM
13	None of it can we have space for small businesses?	4/12/2026 8:11 AM
14	Feels the same, def not working	4/11/2026 10:34 PM
15	I am confused by this option. We need more businesses in downtown. If there aren't more businesses what's the point of prioritizing pedestrians	4/11/2026 7:02 PM
16	Deprioritizing cars, prioritizing bikes and peds	4/11/2026 1:51 PM
17	Keep in mind the flow to the Catholic church, which is bringing hundreds to the area weekly. High priority.	4/11/2026 8:20 AM
18	Safe passage over 694 on old highway 8.	4/11/2026 7:29 AM
19	The city NOT seizing our front yard and then putting a sidewalk in!	4/10/2026 7:22 PM
20	Not needed	4/10/2026 11:31 AM
21	none doesn't look much different	4/10/2026 11:01 AM
22	Need *great* (not ok) restaurants and cultural attracters, NB is mostly residential, need sth like White Bear has with downtown space	4/10/2026 5:19 AM
23	Seems like a good upgrade for (hopefully) less money than other options	4/9/2026 9:08 PM
24	I like the walking paths near the community center but highly dislike removing the ball field as I love watching the teams play ball there when I'm coming to church events.	4/9/2026 7:22 PM
25	Redesign veterans Park o	4/9/2026 6:35 PM
26	To me, this survey is useless unless it estimates the cost to taxpayers associated with all the options and improvements.	4/9/2026 6:21 PM
27	I really like the "improve bike/pedestrian experience" on the bridge across 694. It is needed.	4/9/2026 4:31 PM
28	Don't change anything. It is not needed.	4/9/2026 3:28 PM
29	Be mindful of the costs	4/9/2026 12:13 PM
30	Put up freeway barriers to curb noise traffic from both 694 and 35W. 10th St. also adds plenty of noise and speeding through intersections.	4/9/2026 11:35 AM
31	I don't understand what's different	4/9/2026 11:21 AM

Q9 Overall, how do you feel about this concept?

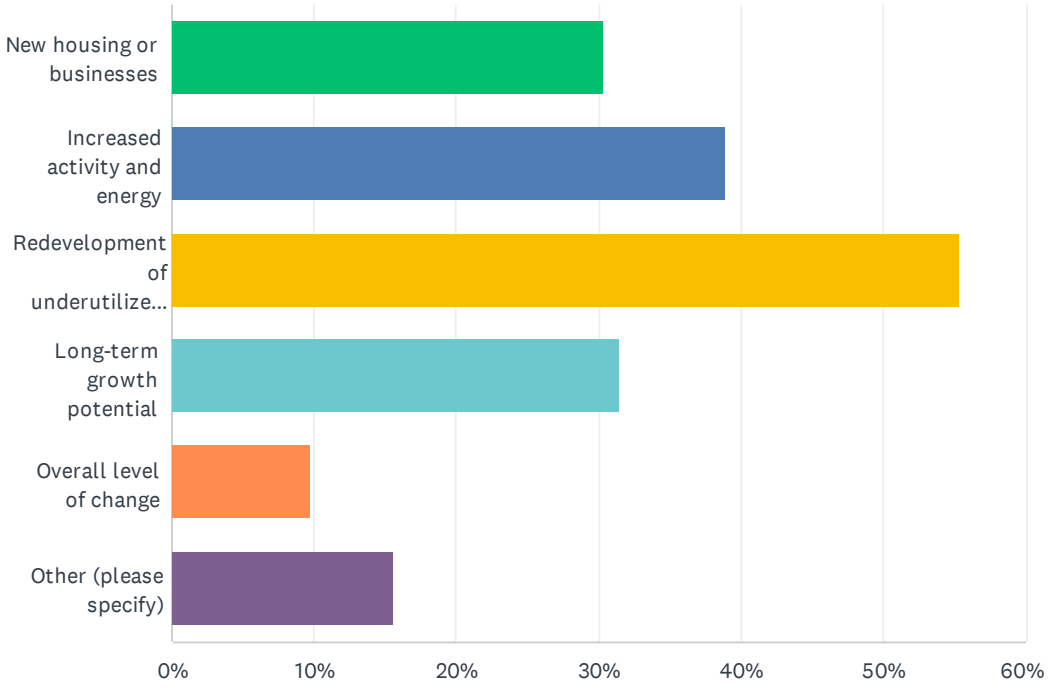
Answered: 509 Skipped: 20



ANSWER CHOICES	RESPONSES	
Very positive	11.39%	58
Positive	36.94%	188
Neutral	25.54%	130
Negative	14.15%	72
Very negative	11.98%	61
TOTAL		509

Q10 Which aspects of Concept B: Targeted Infill do you like the most? (Select up to 3)

Answered: 442 Skipped: 87



ANSWER CHOICES	RESPONSES	
New housing or businesses	30.32%	134
Increased activity and energy	38.91%	172
Redevelopment of underutilized areas	55.43%	245
Long-term growth potential	31.45%	139
Overall level of change	9.73%	43
Other (please specify)	15.61%	69
Total Respondents: 442		

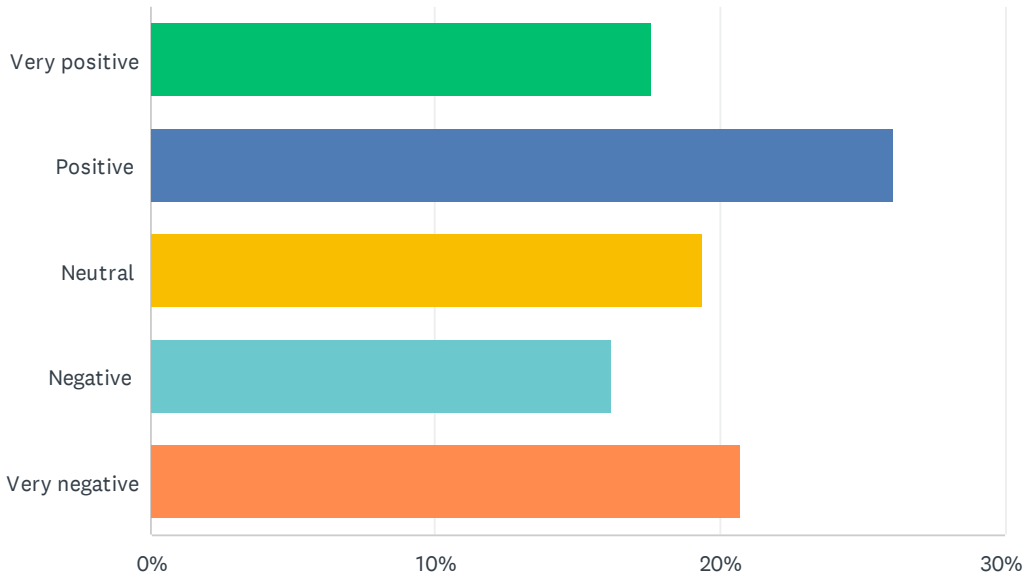
#	OTHER (PLEASE SPECIFY)	DATE
1	Ah	4/30/2026 11:30 PM
2	Residential mixed use is my last choice.	4/30/2026 7:48 PM
3	We have enough multi family housing in the area. I am concerned what that would do for crime, traffic, schools, resources, etc.	4/30/2026 2:25 PM
4	No comment	4/29/2026 2:48 PM
5	I don’t want to change our neighborhood. More sidewalks and pedestrian crossings.	4/28/2026 11:59 PM
6	None of this!	4/28/2026 8:02 PM

7	NO to multi-housing	4/27/2026 9:11 PM
8	I'm	4/26/2026 8:06 PM
9	I question the multi-use housing. I don't want to go downtown and see more and more housing units. That will not bring me to the "downtown area"	4/23/2026 3:02 PM
10	Na	4/22/2026 7:45 PM
11	We do not need any more apartments of townhouses in the city	4/20/2026 11:38 PM
12	Taxes are already too high	4/19/2026 6:57 AM
13	No	4/18/2026 9:24 PM
14	Removes ugly surface parking at city hall, replaces with housing	4/18/2026 9:03 AM
15	keep Veterans Park where it is	4/17/2026 5:45 PM
16	None. Stop adding buildings and high density housing.	4/16/2026 5:20 PM
17	None.	4/16/2026 5:05 PM
18	Bad - unnecessary changes	4/16/2026 6:38 AM
19	Nothing	4/16/2026 1:56 AM
20	Current home owners lose their homes!	4/15/2026 10:21 PM
21	Nothing	4/15/2026 9:15 PM
22	Nothing	4/15/2026 8:20 PM
23	Trees	4/15/2026 8:13 PM
24	Why?	4/15/2026 7:22 PM
25	Hopefully more restaurants with patios	4/15/2026 7:21 PM
26	leave it the way it is now	4/14/2026 2:55 PM
27	The city has done enough damage with the NW Quadrant	4/13/2026 11:50 PM
28	Ambitious for long term but doesn’t seem too overextended	4/13/2026 8:13 PM
29	no more multi housing buildings	4/12/2026 10:40 AM
30	None of it, do we need multi family complex RIGHT in downtown!! Don’t we have enough section 8 housing already? And there’s a hotel down the street already across from Biessingers, do we need another hotel here?	4/12/2026 8:11 AM
31	We don’t need more housing. We need businesses for people to support.	4/11/2026 7:02 PM
32	I HATE the addition of parking ramps. We do not need more housing.	4/11/2026 5:03 PM
33	Replacing parking lots with things that more directly serve/benefit people	4/11/2026 1:51 PM
34	More walking paths in nature behind the comm center	4/11/2026 8:51 AM
35	I don't like Concept B.	4/11/2026 8:20 AM
36	None	4/11/2026 7:29 AM
37	None	4/11/2026 7:15 AM
38	None. Large buildings on the corner of 10th and Old 8 is opposite of quaint downtown feel	4/10/2026 5:21 PM
39	Ped and bike improvements.	4/10/2026 4:26 PM
40	You said you would not take anyone's land.	4/10/2026 2:52 PM
41	We do not need another hotel in the area. Would rather focus on providing the community with places to eat or shop at for the local residents	4/10/2026 1:44 PM
42	My property taxes increased $500 this year!!!	4/10/2026 11:31 AM

43	Leaders need to strongly consider an upscale grocery store. Leaders made a poor decision years ago by not allowing a Kowalskis	4/10/2026 9:54 AM
44	Density must be reasonable.	4/10/2026 8:58 AM
45	To much development	4/10/2026 7:42 AM
46	There's a *huge* scarcity of indoor sports space in north metro, esp for soccer, esp with long winters; build a dome!!!! (like TCO, sports hall @ NSC), massive oppty to layer commercial in and around a dome, and carve out free play time for pickup soccer and other	4/10/2026 5:19 AM
47	Dislike the multifamily home and parking ramp next to city hall/Veterans park. Dislike the hotel	4/9/2026 11:01 PM
48	Only improvement to businesses (Not Homes-We have enough in this area as is)	4/9/2026 7:59 PM
49	I dislike the redevelopment. We don't need a bad hotel there or apartments that block the views.	4/9/2026 7:22 PM
50	No more apartment!!!	4/9/2026 7:17 PM
51	Nothing at all	4/9/2026 7:14 PM
52	I don't like parking ramps. Will not feel safe in community.	4/9/2026 6:35 PM
53	None, because the survey does not attempt to provide cost information.	4/9/2026 6:21 PM
54	The greenest building is the one already built!	4/9/2026 6:16 PM
55	improve bike/pedestrian experience on bridge	4/9/2026 5:46 PM
56	I like how quiet our downtown is. I know the added housing will be helpful but we already have a traffic problem.	4/9/2026 4:47 PM
57	again, I like the proposed improvements for bikes/pedestrians crossing 694	4/9/2026 4:31 PM
58	nothing	4/9/2026 4:03 PM
59	I don't like that it seems like we'd be giving up some green/clear space and not adding trees/plant elements to streets.	4/9/2026 3:45 PM
60	Don't change anything. These changes are not needed.	4/9/2026 3:28 PM
61	DO NOT ADD HOTELS OR MORE MULTI-USE HOUSING TO DOWNTOWN NEW BRIGHTON!!!! I feel very strongly about this. I know this question is about what you like, but I feel a need to make this very clear. If you're going to do redevelopment, use the space for more community center space please!	4/9/2026 3:21 PM
62	Dislike the traffic and parking impacts of the new buildings on hwy 8 and 10th.	4/9/2026 3:18 PM
63	None - please stop over-developing the city	4/9/2026 3:07 PM
64	Parking ramps!	4/9/2026 3:06 PM
65	establish a real "downtown" rather than a park update in Concept A	4/9/2026 3:05 PM
66	To much change	4/9/2026 3:04 PM
67	None of this	4/9/2026 3:02 PM
68	Concerned about costs	4/9/2026 12:13 PM
69	Don’t want a hotel and more mixed use . Don’t need more low income/ affordable housing , which brings more renters and traffic.	4/9/2026 11:35 AM

Q11 Overall, how do you feel about this concept?

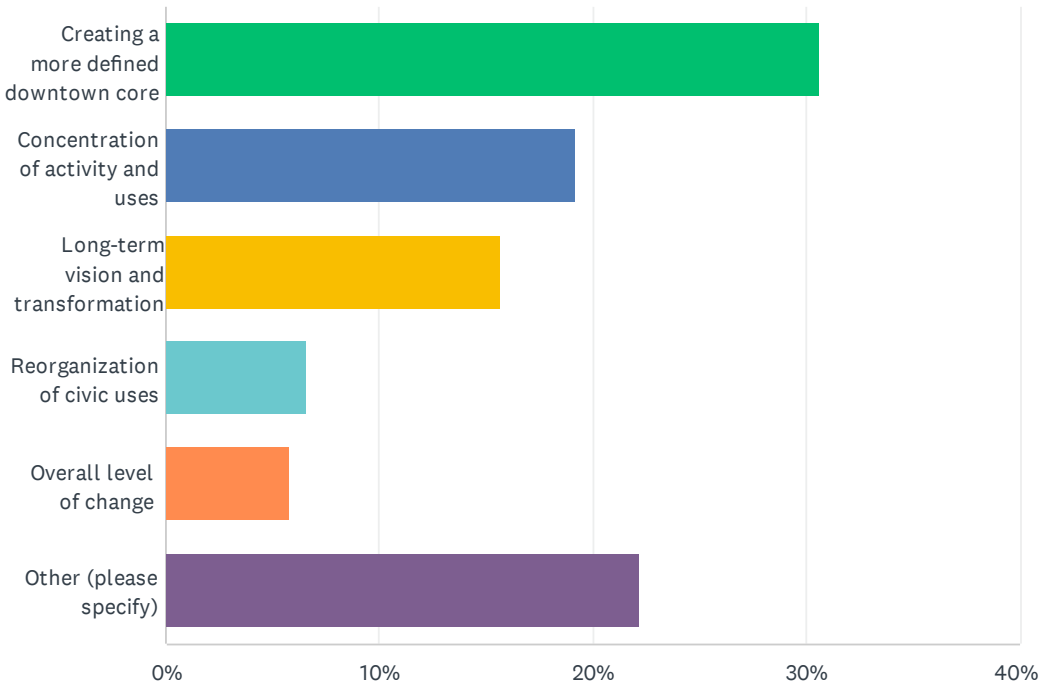
Answered: 506 Skipped: 23



ANSWER CHOICES	RESPONSES	
Very positive	17.59%	89
Positive	26.09%	132
Neutral	19.37%	98
Negative	16.21%	82
Very negative	20.75%	105
TOTAL		506

Q12 Which aspect of Concept C: Relocate do you like the most?

Answered: 428 Skipped: 101



ANSWER CHOICES	RESPONSES	
Creating a more defined downtown core	30.61%	131
Concentration of activity and uses	19.16%	82
Long-term vision and transformation	15.65%	67
Reorganization of civic uses	6.54%	28
Overall level of change	5.84%	25
Other (please specify)	22.20%	95
TOTAL		428

#	OTHER (PLEASE SPECIFY)	DATE
1	The	4/30/2026 11:30 PM
2	None, that is a waste of money	4/30/2026 11:15 PM
3	This survey is confusing. Where did City Hall go?	4/30/2026 7:48 PM
4	Bike connections	4/30/2026 5:40 PM
5	I do not like many of these changes. Way too much multi-family housing. Concerned on what that would bring to the community, what that would do for traffic, schools, crime, etc.	4/30/2026 2:25 PM
6	Nothing I don't like it. My mothers house would be affected by this and not in a good way.	4/28/2026 11:59 PM
7	None of it!	4/28/2026 8:02 PM

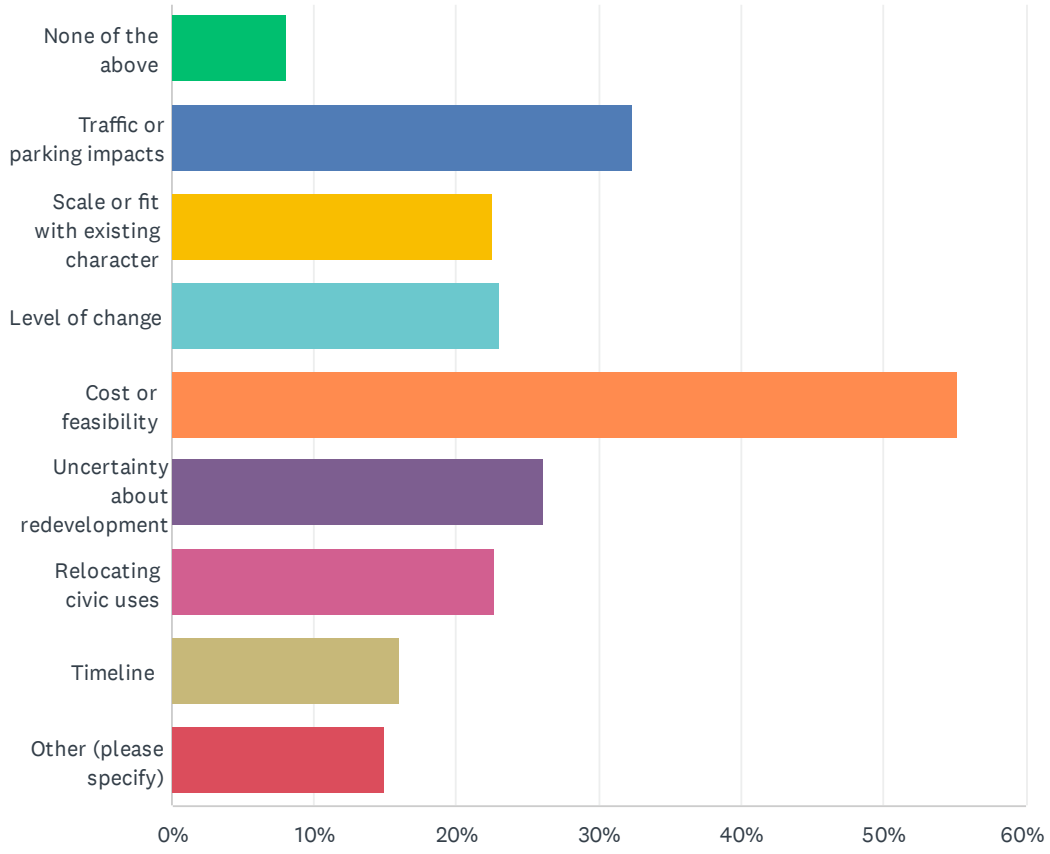
8	None of the above.	4/28/2026 10:10 AM
9	The trail is good but don’t move community center. Someone must have been smoking weed to dream of that one.	4/24/2026 3:03 PM
10	No one wants more condos, apartments or town homes.	4/24/2026 12:56 PM
11	Don’t like, too much change. Taxes too high already	4/23/2026 10:19 PM
12	Too many housing units and not enough businesses. This to me is a huge problem. I don't want to go to Downtown and see nothing but housing units.	4/23/2026 3:02 PM
13	Na	4/22/2026 7:45 PM
14	None as it is not needed and another misuse of taxpayer dollars	4/21/2026 6:21 AM
15	There is no good reason to relocate the community center and increase the taxes of people in the city. We absolutely do not need more multi family units in this area.	4/20/2026 11:38 PM
16	I like some elements but this seems unattainable	4/20/2026 11:19 AM
17	Too costly, taxes too high already, should have used Korean School space.	4/19/2026 6:57 AM
18	I'm not sure the cost of relocating the civic buildings outweighs the benefit	4/18/2026 6:01 AM
19	Walkable shops for us- hopefully groceries instead of only tobacco	4/16/2026 5:58 PM
20	None. The city should not be pushing extensive redevelopment.	4/16/2026 5:20 PM
21	None	4/16/2026 5:05 PM
22	None	4/16/2026 2:21 PM
23	If the townhomes were affordable housing, maybe.	4/16/2026 7:36 AM
24	Too much - city is not a real estate developer	4/16/2026 6:38 AM
25	None	4/16/2026 1:56 AM
26	Nothing about this is good!	4/15/2026 10:21 PM
27	none	4/15/2026 9:48 PM
28	Walking paths	4/15/2026 9:15 PM
29	New businesses with store fronts/ restaurants. I really wanna see some more restaurants in New Brighton.	4/15/2026 9:14 PM
30	I don’t like this	4/15/2026 8:52 PM
31	Leave it alone	4/15/2026 8:20 PM
32	No multi unit buildings	4/15/2026 8:13 PM
33	None	4/15/2026 8:04 PM
34	None	4/15/2026 7:22 PM
35	Keeping public safety where it is	4/15/2026 7:21 PM
36	I don’t like this one. The community center should stay where it is currently. It does not need to be expanded.	4/15/2026 7:13 PM
37	Don't waste money on a new community center in the near term	4/14/2026 8:10 PM
38	we dont need anymore apartments or multi housing	4/14/2026 2:55 PM
39	I am not supportive of relocating the city hall and community center.	4/14/2026 2:04 PM
40	Worried about overextending city	4/13/2026 8:13 PM
41	Again do we need a hotel in downtown new Brighton and MORE section 8 housing??	4/12/2026 8:11 AM
42	create an indoor swim area within the community center	4/11/2026 10:41 PM

43	Where’s the community center and library?	4/11/2026 10:34 PM
44	We don’t need more housing. We need places for people to gather.	4/11/2026 7:02 PM
45	Says select up to 3 but that’s not allowed	4/11/2026 9:06 AM
46	I like the car free connection to green spaces.	4/11/2026 8:51 AM
47	I don't like Concept C.	4/11/2026 8:20 AM
48	None	4/11/2026 7:29 AM
49	Limit excessive spending	4/10/2026 10:16 PM
50	Design seems the least likely to having the city seize our front yard and house.	4/10/2026 7:22 PM
51	I don't see the need to move and rebuild a very highly functioning community center with library, fitness center and childrens play area.	4/10/2026 6:04 PM
52	LOVE PHO400. That are does not need multi living homes. Make maybe storefront shopping one level like Grand Ave in that section but no multi use multi family living.	4/10/2026 5:21 PM
53	Housing and allowing walkable areas to connect to that housing	4/10/2026 4:26 PM
54	Bringing in more oportunities for crime.	4/10/2026 2:52 PM
55	connection possibilities i.e. Long Lake Regional Park	4/10/2026 2:14 PM
56	The bike trails are awesome! I think this is a MAJOR selling point that a lot of people would enjoy. We already have that wonderful trail that goes down to country road E. Let's keep that momentum going!	4/10/2026 11:40 AM
57	My property taxes increased $500 this year!!	4/10/2026 11:31 AM
58	Fyi this section didn't allow 3 selections	4/10/2026 9:06 AM
59	We need a community center.	4/10/2026 8:58 AM
60	stop adding housing, came here for suburb feel and you are making it Urban	4/10/2026 7:48 AM
61	Like the street design	4/10/2026 7:42 AM
62	who is paying for this? What a monster!	4/10/2026 5:14 AM
63	Where did the community center go?! Replacing with more housing but no area for engagement / community is a Miss	4/10/2026 4:53 AM
64	Investment in midtown	4/9/2026 11:06 PM
65	It will not let me pick 3. First 3 are best	4/9/2026 10:47 PM
66	Creating more defined downtown core, overall level of change, concentration of activity and uses	4/9/2026 10:14 PM
67	Error in question, only allowed for one choice. My three are concentration of activity, long term vision and overall transformation	4/9/2026 8:58 PM
68	Multi use facilities	4/9/2026 7:36 PM
69	Dislike the redevelopment that is right next to my Church.	4/9/2026 7:22 PM
70	No more apartment!!!	4/9/2026 7:17 PM
71	Nothing at all	4/9/2026 7:14 PM
72	Not a huge fan	4/9/2026 6:46 PM
73	Why add more housing in this small town neighborhood.	4/9/2026 6:35 PM
74	None, because the survey does not attempt to estimate the cost of each option and improvement.	4/9/2026 6:21 PM
75	None	4/9/2026 6:16 PM
76	improve bike/pedestrian experience on bridge	4/9/2026 5:46 PM

77	None	4/9/2026 5:20 PM
78	none	4/9/2026 4:56 PM
79	I do not like this plan at all	4/9/2026 4:46 PM
80	It would only allow me to select one, so writing in here: Creating a more defined downtown core; long-term vision and transformation; and I like the round about and the non-car crossing to the civic area to the north over 694.	4/9/2026 4:31 PM
81	I like the plantings, retained green space, and dining with patio.	4/9/2026 3:45 PM
82	This one is set up incorrectly and doesn't allow you to select three	4/9/2026 3:38 PM
83	Community Center, especially gym needs to expand, and it needs more handicapped parking.	4/9/2026 3:35 PM
84	Don't change anything. Changes are not needed. Will vote whoever out that I need to if my property taxes increase.	4/9/2026 3:28 PM
85	A new pedestrian friendly bridge over 694	4/9/2026 3:18 PM
86	Concerned about increased traffic and parking needs.	4/9/2026 3:18 PM
87	Appreciate connections to parks and trails. Would prefer to not focus on making it about access to business	4/9/2026 3:07 PM
88	not allowed to make up to 3 selections, only 1 so I choose a more defined downtown core	4/9/2026 3:05 PM
89	No More Multi Family	4/9/2026 3:04 PM
90	None of this	4/9/2026 3:02 PM
91	None	4/9/2026 2:59 PM
92	I do not like how much this is changing this area. I'm concerned about traffic and crime.	4/9/2026 12:13 PM
93	Just more multi level buildings , hotel in residential area and more traffic.	4/9/2026 11:35 AM
94	Bj	4/8/2026 10:15 PM
95	This is a terrible plan	4/8/2026 6:51 PM

Q13 Do you have any concerns or hesitations about any of these concepts? (select up to 3)

Answered: 494 Skipped: 35



ANSWER CHOICES	RESPONSES	
None of the above	8.10%	40
Traffic or parking impacts	32.39%	160
Scale or fit with existing character	22.47%	111
Level of change	23.08%	114
Cost or feasibility	55.26%	273
Uncertainty about redevelopment	26.11%	129
Relocating civic uses	22.67%	112
Timeline	15.99%	79
Other (please specify)	14.98%	74
Total Respondents: 494		

#	OTHER (PLEASE SPECIFY)	DATE

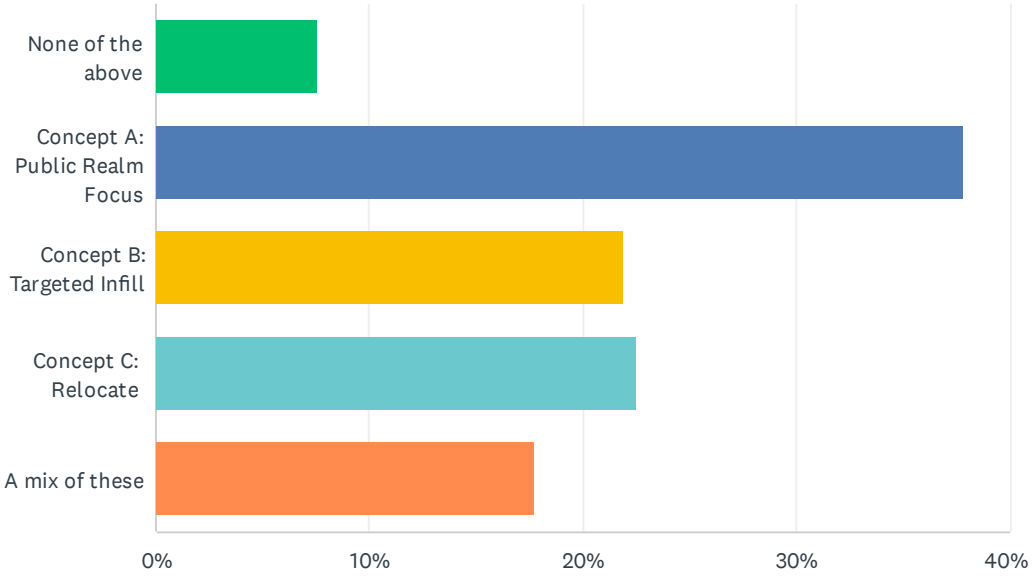
1	No need to spend tax payer money.	4/30/2026 6:24 PM
2	Too much multi family housing in concept 2 and 3	4/30/2026 2:25 PM
3	Woke city policies that promote crime and lower property values	4/30/2026 9:47 AM
4	Please do not remove the playground at veterans park! This is a central meeting spot for kids all over NB.	4/28/2026 8:16 PM
5	Location	4/28/2026 7:09 PM
6	Concerned about what will happen to the early childhood education center	4/22/2026 7:50 PM
7	Young people are having a hard time finding a place to live. Rezone everything to mixed use to allow more development occur.	4/22/2026 5:38 AM
8	Our tax dollars would nit be used wisely.	4/19/2026 6:57 AM
9	That you will prioritize car access and parking too much	4/18/2026 9:03 AM
10	Adding high density housing	4/17/2026 9:34 PM
11	I don't want it changing	4/16/2026 2:03 PM
12	The loss of the gas station at the corner of old 8	4/16/2026 1:09 PM
13	City is not a real estate developer	4/16/2026 6:38 AM
14	No rental units.	4/15/2026 10:55 PM
15	Too many cars in such a small area	4/15/2026 10:21 PM
16	The city is already fractured enough without moving the core north of 694.	4/15/2026 9:33 PM
17	Relocating is a waste of money and unnecessary	4/15/2026 9:32 PM
18	Where did the community center go?	4/15/2026 9:14 PM
19	Removing green spaces	4/15/2026 8:04 PM
20	To many multi family homes	4/15/2026 7:21 PM
21	There are already too many people and too much traffic. Adding housing would cause us to move out of the city as it would lose its small town feel.	4/15/2026 6:54 PM
22	Seniors don’t want to pay for this	4/15/2026 6:33 PM
23	Don't waste money on a new community center, city hall	4/14/2026 8:10 PM
24	Would like to see significantly more small business/food vs housing included, or would at least like apartments to support ground level businesses. If not, plan B is way better. Parking will also be way worse if there is this much housing development.	4/13/2026 10:57 PM
25	Attempts to redevelop by cites sometimes stay empty - need to make sure tenant need is there	4/13/2026 8:13 PM
26	I am concerned with moving City of New Brighton services and amenities outside of downtown. These are assets that should be integrated into a vibrant city center!	4/13/2026 3:45 PM
27	I don't think we need more condos in a downtown space	4/12/2026 9:16 PM
28	Unsure about the hotel	4/12/2026 4:16 PM
29	Over building the downtown with too many buildings.	4/12/2026 8:11 AM
30	still no police enforcement with traffic control	4/11/2026 10:41 PM
31	Sadly, development immediately adjacent to the freeway will underperform compared to further in	4/11/2026 8:38 PM
32	Increase of already high property tax	4/11/2026 8:27 PM
33	Lack of safety with certain cultures and recreational drug use in the public space	4/11/2026 1:59 PM
34	No need for a hotel	4/11/2026 1:51 PM

35	Losing the community center entirely in concept c	4/11/2026 1:34 PM
36	The roundabout. People will continue their forward motion when taking a right or left hand turn without decreasing speed. Pedestrian traffic over that major rod between the community center and civic areas will be in danger of being hit. Perhaps a bridge could be fashioned over that road. .	4/11/2026 12:28 PM
37	I would like to see more info on the environmental impact of each plan and which plan best controls run off into Rice Creek Watershed. I would also like to see the incorporation of a community garden and other activities we can do to build strength, sense of "a village" and watching out for your neighbor, and resilience in the face of increasing risks. We need a non-religious 3rd place that is free and accessible to all. I would also like to carefully consider how any of this is paid for and consider the tax burden on folks struggling to get by. I will happily pay extra because I am in a position to do so, but I don't want anyone having to choose between this and medicine, food, or the small joys they have left in life on a dwindling budget.	4/11/2026 8:51 AM
38	I don't like the community center relocation part - it feels like we're selling that valuable park space and natural opportunity to private users - that's a big loss for me but I like the other elements of redesign very much	4/11/2026 8:48 AM
39	They all are terrible.	4/11/2026 7:29 AM
40	Would love to know that a walkable grocery store could be part of the mixed use development	4/10/2026 8:54 PM
41	The city seizing our front yard and / or house.	4/10/2026 7:22 PM
42	Hotel on that corner with increased home density seems like a lot	4/10/2026 4:26 PM
43	Adding an extensive amount of multi-family uses	4/10/2026 3:47 PM
44	So much excitement, let's go! :)	4/10/2026 11:40 AM
45	We need a community center.	4/10/2026 8:58 AM
46	Reduce bike lanes into the area	4/10/2026 7:21 AM
47	If it ain't broke, don't fix it.	4/10/2026 5:14 AM
48	City should not expend on investments that will not pay back. Keep books balanced	4/9/2026 11:06 PM
49	Walkable Groceries, restaurants (not fast food), library?, community/fitness center?	4/9/2026 10:47 PM
50	Do not feel a hotel is needed. Suggest more dining options	4/9/2026 10:29 PM
51	I'm worried residents might slow progress toward plan C (NIMBYs)	4/9/2026 9:41 PM
52	I don’t understand what would happen with the things in the current Community Center in the third plan. Also, right next to 694 is not an ideal place to put housing	4/9/2026 9:22 PM
53	Loss of low income housing	4/9/2026 8:58 PM
54	What happened to the Community Center in C	4/9/2026 8:55 PM
55	No more low income housing. Need more retail.	4/9/2026 8:46 PM
56	No new apartment buildings!	4/9/2026 7:17 PM
57	the Community center going away in C	4/9/2026 7:10 PM
58	Why do we need a hotel? Also, there’s an educational building with the proposed hotel would be, where would the new building go? Parents depend on that building for childcare and year long.	4/9/2026 7:07 PM
59	Adding too much housing to area that should remain for recreation, parks, stores	4/9/2026 6:39 PM
60	This is just nuts! I cannot even cross a street anymore without fear of being hit by a car. The traffic and concentration of population has destroyed the small town feel!!!!	4/9/2026 6:16 PM
61	None really address the lack of downtown character	4/9/2026 5:49 PM
62	Not parking, but will traffic to MVHS make a walkable downtown harder to achieve?	4/9/2026 5:26 PM

63	This appears to be change just for changes sake, not for any sustainable or meaningful purposes. This is minnesota, our climate does not support a pedestrian lifestyle more than 50% of the year.	4/9/2026 3:41 PM
64	Property taxes going up for no good reason. New Brighton is fine the way it is.	4/9/2026 3:28 PM
65	City character change	4/9/2026 3:23 PM
66	In order for it to be a vibrant downtown, it need to be easily accessible. Currently old highway 8 is not accessible from major arteries.	4/9/2026 3:18 PM
67	Do not like the location of a hotel across from Brighton Green townhomes. We already have enough high density housing in our area. Concepts B and C will increase traffic. We need less traffic, not more.	4/9/2026 3:18 PM
68	It's not realistic to connect a new civic center north of the highway with development south of the highway and call it "walkable." Families and kids aren't going to feel safe crossing the freeway.	4/9/2026 3:17 PM
69	Would prefer focus on supporting new or existing small/independent businesses	4/9/2026 3:12 PM
70	Further tax increases to fund this	4/9/2026 3:07 PM
71	COST	4/9/2026 3:03 PM
72	Crowding in more rentals	4/9/2026 11:35 AM
73	Like it the way it is, no need to redevelop	4/8/2026 10:39 PM
74	Bj	4/8/2026 10:15 PM

Q14 Which concept feels closest to your preferred direction?

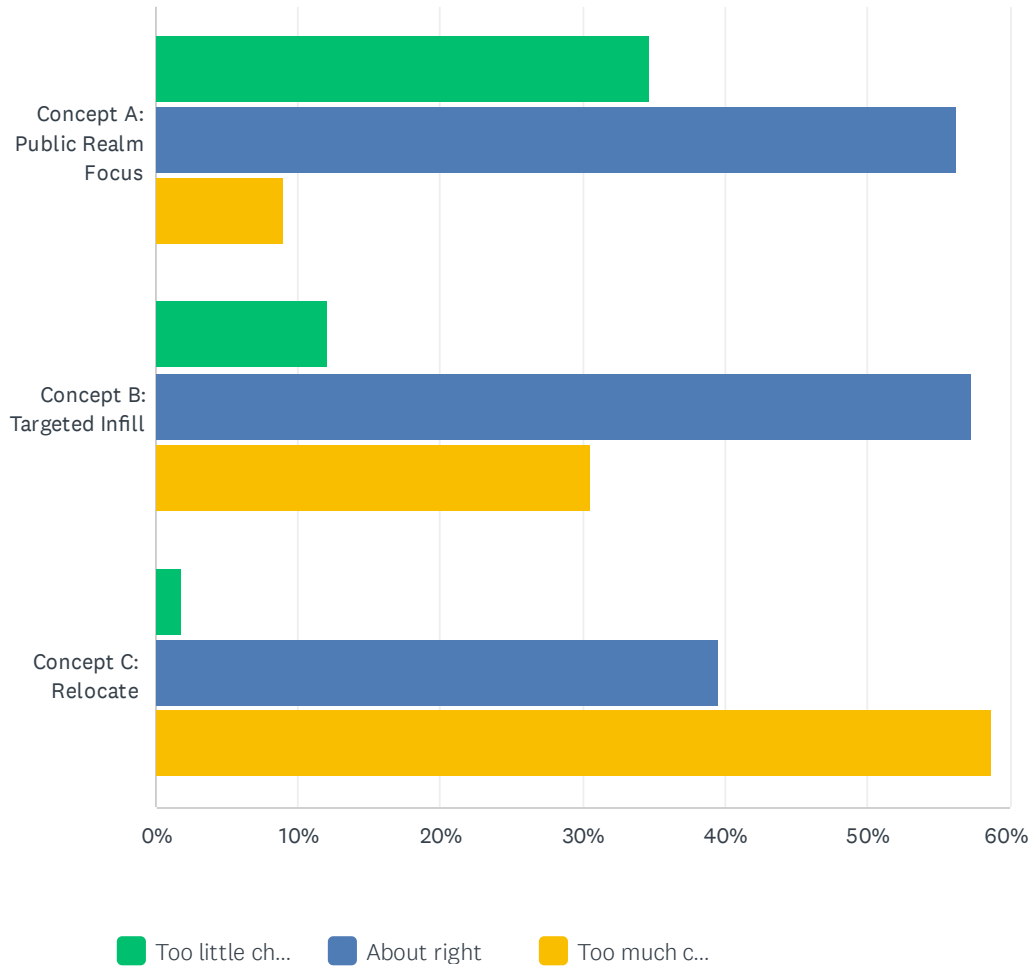
Answered: 502 Skipped: 27



ANSWER CHOICES	RESPONSES	
None of the above	7.57%	38
Concept A: Public Realm Focus	37.85%	190
Concept B: Targeted Infill	21.91%	110
Concept C: Relocate	22.51%	113
A mix of these	17.73%	89
Total Respondents: 502		

Q15 How comfortable are you with the level of change in each concept?

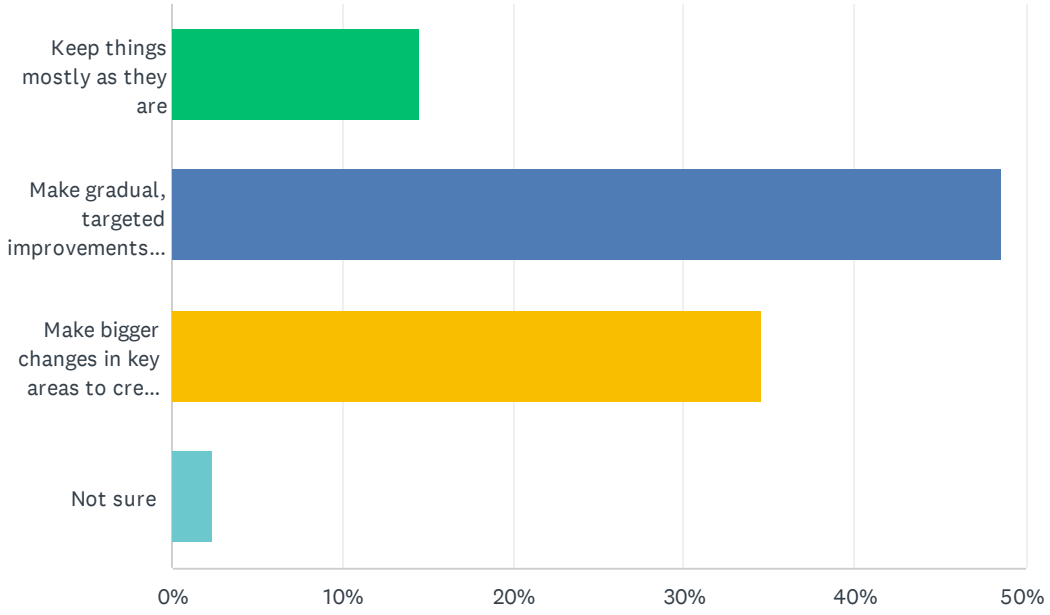
Answered: 496 Skipped: 33



	TOO LITTLE CHANGE	ABOUT RIGHT	TOO MUCH CHANGE	TOTAL	WEIGHTED AVERAGE
Concept A: Public Realm Focus	34.63% 169	56.35% 275	9.02% 44	488	1.74
Concept B: Targeted Infill	12.04% 59	57.35% 281	30.61% 150	490	2.19
Concept C: Relocate	1.84% 9	39.47% 193	58.69% 287	489	2.57

Q16 Which approach to change feels right for Downtown New Brighton?

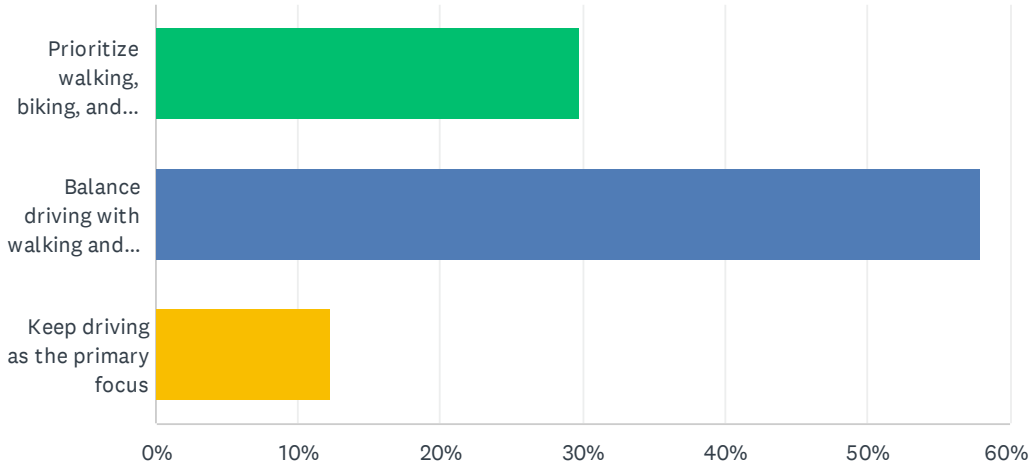
Answered: 510 Skipped: 19



ANSWER CHOICES	RESPONSES	
Keep things mostly as they are	14.51%	74
Make gradual, targeted improvements over time	48.63%	248
Make bigger changes in key areas to create a stronger downtown	34.51%	176
Not sure	2.35%	12
TOTAL		510

Q17 Which best reflects how you think people should move through downtown?

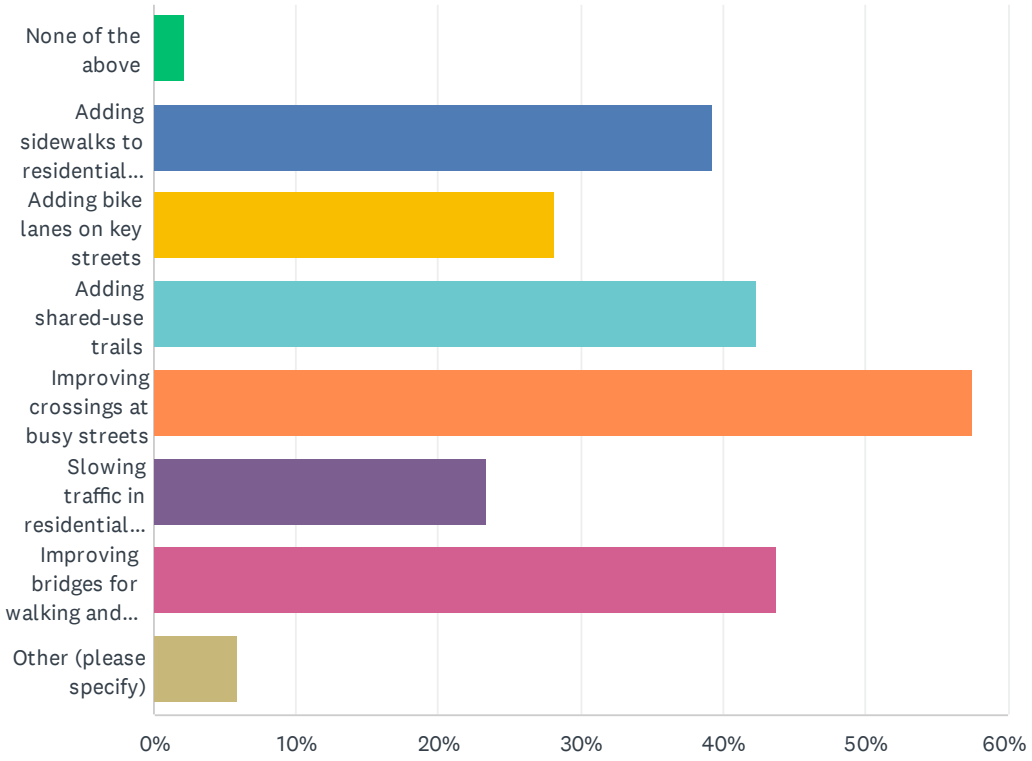
Answered: 514 Skipped: 15



ANSWER CHOICES	RESPONSES	
Prioritize walking, biking, and safety	29.77%	153
Balance driving with walking and biking	57.98%	298
Keep driving as the primary focus	12.26%	63
TOTAL		514

Q18 Which street and transportation improvements in this area would you most support? (Select up to 3)

Answered: 507 Skipped: 22



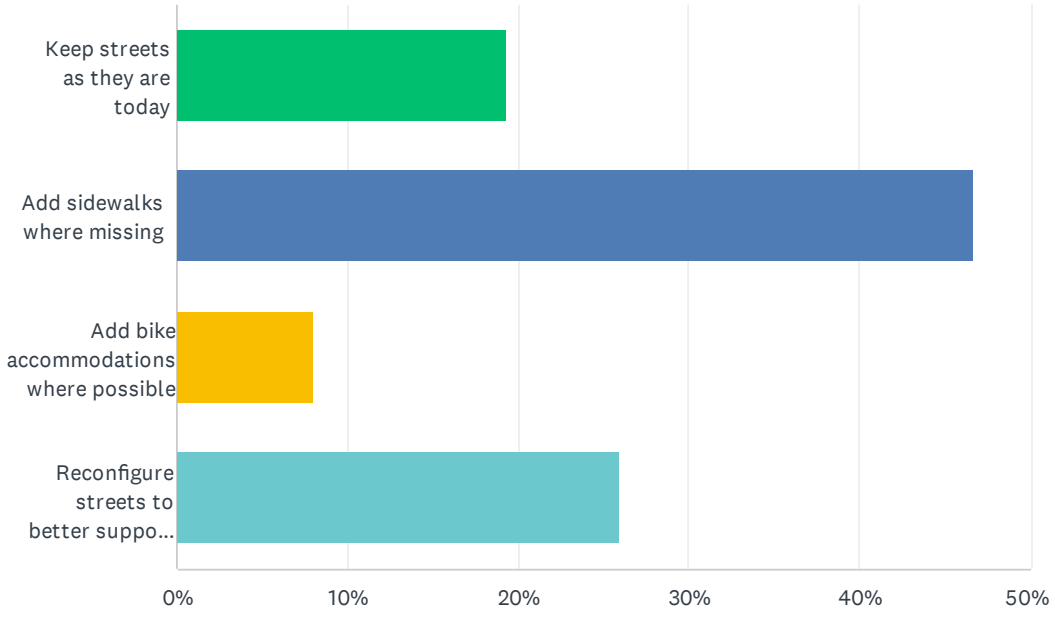
ANSWER CHOICES	RESPONSES	
None of the above	2.17%	11
Adding sidewalks to residential streets	39.25%	199
Adding bike lanes on key streets	28.21%	143
Adding shared-use trails	42.41%	215
Improving crossings at busy streets	57.59%	292
Slowing traffic in residential areas	23.47%	119
Improving bridges for walking and biking	43.79%	222
Other (please specify)	5.92%	30
Total Respondents: 507		

#	OTHER (PLEASE SPECIFY)	DATE
1	Prohibit trucks on 8th ave. You've turned it into a trucking shortcut off of Old 8. Semi-trailers and large trucks should be using Old 8 to get to and from 694.	4/30/2026 12:48 PM
2	Fix existing crappy streets	4/30/2026 9:47 AM

3	Trails	4/24/2026 3:03 PM
4	roundabouts for vehicle travel, with clear pedestrian crossings	4/22/2026 1:09 PM
5	improving condition of existing roads/bridges	4/20/2026 11:38 PM
6	Bridges for wildlife	4/16/2026 5:58 PM
7	Improve street surface on OH8	4/16/2026 8:26 AM
8	More traffic lights higher speed limits	4/16/2026 1:56 AM
9	Cops need to slow down	4/15/2026 10:21 PM
10	I would like to see nicer bus stops that shelter people from the weather and are aesthetically pleasing	4/15/2026 9:04 PM
11	Support a bike/walking trail on Long Lake Rd more than anything. The existing sidewalk is not adequate to navigate the city.	4/13/2026 10:57 PM
12	Adding stop signs to uncontrolled intersections	4/12/2026 6:54 PM
13	Tree lined streets	4/12/2026 8:44 AM
14	Bike lanes were such a bust in downtown St. Paul	4/11/2026 11:09 PM
15	no police enforcement for traffic with ebikes and round a bouts	4/11/2026 10:41 PM
16	Love adding way to cross the RR tracks from “mid town” area near the compost drop off site	4/10/2026 8:54 PM
17	Slowing traffic on 14th St	4/10/2026 6:04 PM
18	Please seek help addressing the significant dangers of crossing the #694 bridge, especially during rush hour.	4/10/2026 2:14 PM
19	Slow down traffic on Old HWY 8 Ave NW. people drive like lunatics during rush hour by those townhomes! i feel sorry for the young children	4/10/2026 11:40 AM
20	Keep existing roads in good repair	4/10/2026 11:31 AM
21	fix the main street	4/10/2026 9:56 AM
22	Adding/improving sidewalks to busy streets	4/10/2026 9:04 AM
23	DO NOT add bike lanes	4/10/2026 7:21 AM
24	How can people respond intelligently without information about cost?	4/9/2026 6:21 PM
25	reducing drive-through traffic from commuter traffic trying to avoid traffic on the freeway (making Old Hwy 8 through downtown less busy and safer overall)	4/9/2026 4:31 PM
26	Connect neighborhood to business area across the railway	4/9/2026 3:46 PM
27	Keeping/expanding green space, adding/enhancing plants/greenery	4/9/2026 3:45 PM
28	Respect natural boundaries, like the freeway, in defining what is walkable/bikeable for families.	4/9/2026 3:17 PM
29	The railroad is a major barrier to pedestrians! Connect Hwy 8 and Cty Rd E2 with a bridge that allows for additonal footraffic	4/9/2026 2:58 PM
30	If adding sidewalks, think about safety and taking away from residential lawns as opposed to making sidewalks directly connecting to streets which decreases safety and parking space.	4/8/2026 6:25 PM

Q19 When it comes to neighborhood streets with proposed improvements (shown in the diagram above), what approach do you prefer?

Answered: 497 Skipped: 32



ANSWER CHOICES	RESPONSES	
Keep streets as they are today	19.32%	96
Add sidewalks where missing	46.68%	232
Add bike accommodations where possible	8.05%	40
Reconfigure streets to better support walking and biking	25.96%	129
TOTAL		497

Q20 Do you have any final thoughts on what feels most exciting about these concepts?

Answered: 228 Skipped: 301

#	RESPONSES	DATE
1	This seems like unnecessary considering the economy	5/1/2026 7:06 AM
2	Don't spend money just for the sake of showing your doing something to justify your job. If you cannot do this without increasing taxes this should not be done. You will go over budget and someone in the city's friend or family will benefit from some sweetheart deal as history has shown in this city with john allen being an example.	4/30/2026 11:30 PM
3	Nothing feels exciting about this. Give the tax payers of New Brighton a break! We dont need to pay additional taxes for something we dont need. If it isnt broken, dont fix it!	4/30/2026 6:24 PM
4	Connecting across interstates. Moderate business development, upgrading bike/sidewalk paths along major routes.	4/30/2026 5:40 PM
5	Nothing will feel exciting until you do something about the increased truck traffic on 8th ave between Old 8 and 10th st.	4/30/2026 12:48 PM
6	I'm excited to see New Brighton gain a central hub for community!	4/30/2026 10:28 AM
7	None. Seems like politicians playing a huge game of Sim City and advancing woke social engineering policies.	4/30/2026 9:47 AM
8	Keep the ball field at Vets park and add sidewalks where missing.	4/29/2026 1:58 PM
9	What would be most exiting to me is to have a place with new restaurants and shopping so I can bring friends and family and show off the city more	4/29/2026 11:30 AM
10	I like all the ideas, mostly conserned with the cost of the moving city hall and community center. I believe the community center has been a great success and we may have to move it, but please do so considering taxes. For many residents affordability is a real issue right now	4/29/2026 9:16 AM
11	This is too much of a change. Why can’t you build and redevelop where there’s open land? Why do you need to push residents out that have lived here for over 40 years?!	4/28/2026 11:59 PM
12	No	4/28/2026 9:55 PM
13	I am not against change, it is a natural part of the life of a City. There is no need for the City to spend more money on the latest trends in an attempt to 'make a mark' on the future. I believe strongly in good zoning and regulation to guide the City's growth. There is no need for the City to be a developer at the taxpayers expense. I do not see the need for additional rec center space. Our population is shrinking, not growing. Lastly, it is urban designers bias to try to get everyone walking. While I appreciate encouraging a pedestrian streetscape, this is an automobile based suburb. Working against that makes as a less attractive city, not more attractive.	4/28/2026 10:10 AM
14	Additional housing and possibility of businesses. I question on how many businesses you'll be able to attract actually.	4/26/2026 8:06 PM
15	We love New Brighton, but the biggest downside is it doesn't feel like there is a central downtown. We love our community, neighbors, and nature, but we really wish New Brighton had more character. We fully support making big changes to create the sort of downtown that has a sense of place. Would love to see small businesses thriving.	4/26/2026 2:49 PM
16	Yeah, great directions	4/25/2026 11:17 PM
17	Connect city hall with the community center. Turn the area in between into a park with trails. This can also be a gathering place.	4/24/2026 3:03 PM
18	That the downtown will be developed and enhanced	4/24/2026 2:15 PM

19	Making the area more desirable for families.	4/24/2026 12:56 PM
20	I am excited about a safe biking/walking path from the community center to Veterans Park, and even more excited about building a new community center/city hall north of 694 and connecting to downtown via a biking/walking bridge.	4/24/2026 11:25 AM
21	I really like the idea of improving downtown but thinking more like downtown Stillwater where it's not a bunch of chains or fells super gentrified. Emphasis on parks alongside local businesses is critical! No huge development, like big stores or chains.	4/24/2026 10:29 AM
22	Excited about local small businesses to shop at. Would love to have outdoor concert and theatre space.	4/23/2026 7:26 PM
23	Adding in retail and creating a true downtown	4/23/2026 8:28 AM
24	I'm interested in businesses that bring people together for fun/ engagement - like pickleball, breweries/ distillery/ wine bar, mini golf, other family entertainment to bring kids with and socialize with others. I am also attracted to outdoor spaces/ nature experience for the family.	4/22/2026 1:09 PM
25	Improving paths over the bridges for kids biking and walking.	4/21/2026 4:51 PM
26	It’s nice to see innovation, but as I age (65 now), I have a hard time picturing changing my habits to use businesses located in downtown NB, charming as that sounds. We live in southwest corner; would need to buy a bike to get over there if not driving…yet improvements needed to make that happen seem to be out of scope	4/21/2026 2:20 PM
27	Not excited at all about the multi use family home areas nor removing the community center.	4/21/2026 12:12 PM
28	Targeting the changes and improvements	4/21/2026 11:38 AM
29	I’d love to see downtown have more of “historic” downtown feel.	4/21/2026 9:16 AM
30	Keeping nature	4/21/2026 7:09 AM
31	Additions of biking and walking paths are the most exciting parts if they can make pedestrians and bikers more safe.	4/20/2026 5:58 PM
32	Investment in future	4/20/2026 3:42 PM
33	I like option B as a starting point and maybe option C as a ‘if you build it they will come’ scenario. I’d hate to see investment at the scale of option C and we’re left with empty storefronts and housing that can’t support new businesses. Option B gives the opportunity to see what works and what doesn’t before looking further ahead.	4/20/2026 11:19 AM
34	Adding shops to the downtown area would be great.	4/20/2026 10:59 AM
35	Better pedestrian safety	4/19/2026 6:16 PM
36	Please do not raise property taxes.	4/19/2026 6:57 AM
37	I live in western Columbia Heights. Last time I was in New Brighton (other than going to DMV) was biking to a farmers market. Absolutely terrifying and miserable.	4/18/2026 9:03 AM
38	I like the idea of having a more defined downtown	4/18/2026 6:01 AM
39	Moving more high density housing close to the police station will allow faster response time since the majority of calls are in high density areas	4/17/2026 9:34 PM
40	Safer crossing across 10TH ST NW to Library & Center	4/17/2026 5:45 PM
41	Would love to see a downtown similar to White Bear Lake.	4/17/2026 3:31 PM
42	Have you considered using the dump site as a park, closing veterans park, and just adding on to city hall?	4/17/2026 12:45 PM
43	Hopefully a grocery store for us!	4/16/2026 5:58 PM
44	Upgrading existing parks	4/16/2026 5:24 PM
45	Adding green spaces and street/Park improvements	4/16/2026 5:20 PM
46	Improve cycling. Currently getting from long lake (road or park) to trail on E2 or even the new trail along Old eight is dicey, and it shouldn't be... If we made motorists feel as unsafe as we	4/16/2026 5:05 PM

	make cyclists feel no one would drive there. Do better.	
47	Nope I think you're moving on the right direction.	4/16/2026 2:44 PM
48	I don't want things to change. If I wanted to live in a bustling community with lots of apartments I would have chosen a place in a location that already had that	4/16/2026 2:03 PM
49	I love the idea of bringing community businesses into a Main Street area along old 8 and having improved crossings to make walking and biking safer!	4/16/2026 1:09 PM
50	To have all the civic buildings in one area would be really great and more efficient for residents and staff, not sure however that the cost of that could be covered without causing lots of friction/challenges from residents. Especially in these times.	4/16/2026 10:01 AM
51	Adding more walkable green spaces	4/16/2026 8:58 AM
52	We need sidewalks, just to keep pedestrians off of roadways.	4/16/2026 8:26 AM
53	Mostly a pit in the stomach feeling of dread instead of excitement. Please do not waste our tax dollars again. Improving infrastructure is good. Changing things in a nonsensical way again = bad	4/16/2026 6:38 AM
54	I like B and think that C is worth exploring more. Also, if you're going to make streets more pedestrian friendly and bikeable. There needs to be a comprehensive bike plan developed throughout the city, So that biking is more comfortable to get to this enhanced and Civic downtown area. Putting the bike lane on Old highway 8 south of Co Rd E is a good start. More of this is needed throughout the city!	4/16/2026 5:23 AM
55	Nothing is exciting	4/16/2026 1:56 AM
56	A Costco on the NW corner of 694 & 35W would be nice.	4/15/2026 10:29 PM
57	NOTHING IS EXCITING IF YOU LIVE IN THE PROPOSED REDEVELOPMENT AREA! It’s lose, lose, lose on all three ideas.	4/15/2026 10:21 PM
58	I really love New Brighton, but wish we had a stronger downtown with more choices - whether dining, places to gather, or even a great convenient store to pick up staples from time to time. I would love the opportunity to be able to walk downtown to have a number of fun things to do and join community.	4/15/2026 9:45 PM
59	Getting more Amenities/Restaurants in walking distance	4/15/2026 9:35 PM
60	It's exciting that the city is looking at becoming more like a small city with an identifiable core of civic and business entities.	4/15/2026 9:33 PM
61	More walking and biking lanes are great!	4/15/2026 9:32 PM
62	I love the restaurants and business aspect, love the walkability and side walks.	4/15/2026 9:14 PM
63	I love the idea of more walkable spaces, and more small businesses	4/15/2026 9:04 PM
64	Leave the empty land alone. Stop building so damn much.	4/15/2026 8:20 PM
65	Improve it dont change it	4/15/2026 8:13 PM
66	I am excited for the improvements to my city and reinvesting into the community. I just don't want to lose community spaces and green spaces	4/15/2026 8:04 PM
67	The downtown needs better street lamp decorations. Get rid of those banners. Hanging planters in the summer and winter themed lighted decorations in the winter, along with the US flags during holidays. Please use the existing sprinkler system to keep boulevards grass and trees healthy. Sidewalks along Hwy 8 need repair in several places. Traffic on Hwy 8 between 10th and Co E2 travels way to fast. The traffic signal at 10th and 8th Ave needs pressure sensors instead of timed switching. A round-a-bout at Hwy 8 and 10th would be a great improvement.	4/15/2026 7:40 PM
68	I would love to see many more sidewalks/crosswalks/improved walking overall and I'm glad to see some of that in these plans.	4/15/2026 7:38 PM
69	There is a large part of New Brighton that is being left behind in these improvements.	4/15/2026 7:29 PM
70	Unnecessary	4/15/2026 7:22 PM

71	Local small businesses and restaurants	4/15/2026 7:21 PM
72	Would love better bike access from northern New Brighton to the community center.	4/15/2026 7:13 PM
73	We love the idea of making the city safer for walkers and bikers. We are hoping this would keep our community more safe.	4/15/2026 6:54 PM
74	Ridiculous to move community center. Focus on more businesses to draw all ages. Like new restaurants.	4/15/2026 6:33 PM
75	Moving the community center and city hall are too drastic measures. The expense outweighs the benefits. Do we need more apartment buildings? As you can tell, those plans do bring me any excitement.	4/15/2026 12:27 PM
76	Excited about a more robust downtown with shops and restaurants	4/15/2026 10:36 AM
77	Downtown bars and restaurants	4/14/2026 9:00 PM
78	I love the idea of creating a strong downtown core for New Brighton.	4/14/2026 7:02 PM
79	Living in a city where I feel comfortable letting my kids walk and bike around, and having more local businesses for everyday needs and “fun” outings (breweries, coffee shops, boutiques, etc.)	4/14/2026 3:49 PM
80	Your gambling using tax payers money- if it such a good deal let private investors do the project to the city and the resident taxpayers	4/14/2026 2:55 PM
81	I don't really have any "feels" about these concepts. I live on the other end of town, and rarely feel "connected" to that area. I utilize the DMV, and post office and community center for the farmers market. I don't think I have been to any businesses in that area. There are too many places closer to my end of town, that service my needs.	4/14/2026 2:50 PM
82	I do not like the changes you made on 19th Ave SW and Oakwood. The new street configuration is too narrow. The amount of spending proposed in New Brighton seems excessive.	4/14/2026 11:36 AM
83	I love the idea of an improved Downtown, one that feels like a cute and fun destination with shops, activities, and parks. Concept three is not what New Brighton needs. It take the cute charm of New Brighton and turns it into a busy hub of housing and hotels, way too commercialized, not a busy hub of coffee shops, ice cream stores, painting pottery stores, etc.	4/14/2026 11:04 AM
84	Improving pedestrian safety	4/14/2026 9:27 AM
85	Build out the NW Quadrant before adding moreTIF debt	4/13/2026 11:50 PM
86	I would love a downtown that has a similar draw as cities such as Wayzata's downtown, or excelsior, focusing on nice businesses, shopping, and restaurants, not really much housing in the MIDDLE of the downtown. Nearby housing that is walkable is great, but if the city is going to spend millions on moving the community center, I would like to prioritize a usable and walkable downtown, and not just a new housing complex. Maybe housing could go north of 694 and still be walkable.	4/13/2026 10:57 PM
87	Improvements to walking paths to parks, more local shopping and cute downtown area	4/13/2026 10:56 PM
88	Interesting busy downtown is apartments and townhomes? If you have businesses there - where would consumers park? A ramp is very expensive - you’d need to know what businesses would want to be there.	4/13/2026 8:29 PM
89	Build a sustainable downtown that people want to visit. Slow traffic down.	4/13/2026 7:05 PM
90	Appreciate all of the work that has gone into envisioning a future downtown. I am excited for strategic development toward a downtown with activity and identity.	4/13/2026 3:45 PM
91	I think the concepts, although well thought out, are for me more aggressive than what is needed. I would start out small and work towards improving access and safety first.	4/13/2026 1:18 PM
92	It would be great to have more small business in this area - coffee shops, cafes, restaurants, etc. And I really like the focus on maintaining parks, woods, wetland, and natural settings.	4/13/2026 10:46 AM
93	I love the idea of giving new brighton a downtown and local feel. I think we have a really strong	4/12/2026 9:16 PM

	community and this could make it more thriving. However, I don't love the idea of condo / apartment buildings in or above a 'downtown' building. This is your opportunity to create something meaningful and charming instead of big highrises that feel soulless. I also do love a community center being more together than all separate buildings. Overall, anything to slow traffic on the busy roads and keep our kids safe should be the #1 priority.	
94	When I moved to New Brighton a year ago, it was hard to tell where "downtown" was. It feels like a city without a hub. I am really happy to see the potential for redevelopment that defines the city and a place for residents to feel is their "downtown." Makes it feel like more of a destination you want to move to and more defined as a city.	4/12/2026 5:14 PM
95	Really excited about better bike lanes. Would love to see a stronger downtown core with more small businesses.	4/12/2026 4:16 PM
96	No shared bike route on 3rd Ave, it would not interface with parking.	4/12/2026 10:40 AM
97	Nothing about them is exciting, and B & C are rather horrifying. They pose little benefit to existing residents. We do not want nor need more apartment buildings - our school district is already beyond capacity. We want shopping, retail, and restaurants - reasons to go “downtown.”	4/12/2026 8:44 AM
98	New Brighton must have allot of money to waste on these plans, no wonder our taxes are so outrageous. It will make me re think my vote for city council for the next elections!	4/12/2026 8:11 AM
99	I love downtown White Bear Lake and Robbinsdale. It would be great to have something like that! A brewery would be fantastic.	4/11/2026 11:09 PM
100	Downtown area with more local businesses in a concentrated area!	4/11/2026 10:43 PM
101	don't see a reason to not continue to go to other nearby walking trails and indoor swim without going to a school	4/11/2026 10:41 PM
102	All pretty uninspiring.	4/11/2026 10:34 PM
103	I love the idea of it but in reality I think it will be too expensive. Or community has other priorities.	4/11/2026 10:16 PM
104	Would be incredible to have more housing in New Brighton and support more diverse small businesses	4/11/2026 8:38 PM
105	Having a more active community hub with connecting trails/walkways. And mixed use!	4/11/2026 7:48 PM
106	It doesn’t help to improve pedestrian walkways if there’s nowhere for them to walk to. We need places for people to gather. A bakery, a coffee shop, a deli…I don’t go downtown because there’s nothing for me to do there…	4/11/2026 7:02 PM
107	I like the thought of safer streets and a new park - the park at veterans is not the best.	4/11/2026 5:03 PM
108	The less time we spend in cars & interacting with one another face to face, the closer we become as a society. Deprioritizing driving and prioritizing cycling and walking is a terrific way to do this, as many cities outside of the US have discovered.	4/11/2026 1:51 PM
109	Strengthen the public realm by creating a plaza for farmer's market, live music, and community fairs.	4/11/2026 1:34 PM
110	Additional density is needed to make a successful and vibrant downtown.	4/11/2026 12:47 PM
111	I like Hudson, Excelsior, and Hopkins areas. I would like to see New Brighton become more interesting and functional.	4/11/2026 12:28 PM
112	An actual downtown with businesses.	4/11/2026 10:48 AM
113	More opportunities to have community gathering in the center of town. I really hope this includes community gardening and planting of a food forest that can be used to provide fresh fruit and vegetables at minimal cost to the community.	4/11/2026 8:51 AM
114	I like the density that can help create energy, especially with mixed uses.	4/11/2026 8:48 AM
115	I feel as though the changes described are mostly for the sake of change. Taxes are too high already and we do not NEED these changes. Needs vs. Wants. Times are tough for taxpayers.	4/11/2026 8:20 AM
116	694 dedicated pedestrian bridge.	4/11/2026 7:29 AM

117	Concept C is what I envision for New Brighton. This is what I wish for in a place I live when I am a visitor to other places that have this. As a mid-30s resident that's been a homeowner in NB since 2019, we plan to be here for 40+ more years and would love to see Concept C become reality.	4/10/2026 9:23 PM
118	New Brighton currently feels very disconnected, physically, without a “downtown” that feels like an actual downtown. I LOVE the idea of having a little downtown where I could walk to a restaurant and pick up a few groceries or go get my car tabs updated then stop at the farmers market before meeting a friend for the outdoor concert in the park.	4/10/2026 8:54 PM
119	I really appreciate the green initiatives.	4/10/2026 8:38 PM
120	The city NOT taking away more of our rights, freedom and voices - as all government has since 2025 - and doing whatever they want to do anyway, not TRULY giving us any choice.	4/10/2026 7:22 PM
121	It would be great to have safe biking routes	4/10/2026 5:41 PM
122	Growing new Brighton with more activities	4/10/2026 3:47 PM
123	Hopefully safer with flashing light to cross main street by city hall.	4/10/2026 2:52 PM
124	Thankful that NB is being proactive, not complacent. Also thankful for City seeking public input. Wonderful Open House. Please plan more such events.	4/10/2026 2:14 PM
125	Be careful of high density housing. Traffic and water get ugly and property values may drop	4/10/2026 11:58 AM
126	The bikes lanes!!	4/10/2026 11:40 AM
127	My property taxes increased $500 this year. We live in a townhome. Do not add more!	4/10/2026 11:31 AM
128	Adding more businesses downtown and adding sidewalks.	4/10/2026 11:16 AM
129	Have always wanted a unique downtown area in New Brighton. It what I love about small towns.	4/10/2026 11:01 AM
130	Again, New Brighton needs retail & upscale grocery store	4/10/2026 9:54 AM
131	Without a single restaurant, you can't really have a downtown. Make the area more attractive (competitive loans?) to independent restaurants, coffee shops, breweries -- and the rest of downtown development will follow as people start to interact, spend money and their time downtown.	4/10/2026 9:50 AM
132	I love the improvements to the streets and increased safety	4/10/2026 9:49 AM
133	Reinvestment in existing footprint.	4/10/2026 9:39 AM
134	Bring in more local and artisan small businesses and restaurants! Upgrade community center.	4/10/2026 9:29 AM
135	Having connected, accessible hubs for social and civic activities. Redeveloping underutilized spaces for local businesses that draw in public (restaurants, small shops).	4/10/2026 9:04 AM
136	A strong downtown center is important but we need a community center.	4/10/2026 8:58 AM
137	I think relocating the cc is exciting. I think combining city hall and the cc make sense. A bigger parking area would be beneficial, and I think a police or security presence would also be an added benefit for the cc.	4/10/2026 8:52 AM
138	Emphasizing improvements to support local businesses	4/10/2026 8:33 AM
139	I would love to see us attract more businesses to build a more vibrant downtown and provide more jobs for those living here. However, we also want to retain the small town feel and be financially responsible, so I would like to see us using what we already have to achieve this.	4/10/2026 8:19 AM
140	Do not make the roads skinnier - folks park and the traffic still needs to flow.	4/10/2026 7:48 AM
141	Limit parking on old Highway eight near 10th St.	4/10/2026 7:42 AM
142	Ever since I moved here four years ago, I have been wishing we had more of a downtown center, so I love all of this	4/10/2026 7:34 AM
143	Love concept A the most!	4/10/2026 7:00 AM

144	Bring in more local businesses such as retail/restaurants (have a quaint, cute downtown that will make the community want to spend time there)	4/10/2026 6:00 AM
145	Creating and an indoor sports dome with coffee shops and vendors would be amazing, reference TCO in Vadnais Heights or Champions Hall in Eden Prairie; huge scarcity of indoor winter sports space	4/10/2026 5:19 AM
146	New Brighton's 'downtown' concept died with the development of 694 ... cut the city in half, and then some. We have multiple satellite business clusters that would like equal attention. Improve the access/connection between the southern part of NB to the northern part of NB & visa versa.	4/10/2026 5:14 AM
147	Slow traffic, prioritize humans instead of cars	4/9/2026 11:06 PM
148	I like the idea of more in ground floor businesses, a more compact, walkable downtown, and the reconfiguration of midtown to support growth	4/9/2026 11:01 PM
149	Excited about the Midtown development idea	4/9/2026 10:51 PM
150	We need a phased bigger impact plan. I have neighbors who want to move due to the crumbling parks and roads. The city has lost its way over the past 20 years.	4/9/2026 10:47 PM
151	Great suggestions for bringing the community together	4/9/2026 10:29 PM
152	This feels like the fresh direction our community needa to go!! I am comfortable with higher taxes to support these big changes. I can see how much it will improve our community.	4/9/2026 10:14 PM
153	A more walkable city, and improvement to public safety. I also like the idea of more businesses in the area, but concerned about how the city will attract future businesses.	4/9/2026 9:45 PM
154	I LOVE the idea of a densified, walkable, bikeable downtown New Brighton!! Moving as quick as we might toward plan C builds the best future for NB!	4/9/2026 9:41 PM
155	Adding more energy, housing, and accessibility by biking and walking	4/9/2026 9:22 PM
156	I wasn't at the meeting but I noticed concept 3 said no one would lose their home... that feels significant and whatever plan gets picked should factor that in. But overall, I think any of the proposed plans are exciting and would really help New Brighton feel like it's own town with desirable things to draw people in and spend time there as a community.	4/9/2026 9:19 PM
157	There is support in our community to think creatively and plan for a more connected and healthier community	4/9/2026 9:01 PM
158	No	4/9/2026 8:55 PM
159	Bringing in retail in a condensed area would be great.	4/9/2026 8:46 PM
160	Better walkability and safety	4/9/2026 8:21 PM
161	I like the path between the community center and the city municipal buildings in plan c	4/9/2026 8:21 PM
162	I like adding the hotel and multi-fam west of OH8, as well as mixed use redev of the southeast corner of OH8&10. Bringing in more trails and public park space, as well as connections to Long Lake and land behind the highschool.	4/9/2026 8:07 PM
163	We need sidewalks in areas missing. We need biking trails that lead into Long Lake from Hansen Park or downtown NB. I'd love to see more restaurants and shops.	4/9/2026 7:59 PM
164	The community center really needs to be moved to a larger area and amenities split up. There's too many activities in that building. Detach the library for sure!	4/9/2026 7:50 PM
165	Walking paths	4/9/2026 7:41 PM
166	More greenery and walking trails	4/9/2026 7:36 PM
167	I don't prefer bike lanes. Sidewalks and trees are great!	4/9/2026 7:25 PM
168	Improvements to the streets to include sidewalks would be very nice.	4/9/2026 7:22 PM
169	While downtown area improvements are important, they should not be done with goal of adding additional multi family housing or growing city tax revenues!	4/9/2026 7:17 PM

170	The overall effort seems well thought out	4/9/2026 7:15 PM
171	No	4/9/2026 7:14 PM
172	So may people depend on the community center for WIC and other services. If the community has built itself around this building, why are you trying to remove it?	4/9/2026 7:07 PM
173	no	4/9/2026 7:02 PM
174	It’s always exciting to boost a defined downtown area	4/9/2026 6:42 PM
175	Stop sign on 1st street and 10th street. People drive through 1st Ave NW too fast.	4/9/2026 6:40 PM
176	It seems like you are asking people to shop from a menu that does not include prices.	4/9/2026 6:21 PM
177	I like the thought of reworking what is already to there to allow for more new businesses and additional housing as needed, while also allowing for park usage.	4/9/2026 6:18 PM
178	the bike routes in new Brighton are terrible, Long Lake has no shoulder as is common with most streets in NB, it's dangerous	4/9/2026 6:16 PM
179	Add sidewalks whenever possible.	4/9/2026 6:12 PM
180	No	4/9/2026 5:52 PM
181	Just adding more housing is not going to improve the community. There needs to be a heart to the community that is welcoming. Big blocks of multi family housing don’t do that.	4/9/2026 5:49 PM
182	Community/downtown density at a more approachable scale is something that’s exciting…a shared place that is “our” spot to gather for holidays, events, activities, etc. Our “space/sprawl” as a community is both a blessing and pitfall.	4/9/2026 5:48 PM
183	taxpayers are already overburdened - we do not need new buildings when our community center & city offices are just fine as they are	4/9/2026 5:46 PM
184	I like putting housing and street-level businesses all together, and connecting it all with nature trails and parks	4/9/2026 5:26 PM
185	A new better community center	4/9/2026 5:20 PM
186	Go big!	4/9/2026 4:50 PM
187	A vibrant downtown with fun things to do would be a huge asset to our city. Great work.	4/9/2026 4:50 PM
188	I am excited for our neighborhood to be more walkable/bikeable for myself and my kids as they grow up. 3rd in particular has fast traffic, but even on 2nd we get people speeding through. Having some sidewalks and paths for us to access helps make that form of travel safer.	4/9/2026 4:47 PM
189	No	4/9/2026 4:46 PM
190	I'm excited to see we are considering how to improve the "small town" identity of New Brighton. I'm hopeful that there will be more daily-use businesses in the downtown area. As someone who lives within walking distance, I'd really like to see the area redeveloped--and I'd like automobile traffic on Old Hwy 8 reduced to make the area safer.	4/9/2026 4:31 PM
191	Having a downtown where people can gather safely and support local businesses is exciting!	4/9/2026 4:18 PM
192	Would be great to bring some vibrancy to New Brighton	4/9/2026 4:13 PM
193	It would be great to have a community pool!	4/9/2026 4:08 PM
194	In general, I strongly support eco-conscious redesign of the downtown to better accommodate walking and biking and connect to natural areas, along with a big focus on stormwater management and incorporation of natural features and native plantings to help with this. I also do strongly support some redevelopment and mixed use development of the downtown area to provide more housing and importantly, invite local, independent shops and businesses (including a variety of restaurants - ethnic restaurants included, a brewery, local coffee shops, etc) that would make the downtown area more vibrant and serve citizens' needs (both practical and recreational) more locally. Improving the character of downtown and making it clear New Brighton has a unique identity would be desirable.	4/9/2026 4:04 PM
195	New business opportunities to better our community.	4/9/2026 4:03 PM

196	As a nearby neighbor (in Columbia Heights), I look forward to seeing what New Brighton comes up with!	4/9/2026 3:45 PM
197	None	4/9/2026 3:44 PM
198	Love the idea of creating shops downtown on the corner of old highway 8 and relocate community center	4/9/2026 3:42 PM
199	It looks like a dream list concocted by someone that has just inherited a lot of money and is trying to figure out how to spend it as fast as they can. Or a consulting contractor trying to justify their consulting fee by recommending as many changes as they can. Just like an interior designer will always tell you what you have is wrong and must be changed to something else.	4/9/2026 3:41 PM
200	We lag as a community without a destination community center that showcases our growth and without a core of business that are distinct and create a sense of energy	4/9/2026 3:38 PM
201	I continue to look at what Shoreview has with their Community Center, Library, and Shoreview Commons park all located together. That development is a fantastic gathering place for the community that is heavily used. I often wish that New Brighton had something similar so our city could be a destination like that.	4/9/2026 3:35 PM
202	I don't think any changes are necessary. Any changes will result in property taxes increasing. I vote mostly by who is responsible for my taxes going up. So do the people I know in my neighborhood. If any of our tax dollars go to unnecessary changes, we will vote for someone new nest time we have the opportunity.	4/9/2026 3:28 PM
203	I love the idea of expanding and improving our community center! I also love the idea of adding in new development - BUT not for hotels or multiuse housing. We need dinner restaurants!	4/9/2026 3:21 PM
204	I like Concept A. I think Concepts B and C would increase traffic around or homes. We don’t need any more high density housing around the downtown core.	4/9/2026 3:18 PM
205	Greater walking access and safety for walkers	4/9/2026 3:18 PM
206	I don't live in New Brighton, and I don't visit very often. But I do appreciate a walkable, bikeable neighborhood (which is why I live in St. Paul). The suburbs have an advantage on the city when it comes to rec centers. We have held birthday parties at the Eagle's Nest. We'd be more likely to visit more often/spend more money in New Brighton if there were cute businesses and restaurants to visit within walking distance of the community center/playground/pool. I absolutely would not walk my kids (currently 7 and 12) over 694.	4/9/2026 3:17 PM
207	Putting people above cars.	4/9/2026 3:15 PM
208	Improving walking opportunities.	4/9/2026 3:12 PM
209	As my kids get older it would be nice to have more to do locally and not have to always go into Minneapolis. We love our parks and it would be nice to be able to walk to the park and then have other places to walk to in the same outing.	4/9/2026 3:12 PM
210	I am most excited about bike lanes and bridge crossings. From the southern part of New Brighton, biking along 10th and crossing the freeway is extremely treacherous.	4/9/2026 3:11 PM
211	Protecting the access to greenery and improving park trails and access to trails	4/9/2026 3:07 PM
212	I live here because I like the small town feel, and safe streets. If the change becomes more like being in a big city, I will move.	4/9/2026 3:06 PM
213	Make it available that we can make more than one selection to the questions - keep moving forward as New Brighton is a great place to live	4/9/2026 3:05 PM
214	Keep existing areas with targeted changes.	4/9/2026 3:04 PM
215	Just do a minimum of what is needed. New Brighton spends way too much of our money. Gov't thinks we have botomless pockets - e.g. raising city taxes 10%+ EVERY SINGLE YEAR even when inflation is low!	4/9/2026 3:03 PM
216	My kids have done walking field trips to Eagle's Nest so I love the idea of safer walking paths. Also would definitely go to a park area with them after school if that's revamped.	4/9/2026 3:01 PM
217	I am most excited about walkable areas to do multiple things with my kids without getting in	4/9/2026 3:00 PM

	the car, like a stroller ride to the community center/farmers market/library, a nice walk, get coffee, play at the park. All on foot. My kids want it to feel like Sesame Street.	
218	I like the idea of redeveloping underused spaces that don't generate a lot of economic activity and have a large footprint	4/9/2026 2:58 PM
219	I love concept 3. I think starting fresh is the best option, especially for the Community Center	4/9/2026 2:54 PM
220	Part of what makes New Brighton beautiful and appealing are the trees and green spaces. I appreciate wanting to bring in more people but not at the continued loss of what few remaining nature areas we still have. If I wanted to live among nothing but apartments, warehouses, abandoned buildings or old strip malls, I would move to the city proper.	4/9/2026 12:39 PM
221	Just concerns on how this will impact my neighborhood if additional multifamily buildings are added. Also, I have concerns about property taxes going up- they are pretty high already (mine have gone up 300% in 10 years).	4/9/2026 12:13 PM
222	Don’t want any bike lanes- they will take up driving lanes, as proven in Mpls. Not enough current bikers to. Change all the roads. Moundsview High School has all drivers, parent pick up with 1/2 mile of idling cars from both directions and parents don’t bike with kids to community center. Improve 684 bridge- widening sidewalk to increase walking traffic and increase height of guard rails - too low when on a bike, could fall over the top.	4/9/2026 11:35 AM
223	No	4/9/2026 10:22 AM
224	Nothing feels exciting!!! Keep it the same with minimal updates. Especially leave existing homes as is..we love our neighborhood the way it is and this matters most to us! Others that do not live or own homes in this section should NOT have a say as it will not affect their living situation!!	4/8/2026 10:39 PM
225	Concept 2 is giving downtown whitebeard lake vibes which I like but the residential homes need to be taken into consideration. If more people are going to be drawn in the safety needs to be a top priority. That means making sure traffic slows down. Everyone drives way too fast on the main roads.	4/8/2026 10:15 PM
226	I love the idea of keeping the civic center where it is today. Moving it across the highway feels like it would be so disconnected from everyone. I adore the idea of having a charming downtown (think Hallmark movie) where there could be shops, restaurants, and maybe even a place to pickup groceries. Some places we could walk to rather than having to drive everywhere. I envision a downtown that doesnt have a big street going through it. Something closed off to vehicles so people can walk through and sit outside to eat or gather and play cards or something on a nice day. Like a town square. A place where people can go to get out of their homes and meet neighbors.	4/8/2026 7:43 PM
227	It’s hard to comment on the most radical proposed changes as they are not as fully fleshed out. A new, larger community center seems necessary, but without a grasp on just what and where it will be, I don’t know how to feel about Concept C.	4/8/2026 6:28 PM
228	Please create a third space that 1) can accommodate bookable meeting rooms and 2) be a space for folks to convene socially outside of work and home. Third spaces are important and integral to community health and wellbeing. Please also confirm locations of where the community center and library will go in concept C.	4/8/2026 6:25 PM

Q21 Do you have any final thoughts about what should be changed or refined about these concepts?

Answered: 201 Skipped: 328

#	RESPONSES	DATE
1	Refer to 20	4/30/2026 11:30 PM
2	Don't waste our money	4/30/2026 11:15 PM
3	Mixed use residential is a bad idea. We need more housing but the focus should be on townhomes rather than rentals. We have many rental communities in the city, I want more homeownership and THs are the best use. And not a huge developer, a smaller builder, please. I want more shops and restaurants but not if there are apartments looming above and taking up airspace.	4/30/2026 7:48 PM
4	As a tax payer I feel like I am paying more taxes every year. We dont need to compete the other cities. I like New Brighton just the way it is! No need to demolish and perfectly good buildings!	4/30/2026 6:24 PM
5	Avoid too much multi family housing that will bring more people, cars, noise etc that will change the character of the city. Add bike/ped bridge across 694 to basic plan	4/30/2026 5:40 PM
6	Multi family housing to me translates to low income housing. I am concerned what more multi family housing would do to the area for traffic, crime, resources, schools, etc.	4/30/2026 2:25 PM
7	At this point it's probably a done deal, just like the New Brighton School/Korean church redevelopment. "We've put it into our Met Council plan, so now we MUST re-zone, regardless of homeowner objections". Remember that? And, just like that re-development, the key amenities promoted to make the project acceptable to the neighbors will mysteriously disappear from the final plan.	4/30/2026 12:48 PM
8	Scrap the whole idea and hopefully have the citizens elect a responsible city government.	4/30/2026 9:47 AM
9	Stop spending money. Reduce the size of staff	4/29/2026 2:48 PM
10	Keep the ball field, update or remove the build at vets park and improve the roads (so many pot holes) .	4/29/2026 1:58 PM
11	Thanks for looking forward. One thing I would recommend is to look back at the last big redevelopment that occured in New Brighton and ask how well did we accomplish our goals. I believe we thought more of the space north of 694 was going to be developed. What went right with the redevelopment and what didn't go as expected. I could support option 3 if I understood how we would pay for it.	4/29/2026 9:16 AM
12	I do not support this. I support making it safer for everyone but building big buildings I’m not a fan of.	4/28/2026 11:59 PM
13	Bring in restaurants	4/28/2026 9:55 PM
14	Do not any more multi-housing to downtown/old new Brighton area! We have more than our fair share	4/27/2026 9:11 PM
15	Be thoughtful about where changes are made. City of Fridley is in the process of renovating Commons Park. They destroyed a recently-built playground area just to implement their new plan. What a waste of time, effort, and materials!!	4/27/2026 5:10 PM
16	I do not think there should be any changes on Highway 8. The new businesses that are here is a GOOD thing!!!	4/26/2026 1:51 PM
17	No	4/25/2026 11:17 PM
18	Please do not build any housing of any kind. Please.	4/24/2026 12:56 PM

19	I am in support of change and investing in our community.	4/24/2026 11:25 AM
20	I feel like people i talk to live here bc it is different, it has that small town feel and plenty of green but tons of metro access. It has an in between identity that is different than uber developed spots like Maple Grove.	4/24/2026 10:29 AM
21	Who is going to pay for this? Our property taxes are too high as it is.	4/23/2026 10:19 PM
22	I'm happy to live here in NB and look forward to the future.	4/23/2026 7:26 PM
23	I would prefer not to see more high rise apartment buildings	4/23/2026 8:28 AM
24	New Brighton is unique in wanting to be a quiet small town, that's why people move and stay here. There are so many bustling, hard to get around , crowded cities around us, that people have that option if they want to live somewhere like that. It's already becoming more difficult driving around with the smaller roads, tighter intersections and more vehicles on the roads and all these concepts keep adding to the crowdedness.	4/22/2026 7:45 PM
25	More focus on sustainability and environment for climate change - more parks and green space - more trees and native plantings - focus on renewing and recycling and improving what we already have in order to keep costs and negative impacts on environment minimal - focus on long-term sustainability in face of changing climate and be realistic about the future economy being able to support cost of major changes	4/22/2026 11:55 AM
26	As the Twin Cities expands, New Brighton has gone form being a borderline exurb to being a convenient place to live not too far from the urban core. We should strive to embrace this reality and build up the town. Let's encourage 5+1s and similar mixed use buildings to create dense walkable, and economically efficient areas to live in.	4/22/2026 5:38 AM
27	Daniel Burnham: "Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized." Maybe I'm not the target audience…	4/21/2026 2:20 PM
28	Multi use house housing has not proved beneficial for the city. Many of the apartments and multi family residence areas see higher than normal public disturbances. New Brighton has been best a single family home suburban city.	4/21/2026 12:12 PM
29	Cost vs Benefit	4/21/2026 11:38 AM
30	I'm Leary of removing the community center. It's one of the best places for community and people come from far away to enjoy eagles nest. I think it could use a major update/interior Reno.	4/21/2026 9:16 AM
31	Please for the love of god no more high density housing.	4/21/2026 7:09 AM
32	It seems like concept B and C exist to make concept A seem acceptable while largely focusing revenue generation. Silly choice to add endless parking for a small area in concept B. Silly to add endless mixed use space in concept C with almost no parking. Concept A changes almost nothing besides demoing the ballfield which is the only space being used regularly besides the playground. I would suggest an attempt to have the ballfield drain to the pond rather than turning it into a space to look at and not use. It feels like a project that will be pushed through regardless of community feedback because it is hard to believe that phase 1 yielded this. Not too late to fix it	4/20/2026 5:58 PM
33	What would the impact be on property taxes?	4/20/2026 3:42 PM
34	Better sidewalks and aesthetic improvements for 10th St from 694 to the community center should be considered.	4/19/2026 6:16 PM
35	Please be mindful of spending. We want to stay in New Brighton when we retire in 5-10 years but it is so costly to live here with the taxes.	4/19/2026 6:57 AM
36	Focus on people, not cars. Allow for organic growth and fun uses, even if it doesn't fit antiquated zoning rules.	4/18/2026 9:03 AM
37	I'm assuming since we are being railroaded with plans to increase traffic in the area you are planning to disperse "improvement" costs for things like altered roads and sidewalks across the city and not stick it to the neighborhood. Thanks for reminding me of the Northwest Quadrant fiasco.	4/17/2026 9:34 PM
38	I know residents don't want more apartments, but I would like to see a senior complex for	4/17/2026 3:31 PM

	those who have too much to live at the new place and can't afford the pricey Applewood	
39	There has to be a better and cheaper use of the dump site. Driving range, maybe? It's toxic land and cleanup plus land prep for buildings seem cost prohibitive. Who is going to pay for any of these concepts?	4/17/2026 12:45 PM
40	Protect wildlife as much as possible	4/16/2026 5:58 PM
41	Transparency on cost to residents.	4/16/2026 5:24 PM
42	Preserve the small town feel of New Brighton. No more high density housing.	4/16/2026 5:20 PM
43	Community center and town hall seem fine where they are, with no articulated issues specified I've no reason to support changes to them... They aren't in the same building isn't good enough reason to change things.	4/16/2026 5:05 PM
44	Nope	4/16/2026 2:44 PM
45	No change	4/16/2026 2:03 PM
46	The area north of 694 has been an issue, ever since certain people fought against it and basically caused so many delays that many opportunities were missed. Having the city services connected would be great, but the fact that so much has been invested recently in the public works building it will be hard to justify the costs of relocating all services to one campus area. Also with the controversy that happened when the old elementary school was changed over to townhouses and Senior living, not sure how Concept C would ever get through as a viable, worthwhile option.	4/16/2026 10:01 AM
47	Small town feel and current location of community with all its activities, library and Eagles Nest should not be relocated! A newer bigger relocation outside of downtown area works against small town feel.	4/16/2026 8:58 AM
48	The old section of OH8 over the railroad: two very smooth section bracketing a very bumpy section over the tracks.	4/16/2026 8:26 AM
49	I agree New Brighton needs a strong sense of downtown. However, paint & banners won't do it. Neither will these plans. Instead of taking on the role of developer, perhaps the city should have worked with companies who developed Plymouth, Maple Grove, etc to create a plan. These plans seem like a lot of $$ for not much overall payoff.	4/16/2026 6:38 AM
50	It is unnecessary to "relocate" current community center when that building is not that old. I don't see the necessity of the aggressive planning in Concept C, and feel it is a waste of community funds	4/16/2026 5:33 AM
51	I would like to see some visions for relocating the Civic core north of 694. The existing community center should remain More Community oriented and parklike. This would make a better connection between the old Civic area and the new.	4/16/2026 5:23 AM
52	Add sidewalks fpucus on driving and big name businesses	4/16/2026 1:56 AM
53	There's a lot of traffic on 10th and Old Hwy 8. I hope you can make this update work. Also, "Old Hwy 8" name should be updated. How about "Rush Lake Trail"?	4/15/2026 10:29 PM
54	If you don't live in the neighborhood you don't get a vote on changing it.	4/15/2026 10:21 PM
55	Similar to above - revitalize the area and bring some life to the downtown areas with local businesses	4/15/2026 9:45 PM
56	Focus on improving and expanding the core that already exists.	4/15/2026 9:33 PM
57	NO NO NO to any relocation of the community center or city hall. I will actively oppose any movement to use plan C.	4/15/2026 9:32 PM
58	Keep the community center!!	4/15/2026 9:14 PM
59	Don't underestimate the importance of parking	4/15/2026 9:04 PM
60	The previous buildings are fine	4/15/2026 8:20 PM
61	I am excited for the improvements to my city and reinvesting into the community. I just don't want to lose community spaces and green spaces	4/15/2026 8:04 PM

62	The best is a combination of A and B, with less change to Veterans Park. Donate the Veterans Park ball field to St John the Baptist School.	4/15/2026 7:40 PM
63	People want to understand the costs and where is the money coming from.	4/15/2026 7:29 PM
64	Cost and the impact on property taxes	4/15/2026 7:22 PM
65	Make 2nd Ave a one way heading north	4/15/2026 7:21 PM
66	Really dislike the idea of building a new community center. The one we have is great, and the location is ideal—why move it further away from downtown? That would reduce access for important services (gym, library) for people who currently live nearby in multi family housing, and would cost a ton of taxpayer money.	4/15/2026 7:13 PM
67	I strongly oppose the addition of a parking ramp or housing. The area is already way too busy with the new town homes and apartments by dairy queen. We need to focus on what made people move here in the first place which is the parks, trails, and small town feel.	4/15/2026 6:54 PM
68	Do not move community center.	4/15/2026 6:33 PM
69	I get why the 10th Street intersection is the focus, but i think having that are be the focus of the future would promote more passing through NB / skipping from 694 > 35W than we already have now, increasing traffic and not getting the benefits, uniqueness & community feel you're looking for like focusing more towards 8 & 5th would. You'd have to want to get here to go there and would be more likely to stay in the area for a while. Similarly, if the community center moved across 694, it doesn't make sense for it to be on a new island. It should have development around it some how.	4/15/2026 1:49 PM
70	See above.	4/15/2026 12:27 PM
71	No low income housing	4/14/2026 9:00 PM
72	Be very fiscally conservative with this. Property taxes have already risen a lot over the last decade	4/14/2026 8:10 PM
73	Nature positively impacts quality for everyone involved. Please don't have it and put up a parking lot (or anything else), it is the scarcest resource around and near to impossible to replace	4/14/2026 3:06 PM
74	The city should not be real estate developers	4/14/2026 2:55 PM
75	Probably not the right person for this question. I don't feel connected to that area. Not a walker, or a biker. Don't think these plans include anything for those of us in an older age bracket. I do believe change is good, as long as it benefits all segments of the population, not just a specific subset.	4/14/2026 2:50 PM
76	Be fiscally responsible.	4/14/2026 11:36 AM
77	This is a great opportunity, thanks for taking the citizens feedback for improvement.	4/14/2026 11:04 AM
78	More shoppng/buisness- to make it a "real" smalltown downtown. Community yard game area, community pool. There needs to be a easy walkway from Lions Park to the beach- over the train tracks- like it used to be!!! (so you can park by the park and walk to the beach- without having to drive all the way around the park!	4/14/2026 10:23 AM
79	Focus on being fiscally responsible and properly maintaining our existing infrastructure. Our taxes continue to go up yet our roads and water lines are in horrible disrepair. Redevelopment will further raise taxes and shift focus even further away from much needed maintenance. Leave development to developers using their own money, not ours.	4/14/2026 9:27 AM
80	Stop	4/13/2026 11:50 PM
81	I would love a downtown that has a similar draw as cities such as Wayzata's downtown, or excelsior, focusing on nice businesses, shopping, and restaurants, not really much housing in the MIDDLE of the downtown. Nearby housing that is walkable is great, but if the city is going to spend millions on moving the community center, I would like to prioritize a usable and walkable downtown, and not just a new housing complex. Maybe housing could go north of 694 and still be walkable.	4/13/2026 10:57 PM
82	We don't need so much housing added to the middle of downtown	4/13/2026 10:56 PM

83	Don’t add large crappy apartment buildings that are overpriced.	4/13/2026 7:05 PM
84	Would be great to residential sidewalks on the part of new brighton east of 35w	4/13/2026 5:31 PM
85	I would love to see more of the feasibility study on future city hall/community center combined locations. It seems there could be a couple of solutions that keep them within the downtown area. Relocating to a brand new site and new building feels like it takes some of the existing energy of downtown away, adds a huge expense, and misses an opportunity to be more creative, strategic, and sustainable. Missing that piece of analysis and planning. Also, within the plan visions, I am not seeing a "main street" and concerned that the analysis has missed this critical piece of a walkable, vibrant downtown. Where is there an opportunity for mixed use or retail on both sides of the street for a block or two?	4/13/2026 3:45 PM
86	They all look very well-thought out. I would put the roundabout (from C) as part of concept A and add streetlights at 5th Ave and 8th Street. Or keep the streetlights at 5th Ave and 10th Street and add a new set at 5th Ave and 8th Street. Walking and biking is nearly impossible at many crosswalks because drivers simply do not yield.	4/13/2026 1:18 PM
87	Would be concerned about increased traffic (going through the neighborhoods and also accessing 694) should there be a ton of new development - like a hotel.	4/13/2026 10:46 AM
88	Sidewalks require residents/owners to shovel/maintain, and are not usable by bikes/e-bikes/e-scooters. City-maintained mixed-use trails are a better option for everyone (home/business owners, bikers, pedestrians).	4/12/2026 6:34 PM
89	Would be great to see a small grocery store in the downtown area that’s safe to walk or bike to	4/12/2026 4:16 PM
90	Do not move community center, In the areas that you want to add new buildings just add parking.	4/12/2026 10:40 AM
91	Concept A is the best, but we have more than enough bike lanes - DO NOT BUILD MORE. Concepts B & C should be thrown in the trash. It’s stupid to say “let’s take the city and move it over there” for more apartment buildings that we don’t need and our schools can’t handle. Plans B & C fail to serve or benefit the current residents and school system.	4/12/2026 8:44 AM
92	The maps are so tiny they are hard to see, seems like the biggest priority here is having a hotel in downtown new Brighton, is that really needed or even wanted? Plus is the other priority BIKES?? Do we need to have bikes as a priority when there is few if any bikes on these pathways being used?	4/12/2026 8:11 AM
93	We need retail and restaurants, a central hub. Don’t take away any space from veterans park	4/11/2026 11:43 PM
94	I think bike lanes are overrated and underutilized.	4/11/2026 11:09 PM
95	Hopefully trying to implement sooner than later	4/11/2026 10:43 PM
96	round about driving instructions ebike rules and stop lights and stop signs-	4/11/2026 10:41 PM
97	Where will the community center and library “relocate” to?	4/11/2026 10:34 PM
98	I don’t want my property taxes to go up for this. It seems too expensive. Also I don’t want sidewalks. I’d rather keep my yard space. I do want drivers to drive slower though.	4/11/2026 10:16 PM
99	I think an outdoor community swimming pool would be a fun consideratoin. FYI question 12 does not allow for multiple selections.	4/11/2026 8:47 PM
100	For plan C, having 11th street connect through on both sides (to hwy 8 and to 5th) is unnecessary and conflicts with the pedestrian bridge. It should connect out to one or the other, and be broken up in the middle where the ped bridge is. The northbound connection across 694 is essential for pedestrians and bikes. Please take care to ensure long lake stays accessible to pedestrians and bikes.	4/11/2026 8:38 PM
101	Estimate minimum level of new space for businesses and attractions (enough for critical mass for people to check it out), then slowly build up from there (don't want to expand too fast and end up with empty storefronts)	4/11/2026 7:06 PM
102	I hate the idea of adding housing, parking ramps, and hotels. It makes the area feel unsafe. I have small children and we live at veterans park in the summer. We will move out of this area if these changes happen.	4/11/2026 5:03 PM
103	Food, shopping, and community plaza should all be centrally located and walkable.	4/11/2026 1:34 PM

104	Push the density as far as you are able to	4/11/2026 12:47 PM
105	If the community center remains in its present location, it really needs to be updated.	4/11/2026 12:28 PM
106	I would love a way to cross over the tracks from highway 8 to 5th Ave NW into the Main Street Village shopping area. I have walked my dogs around Hansen Park and neighboring streets for years, and it is not safe or comfortable to walk over to the other side of the train tracks unless I go all the way up and around on old highway 8. A crossing for walkers/bikers here would help greatly connect the shopping area to the local community currently cut off by the logging company, train tracks, etc.	4/11/2026 8:51 AM
107	The DMV/passport office brings a lot of people into that part of town. If that moves North of 694, will the people still come to support the business and shops in the redesigned areas? I really don't like the redevelopment proposal for the community center site. I think that still needs to be a civic space. It feels like phase A and B create a great connection with nature and then we build it out and sell if off to private users (with trails, yes, but it doesn't feel public any longer). In phase A, I'm not sure how much time/effort should go into Veteran's park - it feels like that redevelopment should go with phase B or C to ensure that the parts work together (and don't require additional cost to redo parts of a park we will have just completed.)	4/11/2026 8:48 AM
108	Scale this way back to eliminate costly changes that are not necessary. I don't want to pay for this as a New Brighton resident.	4/11/2026 8:20 AM
109	Add a community indoor pool north of 694.	4/11/2026 7:29 AM
110	Please not concept A - way too little change that barely moves the needle for improvements.	4/10/2026 9:23 PM
111	Hwy 8 down to County E needs a better vision for long term development too. Connecting the “triangle” so we could stop at the DQ on the way to the post office from the west side of New Brighton would be an example of a dream come true, whether it be by biking, walking or even driving to get there. It currently seems like we have two “main” (very loosely used term) streets that don’t connect with each other very well.	4/10/2026 8:54 PM
112	There is a lot of focus on the downtown area. As someone who lives on the other end of New Brighton, I fear that my property taxes will go up and I will not be able to see any of the benefits. Why is this all centered in one area?	4/10/2026 8:38 PM
113	I wonder where the money is coming from or if this is budgeted already.	4/10/2026 5:41 PM
114	I don't approve taking anyone's home to just bring in more businesses that can draw crime.	4/10/2026 2:52 PM
115	Keep in mind our aging community i.e. accommodations for seniors. By the time these changes are implemented, many of our City planners might just be senior citizens.	4/10/2026 2:14 PM
116	I like these concepts. thanks.	4/10/2026 11:40 AM
117	You have worked on the road and sidewalk on Old HWY 8. I wish you would clean up the areas on either side of the road. I never understood why such beautiful roads and sidewalks but the visual of the area on both sides of the street are terrible.	4/10/2026 11:01 AM
118	Without a single restaurant, you can't really have a downtown. Make the area more attractive (competitive loans?) to independent restaurants, coffee shops, breweries -- and the rest of downtown development will follow as people start to interact, spend money and their time downtown.	4/10/2026 9:50 AM
119	Adding apartments and housing will create a dense population and take away from the small town feel	4/10/2026 9:49 AM
120	New Brighton is a great city with a lot to offer and any future changes should be done gradually.	4/10/2026 9:39 AM
121	Bring in more local and artisan small businesses and restaurants! Upgrade community center.	4/10/2026 9:29 AM
122	Road improvements to help reduce the need for street parking and reduce low visibility intersections.	4/10/2026 8:33 AM
123	Folks in New Brighton like the suburbia feel - they did not move to the Minneapolis or St Paul area for a reason - stop adding apartments and flooding the schools - a small town feel is what folks want	4/10/2026 7:48 AM

124	Redo out what's fine but too much traffic is not	4/10/2026 7:42 AM
125	No, thank you for all the time and effort or into this project!	4/10/2026 7:00 AM
126	Don't forget *unpaved* trails! (low cost, low maintenance but better for runners, hiking, mountain biking); also should try open park concepts and see what desire paths arise instead of explicit design paved from the start	4/10/2026 5:19 AM
127	Improve the parks; add a crosswalk on the Northwestern walkway - to/from Driftwood (5th street).	4/10/2026 5:14 AM
128	Make small, cheap changes quickly. Allow other changes to happen gradually. Do not overspend the city into debt.	4/9/2026 11:06 PM
129	I would be careful at how many multistory building are placed on the middle of downtown. That will make it feel choppy and disrupt the small town New Brighton feel	4/9/2026 11:01 PM
130	Have a cohesive plan. It is pointless to create walkability with no destinations (groceries, restaurants, parks, library, fitness center, etc.) Work with business partners (restaurants).	4/9/2026 10:47 PM
131	No	4/9/2026 10:14 PM
132	The main reason we have visited New Brighton is the community center. We have been members during the winter because it is a great place to take our young kids, so I would be sad to see a development plan that would relocate the main draw for us	4/9/2026 10:01 PM
133	3D models and concept art would be helpful for people to visualize the changes from ground level.	4/9/2026 9:45 PM
134	PLEASE don't let NIMBY-ism halt good progress that is planfully executed. Please take notes from the US' and Europe's most walkable towns. A densified, rezoned, walkable, bikeable New Brighton will be eons better than a concrete-parking-lot-wasteland that seems to come about when single-family sprawl suburban NIMBY-ism has its way. Let's make New Brighton an exceptional gem!	4/9/2026 9:41 PM
135	Explain what could happen to the Community Center if it needed to expand-would it be moved to outside this area, or split up into several different buildings, or …?	4/9/2026 9:22 PM
136	No	4/9/2026 9:19 PM
137	Concept C has WAY too much housing! We do not need any more multi-family housing units in NB. These units are proven to attract drugs, violence, and criminals. There are more than enough townhomes, condos, and apartments available, in addition to single family homes. Bike lanes are a massive waste of space and money. Everywhere there are bike lanes (NE and DT Minneapolis) they are rarely being used. Whichever development option is chosen, please practice fiscal responsibility. I don't want to pay a huge tax bill for fancy buildings and bike lanes that I won't use.	4/9/2026 9:08 PM
138	No	4/9/2026 8:55 PM
139	The drawings, especially the labels and legends, are almost impossible to read. It looks like the Community Center, which is extremely important to me, is gone in Option C.	4/9/2026 8:55 PM
140	Overall I liked plan B best. I think the corridor of hwy 8 could be made to feel more like a main street and that would be a good thing.	4/9/2026 8:21 PM
141	I would prefer the community center be redeveloped across the northeast corner where it currently is. It would be a great hub, directly connecting Veterns parks, Long Lake and the land behind the high school.	4/9/2026 8:07 PM
142	In the areas you highlighted we have enough housing units. We don't need more. Traffic is already worse. I've lived in this area for decades and since the (Korean Church) went down and more housing was built, it's noticeable difference in traffic. We need more restaurants, shops, etc. people will drive to places or walk/bike. We also need a bridge over train tracks that goes from old HWY 8 (DQ) area to downtown where the Exchange and other businesses are.	4/9/2026 7:59 PM
143	Can't have enough trees and sidewalks and I think all three concepts addresses this.	4/9/2026 7:50 PM
144	No more parking. More public transit	4/9/2026 7:41 PM
145	Design for home owners; the people who have lived here for many years paying property taxes	4/9/2026 7:36 PM

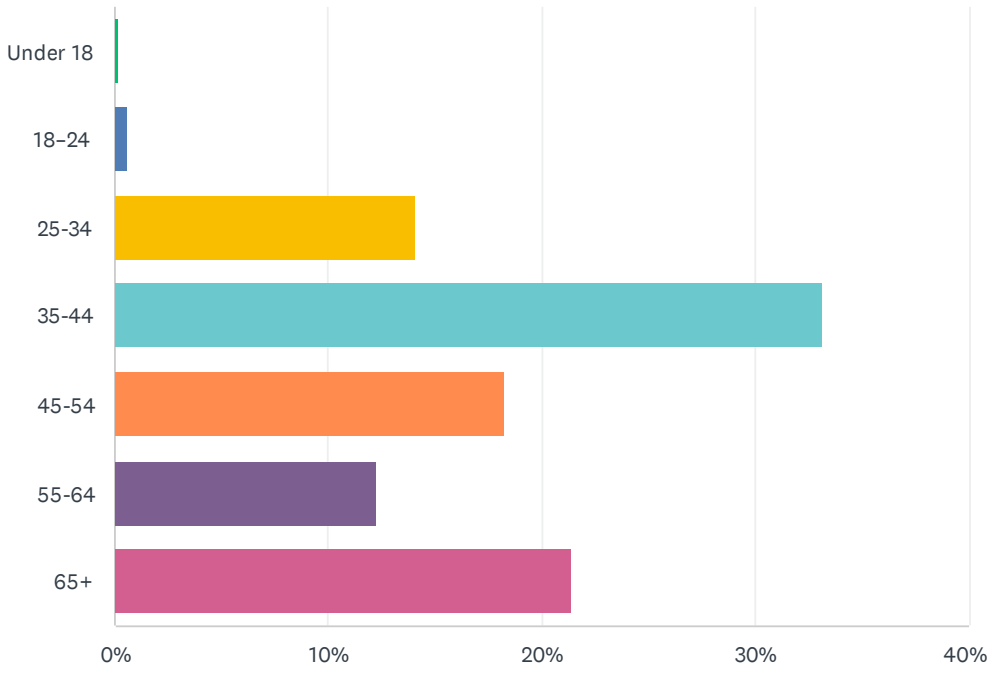
	and improve curb appeal of their home	
146	Consider limiting financing to recover costs in a time that's shorter than the useful life of the improvements. And limiting changes to that budget.	4/9/2026 7:25 PM
147	Including sidewalks is key. I grew up in a place with sidewalks everywhere so when I moved here I was very confused how kids or families are supposed to walk or play safely when outside.	4/9/2026 7:22 PM
148	Stop permitting low income housing developments!	4/9/2026 7:17 PM
149	Not trained to provide credible input, other than gut feelings.	4/9/2026 7:15 PM
150	Trash the concepts and give back tax payer money. Or fix what's existing and fund our schools instead of more referendums.	4/9/2026 7:14 PM
151	Keep the essential places that the New Brighton community has made essential for itself. The community will tell you what it wants in the way that people behave, and the decisions they make. And people have decided that the community center is vital. And make new Brighton more affordable for lower income families, God knows we need diversity in our neighborhood.	4/9/2026 7:07 PM
152	It would be refreshing to see a clearly recognized downtown identity that people could walk, dine and socialize	4/9/2026 7:02 PM
153	I am concerned that the city continues to build housing not suitable for seniors. Multi level townhomes show poor planning for an aging population. Before you reconfigure the scope of downtown, focus on development of age appropriate housing.	4/9/2026 6:56 PM
154	Nothing specific	4/9/2026 6:42 PM
155	More free sitting, relaxing, walking areas & a couple more tiny/cheap/unique shops	4/9/2026 6:39 PM
156	You should explain possible costs and their impact on taxes. Without that information these survey results are not very meaningful.	4/9/2026 6:21 PM
157	I would be interested in hearing more about the option to relocate the community center, and what that would do for feasibility of the space/what would happen to the existing building.	4/9/2026 6:18 PM
158	I will say it again. Those of us concerned with climate change". The Greenest building is the one already built! STOP ripping out trees and green space for the love of the almighty dollar!	4/9/2026 6:16 PM
159	Disrupt as little as possible with construction.	4/9/2026 6:12 PM
160	Focus on Green Spaces and beautiful tree lined streets and parks. I'm not sure I am excited about adding more apartments in our downtown area. Create a downtown where people can gather and enjoy our beautiful city without added more apartments!	4/9/2026 5:56 PM
161	No	4/9/2026 5:52 PM
162	Open things up so they are welcoming from the street instead of having everything facing into parking lots.	4/9/2026 5:49 PM
163	I hope serious improvements and changes are considered, but also incorporated into the fiscal responsibility we traditionally have as a community.	4/9/2026 5:48 PM
164	do not spend any more money than what is absolutely necessary	4/9/2026 5:46 PM
165	Lots of traffic through downtown corridors now.. will concepts allow commuters to MVHS to not have to drive around downtown?	4/9/2026 5:26 PM
166	No more multi family complexes. Nothing that raises taxes	4/9/2026 5:20 PM
167	I'd love to have more restaurants and family owned stores in the downtown area as a destination hub.	4/9/2026 4:50 PM
168	General comment throughout town: don't be shy about narrowing streets. Narrower = slower and safer!	4/9/2026 4:50 PM
169	Option 3 should not be considered at all	4/9/2026 4:46 PM
170	Vehicles aren't getting smaller. Please keep in mind when reducing parking spaces.	4/9/2026 4:39 PM

171	The plans are exciting--thank you for taking time to be thoughtful about this process!	4/9/2026 4:31 PM
172	I would love to see the r community center get a revamp and a pool?	4/9/2026 4:21 PM
173	I'd like to see more emphasis on stormwater management and native plantings in all three concepts. Beautification with trees and native plants is a high priority for me, along with stormwater management considerations that go above and beyond baseline requirements, especially if new development and redevelopment are adding impervious surface area. The wetland adjacent to the community center could use a lot of restoration and invasive species control, along with water quality management being so close to the highway and a highly developed area.	4/9/2026 4:04 PM
174	Things are getting more expensive every day and what we have now works for my needs. I would want the city to be very cost conscious before spending money that may result in a higher cost of living, including property taxes, for existing residents.	4/9/2026 3:46 PM
175	I recommend improving safety for all (walking, driving, bikes, and accessibility) and keeping and enhancing green space and plants.	4/9/2026 3:45 PM
176	Nine	4/9/2026 3:44 PM
177	No	4/9/2026 3:42 PM
178	Always consider how to maintain the facilities. New Brighton is unable to even maintain the boardwalk through the wetland near the community center. How do you possibly expect to maintain these utopian fantasies through our harsh four season weather. Then after you build it, what is its expected lifespan before it has to be replaced. A typical deck on a house only has a lifespan of 25 years before it becomes unsafe and so will all of this. Every sidewalk built will require repair after frost heaves each year to prevent tripping hazards. Bike lanes are useless 40% of the year. Tree planting require years of careful maintenance and water to establish and are frequently killed by road chemicals, requiring replacement. Trees require frequent trimming, leaves plug up storm sewers increasing their maintenance and street sweeping. IMHO the number one priority to improve NB downtown area is the removal of the pole yard & railroad tracks and the accompanying smell. Until the pole yard is gone, all the rest is pointless.	4/9/2026 3:41 PM
179	Nothing needs to be changed. If anything, maybe bike paths need repaving.	4/9/2026 3:28 PM
180	I like the concept of relocating the community center so it can expand but I don’t like the idea of filling the space with a lot of multi-family buildings. Instead, the city should be filling it with new businesses.	4/9/2026 3:22 PM
181	Do NOT add hotels or more multilevel housing!!!!! We want to improve facilities for current residents who are living here, not make things more chaotic in an already busy area which leads residents to avoid the area.	4/9/2026 3:21 PM
182	The intersection of 10th and Old Towne Drive is currently hazardous. The levels of traffic on 10th and Old Hwy 8 have grown significantly over time. Future development needs to be mindful of further increasing the already stretched infrastructure.	4/9/2026 3:18 PM
183	Go with option B, and do it quickly. The pace of chance isn't scary, but the scale has to be right.	4/9/2026 3:17 PM
184	I am skeptical of a city campus approach, and would prefer new city buildings to be distributed	4/9/2026 3:15 PM
185	Caution when adding bike liked. Sometimes they make the streets to narrow. Wait om multihousing units. Services and the school district are struggling to keep up with what's already been built. Already too dense according to Metropolitan Council. 13th Ave NW should go back to being a non-truck route.	4/9/2026 3:12 PM
186	My main concern is that I hope for more small/independent businesses such as a coffee shop, bakery, restaurant etc that aren’t chains.	4/9/2026 3:12 PM
187	Be conscientious about cost and safety. Remember that our elder neighbors who have lived in this city for several decades and are paying taxes (ever increasing - some impacting their ability to remain in their homes) to fund these projects.	4/9/2026 3:07 PM
188	Where to people spend their money and could bring it into New Brighton? Shopping and restaurants!	4/9/2026 3:05 PM

189	Please don't add more multi family housing. Schools are already at capacity.	4/9/2026 3:04 PM
190	We don't need to be a shoreview. Let's be a St. Anthony instead.	4/9/2026 3:03 PM
191	Phases 2 and 3 need to be redone. I do not support either of them.	4/9/2026 3:02 PM
192	N/A	4/9/2026 3:01 PM
193	We need t ok attract and retain new business in New Brighton. No more apartment complexes or senior living	4/9/2026 2:59 PM
194	Focus on green. We need trees and green spaces more than we need more roads or buildings.	4/9/2026 12:39 PM
195	Focus more on small changes that are fiscally responsible.	4/9/2026 12:13 PM
196	When all the extra housing was added to old highway 8 no one considered how invasive it is to have people looking into your yards and homes from above. The additional traffic noise over the bridge and how much those of us on 6th ave lost. We cannot build fences high enough to keep our spaces private. I understand that nothing cam be done about the line of sight from the oaks complex but we'd love is a fence could be put up on old ten to help with the noise and people being able to see into our yards from the road.	4/9/2026 11:21 AM
197	No	4/9/2026 10:22 AM
198	Strongly want to keep it the same with minimal updates. Especially leave existing homes as is..we love our neighborhood the way it is and this matters most to us! Others that do not live or own homes in this section should NOT have a say as it will not affect their living situation!!	4/8/2026 10:39 PM
199	I think the residential streets are ok as is. But more walkable/bike-able main streets would be nice.	4/8/2026 7:43 PM
200	I don’t understand where the money for any of this is going to come from. Have any of you actually walked around downtown New Brighton? I live here and I work here and I walk here nearly every day. It’s honestly nice. It’s a nice place to walk around. There are two things that make this area less than ideal for walking: 1) the sidewalks are uneven and fill with water when it rains or snow melts and 2) the sidewalks don’t get shoveled. Will apending millions of dollars on this “redevelopment plan” ensure that sidewalks are always shoveled? Another issue; why does the community center need to expand? Life is extremely expensive right now. We are living in an affordability crisis. People that live here cannot afford change like this. We can’t afford increased taxes. Why would we build new restaurants when people literally can’t afford to eat out? It doesn’t make sense. New Brighton is a really nice place. We will never make it a destination that people travel to. Let’s just try to take care of our people who live here.	4/8/2026 6:51 PM
201	I fully believe our residential streets should have better sidewalks and walkability, but I live near Robin Ln, and the added sidewalk has made the street too narrow for street parking while still allowing for two-way traffic, and that becomes an even bigger safety concern.	4/8/2026 6:28 PM

Q22 What is your age?

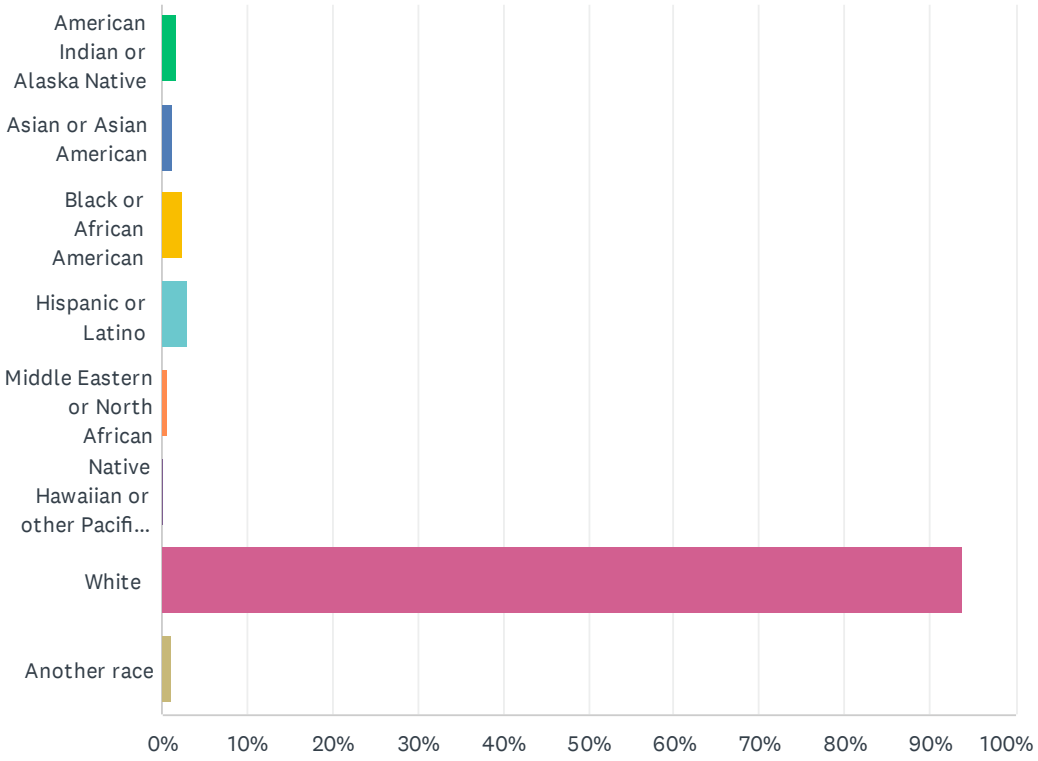
Answered: 504 Skipped: 25



ANSWER CHOICES	RESPONSES	
Under 18	0.20%	1
18–24	0.60%	3
25-34	14.09%	71
35-44	33.13%	167
45-54	18.25%	92
55-64	12.30%	62
65+	21.43%	108
TOTAL		504

Q23 How would you describe your race/ethnicity? Please select all that apply.

Answered: 477 Skipped: 52



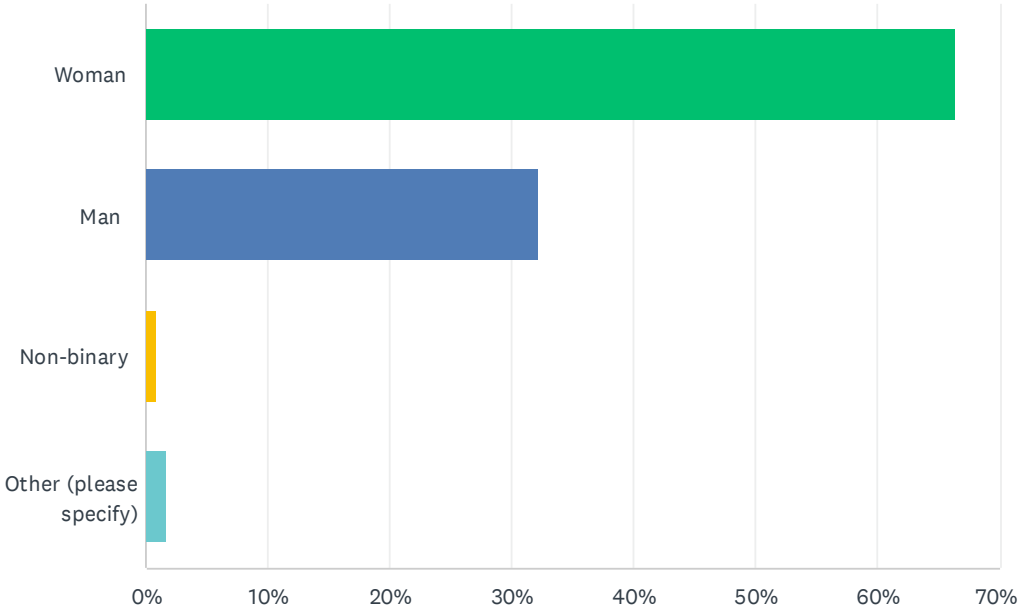
ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	1.68%	8
Asian or Asian American	1.26%	6
Black or African American	2.31%	11
Hispanic or Latino	2.94%	14
Middle Eastern or North African	0.63%	3
Native Hawaiian or other Pacific Islander	0.21%	1
White	93.92%	448
Another race	1.05%	5
Total Respondents: 477		

#	OTHER (PLEASE SPECIFY)	DATE
1	irrelevant	4/30/2026 12:49 PM
2	Not relevant!	4/30/2026 9:48 AM
3	I am white but I am a member of a biracial family.	4/24/2026 10:29 AM

4	STOP ALLOWING THE ILLEGALS TO MOVE IN OUR CITY. The samolians are the ones destroying our city. They are careless dirty people. Seen it with my own eyes.	4/15/2026 8:27 PM
5	Why does it matter?	4/15/2026 8:14 PM
6	N/a	4/14/2026 9:01 PM
7	Why should it matter?	4/10/2026 2:55 PM
8	European American	4/10/2026 2:15 PM
9	American	4/10/2026 5:16 AM
10	Prefer not to answer. Not sure how this is appropriate to consider	4/9/2026 3:08 PM

Q24 How would you describe your gender identity? Mark all that apply.

Answered: 486 Skipped: 43

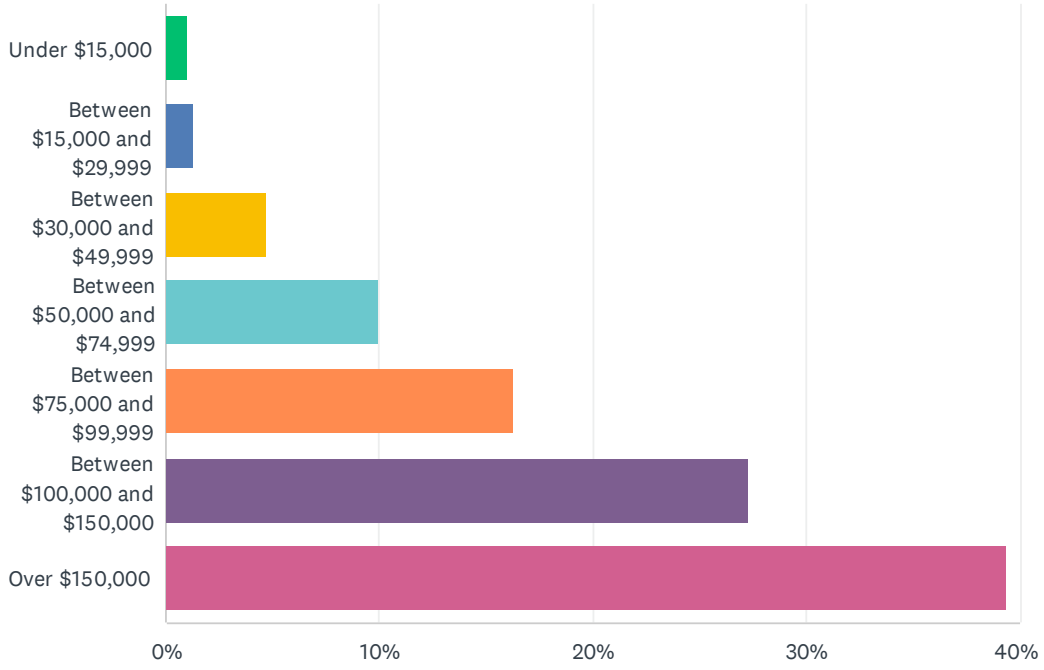


ANSWER CHOICES	RESPONSES	
Woman	66.46%	323
Man	32.30%	157
Non-binary	0.82%	4
Other (please specify)	1.65%	8
Total Respondents: 486		

#	OTHER (PLEASE SPECIFY)	DATE
1	Should only be two choices here!	4/30/2026 9:48 AM
2	There is no such thing as Non-binary	4/23/2026 3:04 PM
3	husband and wife	4/20/2026 11:01 AM
4	There is ONLY 2 GENDERS!!!!! Stop this NON BINARY crap🤬	4/15/2026 8:27 PM
5	Why does it matter?	4/15/2026 8:14 PM
6	there is only two genders you idoits	4/14/2026 2:56 PM
7	Why should it matter?	4/10/2026 2:55 PM
8	Enough of the genders- there are only 2.	4/9/2026 11:36 AM

Q25 What is your household income?

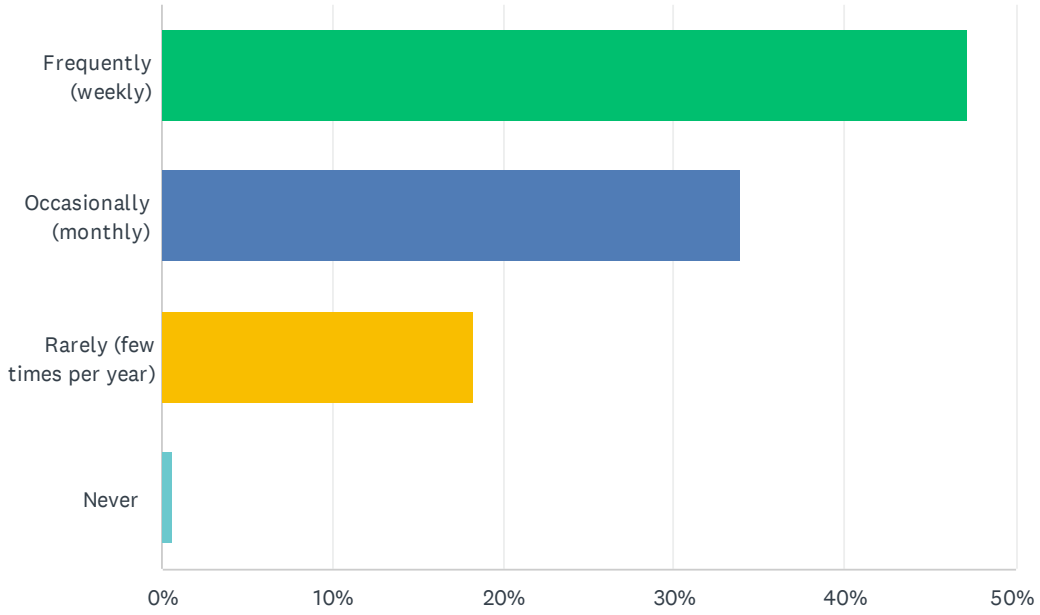
Answered: 472 Skipped: 57



ANSWER CHOICES	RESPONSES	
Under $15,000	1.06%	5
Between $15,000 and $29,999	1.27%	6
Between $30,000 and $49,999	4.66%	22
Between $50,000 and $74,999	9.96%	47
Between $75,000 and $99,999	16.31%	77
Between $100,000 and $150,000	27.33%	129
Over $150,000	39.41%	186
TOTAL		472

Q26 How often do you currently visit the Town Center area (Community Center, Veterans Park, Old Hwy 8)?

Answered: 510 Skipped: 19



ANSWER CHOICES	RESPONSES	
Frequently (weekly)	47.25%	241
Occasionally (monthly)	33.92%	173
Rarely (few times per year)	18.24%	93
Never	0.59%	3
TOTAL		510

Q27 ZIP Code: _____

Answered: 479 Skipped: 50

#	RESPONSES	DATE
1	55112	5/1/2026 7:07 AM
2	55112	4/30/2026 11:31 PM
3	55112	4/30/2026 7:49 PM
4	55112	4/30/2026 6:25 PM
5	55112	4/30/2026 5:41 PM
6	55112	4/30/2026 2:26 PM
7	55112	4/30/2026 1:39 PM
8	55112	4/30/2026 12:49 PM
9	55112	4/30/2026 10:29 AM
10	55112	4/30/2026 9:48 AM
11	55112	4/30/2026 7:12 AM
12	55113	4/29/2026 8:34 PM
13	55112	4/29/2026 2:50 PM
14	55112	4/29/2026 1:59 PM
15	55112	4/29/2026 11:30 AM
16	55112	4/29/2026 9:16 AM
17	55112	4/29/2026 9:04 AM
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25	55112	4/28/2026 10:10 AM
26	55112	4/27/2026 9:12 PM
27	55112	4/27/2026 5:11 PM
28	55112	4/27/2026 1:25 PM
29	55112	4/26/2026 8:08 PM
30	55112	4/26/2026 5:37 PM
31	55112	4/26/2026 2:49 PM
32	55112	4/26/2026 1:52 PM
33	55112	4/25/2026 11:17 PM

34	55112	4/25/2026 4:05 PM
35	55112	4/25/2026 10:17 AM
36	55112	4/25/2026 9:32 AM
37	55112	4/24/2026 3:03 PM
38	54005	4/24/2026 2:15 PM
39	55112	4/24/2026 12:57 PM
40	55112	4/24/2026 11:25 AM
41	55418	4/24/2026 10:39 AM
42	55112	4/24/2026 10:29 AM
43	55112	4/23/2026 10:20 PM
44	55112	4/23/2026 7:27 PM
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62	55112	4/21/2026 9:17 AM
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76	55112	4/19/2026 11:12 AM
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443	55112	4/9/2026 3:12 PM
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445	55112	4/9/2026 3:12 PM
446	55113	4/9/2026 3:08 PM
447	55112	4/9/2026 3:08 PM
448	55112	4/9/2026 3:07 PM
449	55126	4/9/2026 3:07 PM
450	55112	4/9/2026 3:06 PM
451	55112	4/9/2026 3:06 PM

452	55113	4/9/2026 3:05 PM
453	55112	4/9/2026 3:05 PM
454	55112	4/9/2026 3:05 PM
455	55112	4/9/2026 3:04 PM
456	55112	4/9/2026 3:02 PM
457	55112	4/9/2026 3:02 PM
458	55449	4/9/2026 3:01 PM
459	55112	4/9/2026 3:00 PM
460	55112	4/9/2026 3:00 PM
461	55112	4/9/2026 2:59 PM
462	55112	4/9/2026 2:58 PM
463	55112	4/9/2026 2:56 PM
464	55105	4/9/2026 2:55 PM
465	55433	4/9/2026 2:52 PM
466	55112	4/9/2026 2:52 PM
467	55112	4/9/2026 12:40 PM
468	55112	4/9/2026 12:13 PM
469	55112	4/9/2026 11:36 AM
470	55112	4/9/2026 11:21 AM
471	55112	4/9/2026 10:22 AM
472	55112	4/8/2026 10:41 PM
473	55112	4/8/2026 10:16 PM
474	55112	4/8/2026 9:33 PM
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476	55112	4/8/2026 6:52 PM
477	55109	4/8/2026 6:47 PM
478	55112	4/8/2026 6:28 PM
479	54432	4/8/2026 6:26 PM

Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Consider Approval of Change Order #1 for City Project 25-11, Replace Wellhouse #9 Roof

Action Requested: Motion
Form of Action: Contract/Agreement
Votes Needed: 3 Votes

Summary Statement:	The purpose of this item is to approve Change Order 1, which includes the adjustment (increase) to contract costs. The additional project cost includes installing a new roof on Wellhouse #9.

Recommendations:	Approve Change Order #1 in the amount of $21,847.20

Applicable Deadlines:	None

Community Impact:	Continued production of safe and reliable drinking water.

Legislative History:	January 27, 2026, City Council approved the plans and specifications for City Project 25-11 and authorized staff to advertise for bids. March 10, 2026, City Council accepted all bids and awarded City Project 25-11 contract to the low bidder.

Strategic Priority:	**City Assets**

Fiscal Impact:	

Financial Consideration?	**Yes**
Revenue/Expenditure Amount:	$21,847.20
Financing Source:	**Budgeted**
Notes:	

Attachments:	

1.	NewBrightonWellhouse #16_ChangeOrder#1

CHANGE ORDER NO. 1

PROJECT: Wellhouse 16

DATE OF ISSUANCE: July 21, 2026 EFFECTIVE DATE: July 21, 2026

OWNER: City of New Brighton, Minnesota

OWNER'S Project No.: 25-11 ENGINEER'S Project No.: 23621534.00

CONTRACTOR: Municipal Builders, Inc. ENGINEER: Barr Engineering

You are directed to make the following changes in the Contract Documents.

Description:

Replace Wellhouse 9 roof.

Central Roofing – Remove existing roof and reroof with 90mil EPDM system	$19,150.00
Major Mechanical – HVAC modifications to accommodate new roof	$1,314.00
Contractor Fees – 5%	$1,023.20
Total	**$21,487.20**

Attachments:

- Field Order 1
- Change Order 1 Proposal for New Brighton Wellhouse #9
- Field Order 01 Pricing

CHANGE IN CONTRACT PRICE:	CHANGE IN CONTRACT TIMES:
Original Contract Price $ 1,801,000.00	Original Contract Times Substantial Completion: November 30, 2026 days or dates Ready for final payment: June 1, 2027 days or dates
Net changes from previous Change Orders No. n/a to No. n/a $ 0.00	Net changes from previous Change Orders No. n/a to No. n/a 0 days
Contract Price Prior to this Change Order $ 1,801,000.00	Contract Times prior to this Change Order Substantial Completion: November 30, 2026 days or dates Ready for final payment: June 1, 2027 days or dates
Net Increase of this Change Order $ 21,487.20	Net Increase of this Change Order 0 days
Contract Price with all approved Change Orders $ 1,822,487.20	Contract Times with all approved Change Orders Substantial Completion: November 30, 2026 days or dates Ready for final payment: June 1, 2027 days or dates

RECOMMENDED:	APPROVED:	ACCEPTED:
By: Bryan Pittard	By:	By: Cody W
Engineer (Authorized Signature)	Owner (Authorized Signature)	Contractor (Authorized Signature)
Date: 07/21/2026	Date:	Date: 07/22/26

EJCDC No. 1910C8-B (1990 Edition)
Prepared by the Engineers Joint Contract Documents Committee and endorsed by The Associated General Contractors of America.

ENGINEER'S FIELD ORDER

ENGINEER'S FIELD ORDER

OWNER	☐ City of New Brighton
ENGINEER	☒ Barr Engineering
CONTRACTOR	☐ Municipal Builders, Inc.
FIELD	☐
OTHER	☐

PROJECT: Wellhouse 16

OWNER: City of New Brighton, MN

TO: (CONTRACTOR)
Municipal Builders, Inc.
7900 Old Viking BLVD
Nowthen, MN 55303

FIELD ORDER NO: 1

DATE: June 22, 2026

ENGINEER'S PROJECT NO: 23621534.00

CONTRACT FOR: $1,801,000.00

CONTRACT DATED: April 3, 2026

You are hereby directed to execute this Field Order which interprets the Contract Documents or orders changes in the Work without change in Contract Time.

If you consider that a change in Contract Sum or Contract Time is required, please submit your itemized proposal to the Engineer before proceeding with this Work. If your proposal is found to be satisfactory and in proper order, this Field Order will in that event be implemented in a Change Order.

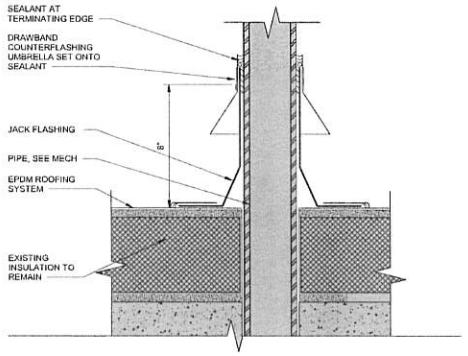
Description:

1. Remove smaller exhaust fan from Wellhouse 9 as indicated on Drawing A102.1 Rev 0.
    a. Lock out or disconnect electrical power at the source and label appropriately, disconnect smaller exhaust fan (see Image 1), electrical power, control wiring, and duct work and leave in place.
    b. Remove smaller exhaust fan for salvage and provide to owner.
    c. Remove fan curb, infill and patch roof opening prior to installation of new roof membrane.
2. Replace Wellhouse 9 roof as indicated on Drawing A102.1 Rev 0.
    a. Remove existing ballast and roofing membrane on Wellhouse 9 and replace with adhered EPDM Membrane (Carlisle) and replace the existing roof overflow as required. Roof slope and underlayers of coverboard, insulation, vapor retarder and other shall remain unchanged.
    b. Contractor to verify the existing roof composition and suitability of the substrate layer(s) to receive the adhered membrane. Contractor to install mechanical fasteners and/or top coverboard as required to meet required wind loads and provide a watertight roofing layer.

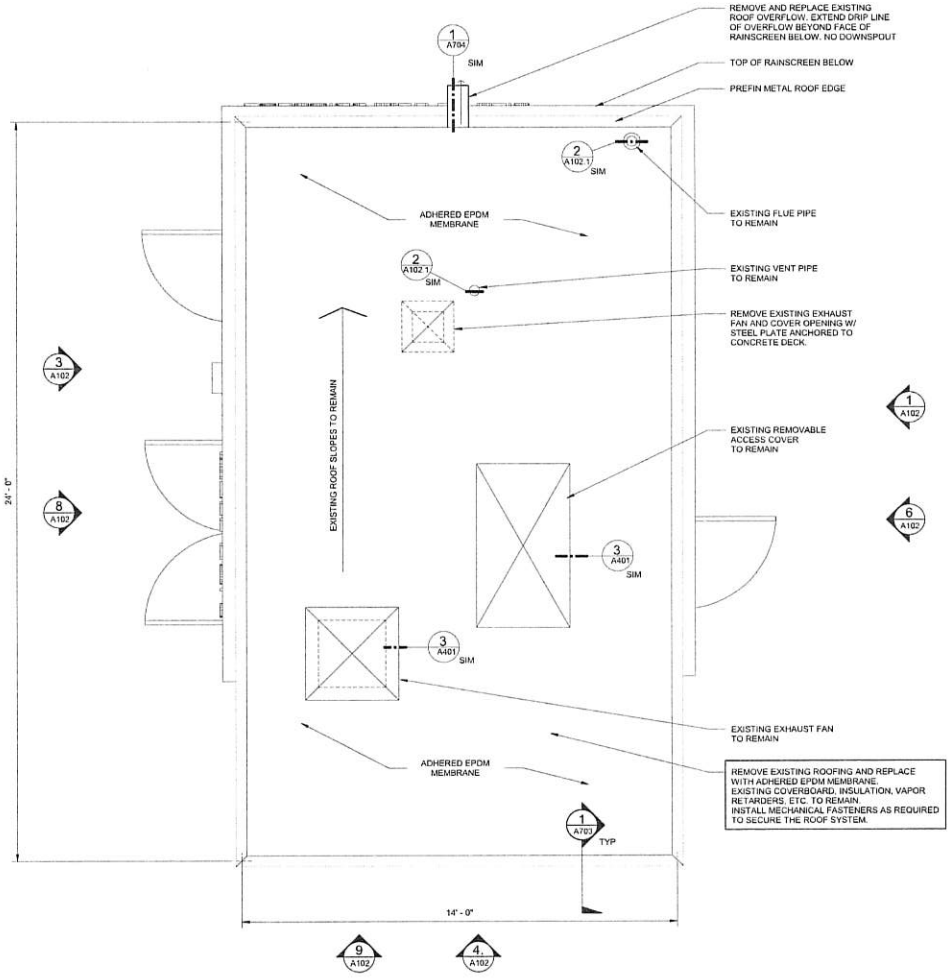
c. Contractor to provide a cost proposal for:
    i. Option 1: 90 mil Adhered EPDM Membrane. Furnish Manufacture's Standard Warranty
    ii. Option 2: 60 mil Adhered EPDM Membrane. Furnish Manufacture's Standard Warranty
    iii. Option 3: Contractors' Alternative System. Furnish Manufacture's Standard Warranty
d. The perimeter roof coping replacement remains as identified in the Base Bid scope of work. Contractor to field verify existing configuration of CMU wall once the metal paneling is removed.

Attachments: Drawing A102.1 Rev 0

ENGINEER: Bryan Pitterle, P.E. DATE: June 22, 2026



2 A102.1 VENT PIPE FLASHING 3" = 1'-0"



1 A101 ROOF PLAN - WELLHOUSE 9 1/2" = 1'-0"

SCALE 0 1 2 3 4 5 6

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

PRINTED NAME: ELLEN A. LUKEN, AIA
SIGNATURE: Ellen A. Luken
DATE: 01/06/2026 LICENSE #: 15929

#	BY	CHK	APP	DATE	RELEASE / REVISION DESCRIPTION
1	TLJ	TLJ	EAL	06/22/2026	FIELD ORDER NO. 1

BARR
Corporate Headquarters
Minneapolis, Minnesota
Ph: 1-800-632-2277
Fax: (952) 832-2601
www.barr.com

Luken Architecture
Luken Architecture, P.A.

CITY OF NEW BRIGHTON
NEW BRIGHTON, MINNESOTA
CLIENT PROJECT # 25-11

WELLHOUSE 16
NEW BRIGHTON, MN
ALTERNATE 2 - ROOF PLAN AND DETAILS
WELLHOUSE 9 - PLANS & EXT. ELEVATIONS

BARR PROJECT #: 2362153400
DRAWING #: A102.1
REVISION #: 0

ORIGINAL DRAWING SIZE: 24x36 REDUCTION FILE PATH: Autodesk Docs://WELLHOUSE MODIFICATION ARCHITECT_24x36_BARR_SHELL R_9_16_R24_Update.rvt PLOT DATE: 6/22/2026 8:42:21 PM

July 9th, 2026

Mr. Bryan Pitterle
Barr Senior Civil Engineer P.E.
Minneapolis, MN Office

Re: Change Order 1 Proposal for New Brighton Wellhouse #9

Dear Mr. Pitterle,

Below is the change order proposal from MBI per Barr's request to provide quotes for the reroof of wellhouse #9. Two options are listed below one for 60 mil EPDM and one for 90 mil EPDM. Quotes are attached for reference.

Option 1 – 60 Mil EPDM Roof

Subcontractor

Central Roofing (tear off existing roof and reroof with 60 mil EPDM system)	$17,860.00
Major Mechanical (HVAC modifications to Accommodate new roof)	$ 1,314.00

Subtotal		$19,174.00
Contractors Fee	5%	$ 958.70
Total:		**$20,132.70**

7900 Old Viking BLVD NW Nowthen, MN Phone: (763) 421-8790 Fax: (763) 421-1028

Option 2 – 90 Mil EPDM Roof

Subcontractor

Central Roofing (tear off existing roof and reroof with 90 mil EPDM system)	$19,150.00
Major Mechanical (HVAC modifications to Accommodate new roof)	$ 1,314.00

Subtotal		$20,464.00
Contractors Fee	5%	$ 1,023.20
Total:		**$21,487.20**

Please review the options above, if acceptable please approve this in the form of a change order. Do not hesitate to call with any questions.

Sincerely,

Cody Wegner
Project Manager
Municipal Builders, Inc.

7900 Old Viking BLVD NW Nowthen, MN Phone: (763) 421-8790 Fax: (763) 421-1028

CENTRAL ROOFING COMPANY
- Since 1929 -

TO: Municipal Builders, Inc.
7900 Old Viking Blvd
Nowthen, MN 55303.

Date: July 16, 2026

Attn: Cody Wegner
Re: Field Order 01 Pricing
PROJECT: City of New Brighton Well House 16 – Project 25-11
LOCATION: 2745 5th Street NW, New Brighton MN 55112

The undersigned hereby proposes to furnish for the above referenced facility all material, labor, and equipment to perform the work in accordance with Field Order 01.

SCOPE OF WORK:

1. Remove existing ballast and membrane from roof.
2. Remove existing two layers of 1.5" polyisocyanurate insulation over flat concrete deck.
3. Remove one obsolete roof curb, infill and cover deck opening.
4. Adhere 2.5" polyisocyanurate insulation to concrete deck with approved adhesive.
5. Adhere 1/8" per foot tapered polyisocyanurate insulation over existing insulation.
6. Adhere ½" high density polyisocyanurate coverboard in approved adhesive.
7. Install additional lumber at perimeter to accommodate new tapered insulation thickness.
8. Adhere new Carlisle 90 Mil (or 60 Mil) EPDM membrane.
9. Flash in roof curbs and penetrations per manufacturer's specifications.
10. Include Carlisle 30 year NDL manufacturer's standard warranty for 90 mil option, 20 year NDL manufacturer's standard warranty for 60 mil option.
11. Include a standard Central Roofing 2 year Guarantee.

Note: Sheet metal perimeter detail needs to be modified to accommodate new roof system thickness. Only the additional sheet metal material is included; sheet metal labor from original scope is not included.

EXCLUSIONS:

1. Permits
2. Winter Conditions/Snow Removal
3. Unforeseen conditions

All of the proposed work shall be completed for the sum of:

OPTION #1 – 90 mil EPDM	**$19,150.00**
OPTION #1 – 60 mil EPDM	**$17,860.00**

Please give me a call if you have any questions. Thank you for the opportunity.

Respectfully,

CENTRAL ROOFING COMPANY

Tim J. Kasemodel **612-408-1369**
Project Manager/Estimator

4550 Main Street NE, Minneapolis, MN 55421
MAIN: (763) 572-0660/FAX: (763) 581-0230
WBE Owned and Operated/Registered GSA Company

Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Consider Application for Solicitor License for Custom Remodelers

Action Requested: Motion
Form of Action: **N/A**
Votes Needed: **N/A**

Summary Statement:	Custom Remodelers has applied for a solicitor's license to go door to door, offering free estimates on roofing, siding, windows and doors. All required fees have been paid.

Recommendations:	To issue a solicitor's license to Custom Remodelers valid from July 31st through October 31, 2026.

Applicable Deadlines:	None

Community Impact:	Allow a local business an opportunity to reach out to the surrounding community and offer home improvement services.

Legislative	City Code Chapter 10 regulates solicitor licenses.

History:	

Strategic Priority:	**N/A**

Fiscal Impact:	

Financial Consideration?	**No**
Revenue/Expenditure Amount:	$
Financing Source:	**N/A**
Notes:	

Attachments:	

Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Consider Approval of Plans and Specifications for City Project 25-12 Public Safety Buidling Roof and Skylight Replacement and Authorize Advertisement for Bids

Action Requested: Motion
Form of Action: N/A or Other
Votes Needed: 3 Votes

Summary Statement:	The Public Safety Building Roof is in need of replacement. The roof has been deferred based on significant rises in material costs. ZMD Engineered Solutions was hired in late 2025 to prepare plans and specifications with the anticipated replacement in 2026. We were advised to wait until after the summer based on many contractors work schedule with school shutdowns. Bids will be received in late August, and if approved work could start in September. It will be necessary to remove the solar array during construction. The skylight is also due for replacement and this item is included on tonight's consent agenda.

Recommendations:	Approve Plans and Specifications and Authorize Advertisement for bid.

Applicable Deadlines:	Bidding now will allow for construction to start in September to take advantage of anticipated contractor availability.

Community	Public safety response and equipment are valuable community assets that

Impact:	need to be maintained.

Legislative History:	NA

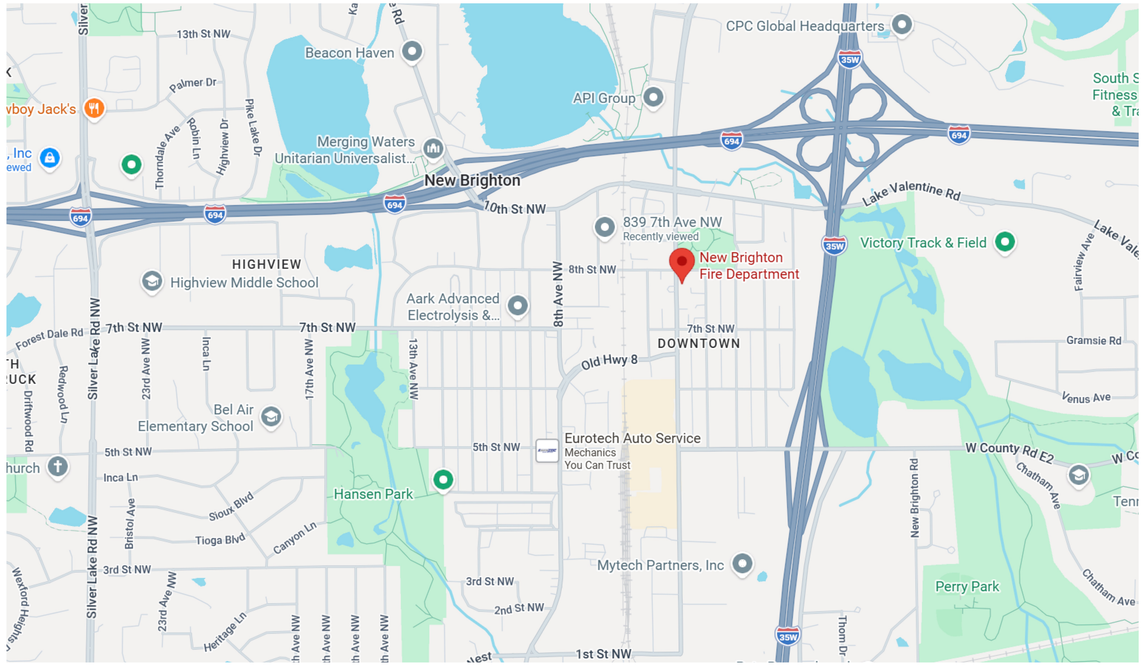
Strategic Priority:	**City Assets**

Fiscal Impact:

Financial Consideration?	**Yes X**
Revenue/Expenditure Amount:	$1,000,000
Financing Source:	**Budgeted**
Notes:	

Attachments:

1.	2026PublicSafetyRoof01-Sht 1 Cover Sheet
2.	00 11 13 Ad for Bids - New Brighton - Public Safety
3.	00 00 00 Cover Page - New Brighton - Public Safety



GENERAL DESIGN NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR THE VERIFICATION OF ALL DIMENSIONS, ELEVATIONS, EXISTING DETAILS, INSULATION AND CONDITIONS INCLUDING PARAPET HEIGHTS AND WIDTHS.
2. DETAILS SHOWN REPRESENT EXISTING CONDITIONS TO THE EXTENT KNOWN (SHOWN SHADED OR DASHED), WITH THE NEW MATERIALS AND/OR PROCEDURES CALLED OUT.
3. ALL UNDERLAYMENTS SHALL BE FULLY ADHERED, BONDED AT ALL LAPS AND NAILED 12" O.C. AT OUTSIDE FACES AS SPECIFIED.
4. CONTRACTOR SHALL COORDINATE AND BE RESPONSIBLE FOR ALL MECHANICAL, ELECTRICAL, GAS LINE AND CONDUIT DISCONNECT AND RECONNECT, WITH THE ENGINEER AND OWNER. PROVIDE AND INSTALL NEW PRE-MANUFACTURED GAS LINE AND CONDUIT SUPPORTS AND MODIFY AS REQUIRED WITH MODIFIED SLIP SHEETS. CONTRACTOR IS RESPONSIBLE TO VERIFY THAT ALL GAS LINE AND CONDUIT JOINTS ARE SOUND AT THE END OF CONSTRUCTION.
5. ALL MEANS OF ACCESS AND EGRESS MUST REMAIN UNOBSTRUCTED. CONTRACTOR IS RESPONSIBLE FOR REPAIR OF HARDSCAPE SURFACES DUE TO STAGING AND CONSTRUCTION OF PROJECT. ALL AREAS ARE TO BE RETURNED TO ORIGINAL OR BETTER THAN ORIGINAL CONDITIONS AT THE CONTRACTORS EXPENSE UPON COMPLETION OF THE PROJECT.
6. COORDINATE WITH OWNER/ENGINEER SITE PERSONNEL THE LOCATION OF IRRIGATION SYSTEMS PRIOR TO STAGING OF PROJECT. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO IRRIGATION SYSTEM DURING CONSTRUCTION. AT STAGING AND ACCESS LOCATIONS ATOP GRASS, CONTRACTOR TO REPAIR WITH NEW SOD AND BLACK DIRT. CONTRACTOR RESPONSIBLE TO WATER NEW SOD UNTIL ESTABLISHED UNLESS IRRIGATION SYSTEM IS PRESENT.
7. PHOTOGRAPHICALLY DOCUMENT THE EXISTING CONDITIONS IN ALL ACCESS AND STAGING AREAS. ALL DAMAGED SURFACES SHALL BE REPLACED AT THE CONTRACTORS EXPENSE.
8. PROVIDE ADDITIONAL SOLID WOOD BLOCKING AT ALL DETAILING, CURBS, MECHANICAL UNITS ETC. AS NECESSARY TO PROVIDE MINIMUM 8" BASE FLASHING HEIGHT UNLESS NOTED OTHERWISE (FIELD VERIFY). ALL MECHANICAL AND ELECTRICAL MODIFICATIONS ARE THE RESPONSIBILITY OF THE CONTRACTOR.
9. AT ALL EXPANSION AND CONTROL JOINT INTERSECTIONS WITH ROOF EDGES, PROVIDE AND INSTALL NEW TWO-PIECE SHEET METAL END ENCLOSURES. WOOD BLOCKINGS AT EXPANSION JOINTS ARE TO BE EXTENDED TO ROOF EDGES FULL HEIGHT, CONTROL JOINTS MAY BE TAPERED TO ROOF EDGES WITH THE APPROVAL OF THE ENGINEER.
10. AT EXPANSION JOINT, CONTROL JOINT, ROOF EDGE AND PARAPET INTERSECTIONS WITH WALLS PROVIDE AND INSTALL NEW SHEET METAL REGLET 2 BRICK COURSES ABOVE LEVEL OF INTERSECTION. EXTEND UNDERLAYMENTS UP WALL, FULLY ADHERE AND SECURE WITH TERMINATION BAR. PROVIDE AND INSTALL NEW SHEET METAL TRANSITION BETWEEN NEW REGLET AND TERMINATED DETAIL.
11. INSTALL ALL TAPERED INSULATION SUMPS AND TAPERED INSULATION SYSTEMS AS SHOWN ON DRAWINGS.
12. PROVIDE AND INSTALL NEW STEP OFF POINTS AT NEW ACCESS LADDER, EXISTING ACCESS DOOR/STAIRS, AND NEW ROOF HATCH AS SPECIFIED. CONTRACTOR IS RESPONSIBLE FOR REMOVAL, MODIFICATION, AND REINSTALLATION OF EXISTING ACCESS AT EXISTING LOCATION.
13. COORDINATE ALL ACCESS AND STAGING AREAS WITH OWNER/ENGINEER AND SITE PERSONNEL PRIOR TO SET UP.
14. ALL SHEET METAL FASCIA FLASHING AND COUNTERFLASHING TO RECEIVE REVERSE BEND AT TOP EDGE. NOT SHOWN ON DETAILS FOR CLARITY.
15. CONTRACTOR TO MAINTAIN MINIMUM 12'-0" WIDE FIRE LANES.
16. AT THE EXTERIOR WALL AND ROOF TOP SECURITY CAMERAS, ANTENNAE, LIGHTS, CONDUIT, ETC. EXIST. CONTRACTOR IS RESPONSIBLE TO REMOVE AND REINSTALL AS NECESSARY TO FULLY COMPLETE THE ROOF DETAILING. ALL COMPONENTS SHALL BE REINSTALLED IN WORKABLE CONDITION WHICH SHALL BE VERIFIED BY THE OWNER PRIOR TO THE COMPLETION OF THIS WORK. COORDINATE ALL REMOVALS AND MODIFICATIONS WITH OWNER.
17. CONTRACTOR SHALL COORDINATE AND BE RESPONSIBLE TO SET UP AND MAINTAIN MINIMUM 6'-0" HIGH CHAIN LINK FENCE AT OWNERS APPROVED STAGING AREA. CONTRACTOR SHALL PROVIDE OWNER WITH KEY AND FOLLOW SAFETY AND FIRE CODES TO MAINTAIN PROPER ACCESS/EGRESS FOR THE BUILDING.
18. CONTRACTOR TO PROVIDE WALKWAY AS SHOWN ON STAGING.ACCESS PLAN. NO LIFTING OF ANY TYPE OF MATERIAL TO BE PERFORMED ABOVE PROTECTED WALKWAY.

APPLICABLE CODES:

1. 2020 MINNESOTA BUILDING CODE.
2. 2024 MINNESOTA ENERGY CODE.
3. 2020 MINNESOTA CONSERVATIONS CODE FOR EXISTING BUILDINGS.

SHEET INDEX:

1. COVER SHEET.
2. ROOF PLAN, STAGING/ACCESS KEY PLAN, & ROOF SYSTEM NOTES.
3. ROOF DETAILS.
4. ROOF DETAILS.
5. ROOF DETAILS.
6. ROOF DETAILS.
7. ROOF DETAILS.

NEW BRIGHTON
building tomorrow today

NEW BRIGHTON PUBLIC SAFETY BUILDING
785 OLD HWY 8 NW
NEW BRIGHTON, MN 55112

NORTH

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PROJECT #: 68296
SHEET: 1 OF: 7

28 2nd Street NW
Suite # 100
New Brighton, MN 55369
763-515-8733
ZMD Engineered Solutions, LLC

DATE: 07-21-2026
DRAWN BY: Rob S.
CHECKED BY: Jared M.
REVISED BY:

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNATURE Robert A. South DATE 07-23-26
PRINTED NAME ROBERT A. SOUTH LIC. NO. 40958

CITY OF NEW BRIGHTON
PUBLIC SAFETY BUILDING
2026 ROOF REHABILITATION
785 OLD HWY 8 NW, NEW BRIGHTON, MN 55112

SECTION 00 11 13

ADVERTISEMENT FOR BIDS

CITY OF NEW BRIGHTON, MN

CALL FOR BIDS

2026 ROOF REHABILITATION

Notice is hereby given that sealed bids will be received for the **2026 ROOF REHABILITATION at CITY OF NEW BRIGHTON PUBLIC SAFETY BUILDING** by the **City of New Brighton**, hereinafter called the Owner, at the City of New Brighton City Offices located at 803 Old Highway 8, New Brighton, MN 55112 until **10:00 a.m.**, **local time on Wednesday, August 12, 2026,** at which time and place bids will be publicly opened and read aloud.

In general, the work consists of the removal of the existing roof systems and associated materials on approximately 24,000 ft^2 of the facilities and installation of new roofing systems as specified. Additionally, removal and installation of approximately 200' of thru wall flashing and removal and reinstallation of existing screen wall is included with the project. **It is the Owner's intent to award the project to one Contractor.** The Responsible Contractor that submits the lowest responsive Base Bid is required to provide one roofing crew working within the City, fully equipped and staged, consisting of a minimum of 8 laborers until completion of the Contract or as directed by the Owner's Representative.

Bidding Documents have been prepared by ZMD Engineered Solutions, LLC (ZMD), 28 – 2nd Street NW, Suite #100, Osseo, MN 55369 (telephone: 763-515-8733) and will be **available on Monday, July 27, 2026**, at 12:00 **p.m.** To order documents and view project information such as Drawings, Specification, plan holder list, prebid sign-in sheet, addenda and bid results, visit the Franz Reprographics web site at **www.franzrepro.com** and select the **Plan Room** option. Please login with your email address and password, or Register if this is your first time in the Plan Room. Select the project from the list of public projects. Once you have selected the project, please review the **Bid Package Information** for ordering documents. To receive **Electronic Downloads, Bid Addenda and Shipped Order Confirmations** for this project, you must make the following email address a **Safe Sender** in your Outlook Email: **info@ipdservices.com** If you do not, your email server may block the receipt of these notifications. These notifications are sent from this email address, not from the email address of ZMD Engineered Solutions, LLC or Franz Reprographics. If you encounter problems, please contact Franz Reprographics by phone at 763-503-3401.

Documents may also be reviewed at the offices of ZMD Engineered Solutions, LLC and the Minnesota Builders Exchange.

On **Tuesday, August 4, 2026**, at **10:00 a.m.**, a MANDATORY pre-bid conference will be held at the City of New Brighton Public Safety Building located at 803 Old Highway 8, New Brighton, MN 55112. Contractors shall meet and check in at the main building entrance.

All interested bidders (Prime Contractors and Sub-Contractors) must submit with their bid the "Responsible Contractor Certificate" as provided in the Bid Documents verifying compliance to Minnesota Statute 16C.285, Subd. 3.

A Bid Bond or Certified Check for 5% of the maximum bid payable to the City of New Brighton is required as a guarantee that if the bid is accepted, the Bidder will execute and file the proposed contract and provide 100% Performance and Payment Bonds within ten (10) days after the award of the Contract. The Certified Check will be returned to the Bidder as soon as the Contract and Bonds are executed. If, after ten (10) days, the Bidder shall fail to execute said Contract and Bonds, the Certified Check or Bid Bond shall be forfeited to the City of

New Brighton as liquidated damages.

The Owner reserves the right to waive irregularities and to reject any and all bids.

No bid may be withdrawn for a period of thirty (30) days after the date set for the opening thereof.

At the Owner's discretion, liquidated damages in the amount of Five-Hundred-Dollars ($500.00) per day will be assessed against the Contract if the project is not completed on the dates indicated.

This Advertisement for Bids is issued by the authority of the City of New Brighton.

Ms. Terri Spangrud, City Clerk
City of New Brighton

-- END OF SECTION --

PROJECT SPECIFICATIONS

2026 ROOF REHABILITATION
AT
CITY OF NEW BRIGHTON
PUBLIC SAFETY BUILDING

785 Old Highway 8
New Brighton, MN 55112

803 Old Highway 8
New Brighton, MN 55112

July 27, 2026

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Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Consider Authorizing the Director of Community Assets and Development to enter a Skylight Procurement and Installation Contract for City Project 25-12 Public Safety Roof and Skylight Replacement

Action Requested: Motion
Form of Action: Proposal
Votes Needed: 3 Votes

Summary Statement:	The Public Safety roof is scheduled for replacement, as is the existing skylight. Plans and Specifications for the roof include construction details for the installation of a replacement skylight. WL Hall will furnish and install a Kalwall skylight that matches the original Kalwall installed in 2002.

Recommendations:	Authorize the Director of Community Assets and Development to sign the proposal and enter a contract with WL Hall Company.

Applicable Deadlines:	End of July to recieve pricing indicated

Community Impact:	Preservation of a valued Community Asset and providing natural light in the fire bay.

Legislative History:	NA

Strategic Priority:	**City Assets**

Fiscal Impact:	**Financial Consideration?**	**Yes X**
	Revenue/Expenditure Amount:	Up to $150,000
	Financing Source:	**Budgeted**
	Notes:	

Attachments:	1.	New Brighton Public Safety Skylight Proposal 5 27 26

W.L. HALL CO. Builders Specialties
530 15th Avenue South • Hopkins, MN 55343-7834 • (952) 937-8400 • Fax (952) 937-9126
Since 1948 www.wlhall.com

TO: **City of New Brighton**
803 Old Highway 8 NW
New Brighton, MN 55112
Attn: Dustin Lind
dustin.lind@newbrightonmn.gov
651-638-2055

DATE: **May 27, 2026**

JOB NAME: **New Brighton Safety Building**

LOCATION: **New Brighton, MN**

UPDATED

FOR THE SUM OF: **One Hundred Forty Five Thousand Four Hundred Seventy One Dollars**
$145,471.00

WE PROPOSE TO FURNISH AND INSTALL THE FOLLOWING MATERIALS:

(4) Kalwall self supporting ridge roofs and (1) Kalwall open ended canopy. Panels and finish to match original 2002 installation.

Note: Price includes applicable Minnesota State and City sales tax.
Note: Price includes demo and disposal of the existing skylights.
Note: Price includes hoisting of material to and from the roof.
Note: Price is based on reusing curb cap and flashing at base of skylights.
Note: Price is based on PO received by July 31st.

THE ABOVE PRICE DOES NOT INCLUDE: bonds, permits, new curb cap and apron flashing, abatement of any kind, temporary enclosures, temporary heat, protection of installed materials, or final cleaning.

F.O.B. JOBSITE

Terms: NET 30 DAYS

This proposal expires 30 days from date hereof and is subject to acceptance and approval of our credit department.

W.L. HALL COMPANY

SALES: AJ Pederson
(763)-443-1399
apederson@wlhall.com

Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Approve Updated Data Practices Policies

Action Requested: Motion
Form of Action: N/A or Other
Votes Needed: 3 Votes

Summary Statement:	MN State Statute 13.025 requires cities to maintain a public access data policy, a policy for subjects of data, and a comprehensive data policy that includes internal guidelines and procedures, sample forms and language, and an inventory of all private, confidential, nonpublic, and protected nonpublic data the city maintains. It also requires that these policies be updated before August 1 of each year. As there were no legislative changes or staff changes, the only change to these policies was inclusion of an updated fee schedule.

Recommendations:	Approve all three data practices policies.

Applicable Deadlines:	State law requires these policies are updated and approved before August 1st.

Community Impact:	Although these policy updates are for City staff, they help protect the community, too. The updates will help ensure staff manages data correctly, responds to requests for data in accordance with state law, and keeps data that is not classified as public safe.

	When residents give the City their personal information, they expect it to be used the right way. These updates help build trust by showing that the City takes data privacy seriously. The changes also help staff respond better to public questions and requests about data. In short, better staff policies mean stronger protection for the people we serve.

Legislative History:	The City Council approves updates to the cities data practices policies by August 1st of each year.

Strategic Priority:	**N/A**

Fiscal Impact:

Financial Consideration?	**No**
Revenue/Expenditure Amount:	$
Financing Source:	**N/A**
Notes:	

Attachments:

1.	2026 Public Data Access Policy
2.	2026 Policy for Data Subjects
3.	2026 New Brighton Data Practices Policy

Public Data Access Policy

Revised July 28, 2026

Right to access public data

The Minnesota Government Data Practices Act sets the rules for how government data is collected, managed, and shared. In general, all data collected and kept by the City of New Brighton ("City") is considered public. This means anyone can look at it or get copies, unless the data is classified as Private, Confidential, Nonpublic, or Protected Nonpublic under federal or state law, or by a temporary classification.

The Minnesota Government Data Practices Act (MGDPA) also provides that the City must keep all government data in a way that makes it easy for you, as a member of the public, to access public data. You have the right to look at (inspect), free of charge, all public data that we keep. You also have the right to get copies of public data. The Government Data Practices Act allows us to charge for paper and electronic copies. You have the right to look at data, free of charge, before deciding to request copies.

How to make a data request

You can look at data, or request copies of data that the City of New Brighton keeps.
It is recommended that you make your request in writing by using the data request form on the City Clerk page of the City's website at: https://www.newbrightonmn.gov/ or the data request form that can be found in the back of this policy.

Completed forms should be submitted via mail, email, fax to in person at New Brighton City Hall located at 803 Old Hwy 8 NW during regular office hours. Requests for public safety data may be submitted directly to the New Brighton Public Safety Center located at 785 Old Hwy 8 NW during regular office hours, or your request can be emailed to: records@newbrightonmn.gov .

To help staff respond efficiently, requests should:

- Indicate whether the requester wants to inspect or receive copies,
- Include enough detail to locate the data, and
- Provide contact information in case clarification is needed.

Any person has the right to view or obtain copies of public data and to ask for an explanation of what it means. The City cannot require a person to show identification to view or obtain copies of public data. However, identification may be requested if it is needed to fill the request or verify payment. Contact information may be requested if it is needed to clarify the request or provide the data.

If you choose not to give us any identifying information, we will provide you with contact information so you may check the status of your request. Please keep in mind that if we do not understand your request and have no way to contact you, we will not be able to begin processing your request. Additionally, depending on how you want us to process your request we will need some information about you. For example, if you want us to mail you

copies of the data you requested, you will need to provide us with your name and mailing address.

If the data you requested is not public data, you will be required to make your request in writing and provide identification to verify you are authorized to view or receive that data. Proof of identity is required for any data classified as private data to guarantee you are authorized by law to view the private data. If you choose not to give us any proof of identity, your request for private data will be denied.

How we respond to a data request

Upon receiving your request, we will work to process it.

- If it is not clear what data you are requesting, we will ask you for clarification.
- If we do not have the data you are requesting, we will notify you as soon as reasonably possible.
- If we have the data, but the data are not public, we will notify you which specific law says the data are not public.
- If the data you are requesting is copyrighted, the City will permit you to view the data free of charge. However, under Title 17 of the United States Code regulating copyrights, the City will not provide you with a copy or reproduction of a copyrighted document.
- If we have the data, and the data are public, we will respond to your request appropriately and promptly, within a reasonable amount of time by doing one of the following:
    - Arranging a date, time, and place for you to inspect data free of charge, if your request is to look at the data, or
    - Providing you with copies of the data as soon as reasonably possible after receipt of payment. You may choose to pick up your copies, or, if you have provided a mailing address, we will mail them to you. We will provide electronic copies of public data upon request if we keep the data in electronic format and if you have provided an email address. Information about fees for paper and electronic copies is at the back of this policy.
- If you do not respond, pay for your data, schedule an inspection, or pick up the data you requested within five days of being notified of its availability, the City will consider the request withdrawn.

The City will notify the requester when the data is ready. If the requester does not respond, schedule an inspection, or pick up the data within five days of being notified of its availability, the City will consider the request withdrawn.

If you do not understand some of the data (technical terminology, abbreviations, or acronyms), please let us know. We will give you an explanation if you ask.

The MN Government Data Practices Act does not require us to create or collect new data in response to a data request if we do not already have the data, or to provide data in a specific form or arrangement if we do not keep the data in that form or arrangement (for example, if the data you request are on paper only, we are not required to create electronic documents to respond to your request). If we agree to create data in response to your request, we will work with you on the details of your request, including cost and response time.

In addition, we are not required under the Government Data Practices Act to respond to questions that are not specific requests to view or receive a copy of data.

Requests for summary data

Summary data are statistical records or reports that are prepared by removing all identifiers from private or confidential data on individuals. The preparation of summary data is not a means to gain access to private or confidential data. The City of New Brighton may agree to prepare summary data if there are sufficient staff resources to do so, if you make your request in writing and if you pre-pay for the cost of creating the data.

Upon receiving your written request, we will let you know whether the City is able to fulfill your request or not, the details of when the summary data will be ready and how much we will charge.

Data Practices Contacts

The New Brighton City Council has assigned the following people, or anyone who holds the same job title in the future, to manage and respond to official data requests. While staff in each department will help with data requests as directed, all official requests must be sent to one of the designated individuals listed below.

Data Practices Responsible Authority
City Clerk Terri Spangrud, MCMC
New Brighton City Hall; 803 Old Hwy 8 NW; New Brighton MN 55112
Ph: 651-638-2045
Fax: 651-638-2044
Email: terri.spangrud@newbrightonmn.gov

Data Practices Compliance Official
Communication Specialist / Deputy Clerk Mathew Stephens
New Brighton City Hall; 803 Old Hwy 8 NW; New Brighton MN 55112
Ph: 651-638-2054
Fax: 651-638-2044
Email: mathew.stephens@newbrightonmn.gov

Data Practices Designee
Public Safety Administrative Services Support Manager Gina Krahn
New Brighton Public Safety Center; 785 Old Hwy 8 NW; New Brighton MN 55112
Ph: 651-288-4104
Fax: 651-288-4101
Email: gina.krahn@newbrightonmn.gov or Records@newbrightonmn.gov

Fees for Copies

In the event that the current fee schedule is different than what is listed in this policy, the current fee schedule shall prevail.

New Brighton 2026 Fee Schedule

ADMINISTRATIVE FEES:

Description	2025	2026
An administrative fee may be charged for services not spcifically identified in the Fee Schedule as deemed appropriate by the City Manager.		
An administrative fee may be added to the charges in the Fee Schedule for those situations where the specified fee does not adequately compensate the City.		
Examples of fees for the more common requests are shown below. (Fees do not include sales tax - sales tax will be charged in addition if applicable)		
Notary (price per copy)	$5.00	$5.00
Copies:		
1 - 4 pages b/w 8 1/2" by 11" or 8 1/2" by 14" sheet*	$0.00	$0.00
per additional one b/w 8 1/2" by 11" or 8 1/2" by 14" sheet*	$0.25	$0.25
per additional one b/w 8 1/2" by 11" or 8 1/2" by 14" sheet double sided*	$0.50	$0.50
per one b/w 11" by 17" sheet*	$0.50	$0.50
per one color 8 1/2" by 11" or 8 1/2" by 14" sheet*	$0.50	$0.50
per one color 8 1/2" by 11" or 8 1/2" by 14" sheet double sided*	$1.00	$1.00
per one color 11" by 17" sheet*	$1.00	$1.00
24" x 36" sheet (engineering copier/maps)	$30.00	$35.00
Other data formats, not listed	**Actual cost**	**Actual cost**
* Requests for paper documents exceeding 100 pages or for electronic documents will include a charge for staff time. All requests exceeding $50 require prepayment.		
Returned Check or ACH Charge	$30.00	N/A

ADMINISTRATIVE FEES SCHEDULE OF HOURLY RATES:

Description	2025 Hourly Rate	2026 Hourly Rate	Examples
MNGDPA Compliance Official This category includes employees who perform routine data retrieval tasks. These individuals are trained to handle public data requests and process straightforward requests efficiently, ensuring compliance with the Minnesota Government Data Practices Act (MGDPA).	$56.36	$62.95	* Copies of resolutions or ordinances * Retrieval from permit and other databases *General requests for public data
MNGDPA Responsible Authority This category includes employees authorized to handle complex data requests, particularly those involving mixed data classifications or additional analysis. These individuals are well-versed in statutory requirements and are responsible for ensuring data classification compliance.	$85.05	$88.59	* Requests requiring detailed searches across multiple departments * Requests involving a mix of public, private, or non-public data. (Note: Redaction time cannot be billed.)
Employees with Security Clearance This category includes employees with specific security clearance and expertise required to access sensitive or secure data. These employees manage requests involving highly regulated data as well as technologically complex retrieval tasks.	$97.43	$101.51	* Retrieval of security footage from City-owned systems * Data involving sensitive personnel matters or security issues *Requests for detailed geographic or engineering data requiring advanced system access

Notice of Adoption of Model Policies

Minnesota Statutes, section 13.025, subdivisions 2 and 3, require government entities to prepare written policies that relate to public access to government data, and rights of subjects of data and Minnesota Statutes, section 13.03, subdivision 2, requires entities to establish procedures so that data requests are complied with appropriately and promptly.

Minnesota Statutes, section 13.073, subd. 6, requires the Commissioner of Administration to prepare model policies and procedures to help government entities comply with those requirements. Entities that choose to adopt the Commissioner's model policies must notify the Commissioner.

Notice to Commissioner of Administration: Adoption of Model Policies
The City of New Brighton has adopted the Commissioner's Model Policy for the Public and Model Policy for Data Subjects as amended to accurately reflect the data policies and procedures used in the City of New Brighton. The League of MN Cities model data inventory was also adopted as amended to accurately reflect the types of private, nonpublic, confidential and protected nonpublic data created, received, collected, maintained and stored by City staff and officials. This notice to the Commissioner satisfies the City of New Brighton's obligation under Minnesota Statutes, section 13.073, subdivision 6.

Terri Spangrud, MCMC
City Clerk

terri.spangrud@newbrightonmn.gov
Phone: 651-638-2045
New Brighton City Hall
803 Old Hwy 8 NW
New Brighton MN 55112

July 28, 2026

Policy for Data Subjects

Revised July 28, 2026

Data about you

The MN Government Data Practices Act (Minnesota Statutes, Chapter 13) says that data subjects have certain rights related to a government entity collecting, creating, and keeping government data about them. You are the subject of data when you can be identified from the data. Government data is a term that means all recorded information a government entity has, including paper, email, flash drives, CDs, DVDs, photographs, etc.

Classification of data about you

The MN Government Data Practices Act (MGDPA) presumes that all government data are public unless a state or federal law says that the data are not public. Data about you are classified by state law as public, private, or confidential.

Public data

We must give public data to anyone who asks. It does not matter who is asking for the data or why the person wants the data. The following are examples of some of the public data the City of New Brighton may have about you:

- Your name and address on a business license application
- An email you sent a City staff member regarding a City business item
- Your building permit application for a home remodeling project

Private data

We cannot give private data to the general public, but you can have access to private data when the data are about you. We can share your private data with you, with someone who has your permission, with members of our City staff who have a work assignment to see the data, and to others as permitted by law or court order. The following is an example of private data about you:

- Your social security number on a business license application
- Your contact information when you sign up for electronic updates from the City
- Your contact and personal information when you sign up for City recreational programs

Confidential data

Confidential data have the most protection. Neither the public nor you can get access even when the confidential data are about you. We can share confidential data about you with our City staff who have a work assignment to see the data, and to others as permitted by law or court order. We cannot give you access to confidential data. The following is an example of confidential data about you:

- Any information about you that is currently part of an open police investigation
- Any identifying information in an email you sent a City staff member regarding a concern you have about someone's property
- Any identifying information about you when you report potential child or vulnerable adult abuse or neglect

Your rights under the MN Government Data Practices Act

The City of New Brighton must keep all government data in a way that makes it easy for you to access data about you. Also, we can collect and keep only those data about you that we need for administering and managing programs that are permitted by law. As a data subject, you have the following rights.

Access to your data

You have the right to look at (inspect), free of charge, public and private data that we keep about you. You also have the right to get copies of public and private data about you. The MN Government Data Practices Act allows us to charge for paper and electronic copies. The fees are listed in the back of this policy. You have the right to look at data, free of charge, before deciding to request copies.

As a parent, you have the right to look at and get copies of public and private data about your minor children (under the age of 18). As a legally appointed guardian, you have the right to look at and get copies of public and private data about an individual for whom you are appointed guardian.

Minors have the right to ask the City of New Brighton not to give data about them to their parent or guardian. If you are a minor, we will tell you that you have this right. We may ask you to put your request in writing and to include the reasons that we should deny your parents access to the data. We will make the final decision about your request based on your best interests. Minors do not have this right if the data in question are educational data maintained by an educational agency or institution.

When we collect data from you

When we ask you to provide data about yourself that are not public, we must give you a privacy notice. The notice is sometimes called a Tennessen warning. The notice controls what we do with the data that we collect from you. Usually, we can use and release the data only in the ways described in the notice. We will ask for your written permission if we need to use or release private data about you in a different way, or if you ask us to release the data to another person. This permission is called informed consent. If you want us to release private data to another person, you must use the consent form we provide or another form approved by the City's Responsible Authority.

Protecting your data

The MN Government Data Practices Act requires us to protect your data. We have established appropriate safeguards to ensure that your data are safe. In the unfortunate event that we determine a security breach has occurred and an unauthorized person has gained access to your data, we will notify you as required by law.

When your data are inaccurate and/or incomplete
You have the right to challenge the accuracy and/or completeness of public and private data about you. You also have the right to appeal our decision. If you are a minor, your parent or guardian has the right to challenge data about you.

How to make a request for your data

You can look at data or request copies of data that the City of New Brighton keeps about you, your minor children, or an individual for whom you have been appointed legal guardian. Requests for private and nonpublic data need to be made in writing. It is recommended that you make your request in writing by using the Data Request Form at the back of this policy or using the data request form on the City's website at: https://www.newbrightonmn.gov/data-requests.

Completed forms may be submitted via USPS, email, or in person at New Brighton City Hall located at 803 Old Hwy 8 NW during regular office hours. Requests for public safety data can be submitted directly to the New Brighton Public Safety Center located at 785 Old Hwy 8 NW, or your request can be emailed to: https://www.newbrightonmn.gov/658/Data-Requests.

The City of New Brighton cannot require you to explain the reason for your data request or to require proof of identity for data classified as public data. If you choose not to give us any identifying information, we will provide you with contact information so you may check the status of your request.

If the data you requested is not public data, you will be required to provide identification to verify you are authorized to view or receive that data. Proof of identity is required for any data classified as private or nonpublic to ensure you are authorized by law to view the private data. If you choose not to give us any proof of identity, your request for private data will be denied.

If we do not understand your request and have no way to contact you, we will not be able to begin processing your request. Additionally, depending on how you want us to process your request (if, for example, you want us to mail or email you copies of data), we will need some information about you.

If you choose not to use to use the data request form, your written request should include:

- You are making a request, under the MN Government Data Practices Act (Minnesota Statutes, Chapter 13), as a data subject, for data about you.
- Whether you would like to inspect the data, have copies of the data, or both.
- A clear description of the data you would like to inspect or have copied.
- Identifying information that proves you are the data subject, or data subject's parent/guardian.

The City of New Brighton requires proof of your identity before we can respond to your request for private data. If you are requesting data about your minor child, you must show proof that you are the minor's parent. If you are a guardian, you must show legal documentation of your guardianship. Please see acceptable proofs on the second page of the Data Request Form in the back of this policy.

How we respond to a data request

Once you make your request and it is confirmed that you are authorized to access private data, we will work to process your request.

- If it is not clear what data you are requesting, we will ask you for clarification.
- If we do not have the data or you are not authorized to access the data, we will notify you within 10 business days.
- If we have the data, but the data are confidential or private data that are not about you, we will notify you as soon as reasonably possible and state which specific law says you cannot access the data.
- If we have the data, and the data are public or private data about you, we will respond to your request within 10 business days, by doing one of the following:
    - Arrange a date, time, and place to inspect data, for free, if your request is to look at the data, or
    - Provide you with copies of the data. You may choose to pick up your copies, or, if you have provided a mailing address or fax number, we will mail or fax them to you. We will provide electronic copies upon request if we keep the data in electronic format. Information about fees for copies is in the back of this policy.
- If you do not respond, pay for your data, schedule an inspection, or pick up the data you requested within five days of being notified of its availability, the City will consider the request withdrawn.
- After we have provided you with access to data about you, we do not have to show you the data again for 6 months unless there is a dispute or we collect or create new data about you.
- If you do not understand some of the data (technical terminology, abbreviations, or acronyms), please let us know. We will give you an explanation if you ask.

The MN Government Data Practices Act does not require us to create or collect new data in response to a data request if we do not already have the data, or to provide data in a specific form or arrangement if we do not keep the data in that form or arrangement (for example, if the data you request are on paper only, we are not required to create electronic documents to respond to your request).

In addition, we are not required under the MN Government Data Practices Act to respond to questions that are not specific requests for data.

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Ph: 651-288-4104
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Terri Spangrud, MCMC
City Clerk
terri.spangrud@newbrightonmn.gov
Phone: 651-638-2045
New Brighton City Hall
803 Old Hwy 8 NW
New Brighton MN 55112

July 28, 2026

INTERNAL DATA PRACTICES POLICY

Revised July 28, 2026

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DATA PRACTICES POLICY

1.0 INTRODUCTION

This policy outlines how the City of New Brighton complies with the Minnesota Government Data Practices Act (Minnesota Statutes, Chapter 13), referred to in this document as "the Act."
The City also complies with related state laws and administrative rules, including:

- Minnesota Rules Chapter 1205
- Minnesota Statutes Section 138.17
- Minnesota Statutes Section 15.17

Throughout this policy, "M.S." is used to reference Minnesota Statutes. For example, M.S. § 13.43 refers to Minnesota Statutes, section 13.43.

If any part of this policy conflicts with state law, the requirements of state law will apply. The City will update or supplement this policy as needed to remain consistent with legal requirements.

2.0 RESPONSIBILITIES

2.1 Responsible Authority. The City Clerk is the City of New Brighton's Responsible Authority under the Minnesota Government Data Practices Act. The Responsible Authority is responsible for how the City collects, uses, stores, and shares government data and is responsible for ensuring the City complies with all parts of the Act.

Key duties of the Responsible Authority include:

- Maintaining a list (see Appendix A) of all private and confidential data about individuals that the City collects or keeps,
- Providing guidance and assistance to departments to help ensure City programs, forms, and procedures comply with applicable laws,
- Making a good faith effort to resolve problems related to how the City collects, uses, or shares data,
- Identifying data classified as not public and citing the specific state or federal law that applies,
- Providing training to City staff on their responsibilities under the Act and related rules, and
- Updating and distributing this policy by August 1 each year to support accurate and timely responses to data requests.

The Responsible Authority is also responsible for making sure all City employees who work with government data receive ongoing training. The Responsible Authority may revise the Exhibits in this policy as needed to maintain compliance with the law.

2.2 Compliance Official. The Communication Specialist / Deputy Clerk serves as the City's Data Practices Compliance Official. The Compliance Official responds to questions or concerns about how the City applies the Minnesota Government Data Practices Act, including assisting individuals who experience difficulties accessing City data.

2.3 Designee. A designee is a City employee who has been assigned to manage government data in their department. Designees are responsible for answering public questions about data in their department and handling data requests according to this policy and all applicable laws.

2.4 Officers and employees. All City employees and officials must create and maintain records that fully and accurately reflect their official duties. Records may be kept in digital or paper format but must be stored in a way that ensures they are accessible and can be reproduced. All records must be maintained in accordance with the General Records Retention Schedule for Minnesota Cities.

City employees and officials are also responsible for protecting government data as described in this policy, including following procedures for securing private or confidential information. In addition, City employees and officials must assist in retrieving and providing data in response to public data requests, following this policy and the requirements of the Act.

3.0 Access to Public Data

The Minnesota Government Data Practices Act (MGDPA) groups government data into categories based on who the data is about and who is allowed to access it. These classifications affect how City staff handle, protect, and share information in their daily work. City staff must understand these classifications so they can respond to data requests appropriately and manage records in line with the General Records Retention Schedule for Minnesota Cities.

Summary of Data Classifications

TYPE OF DATA	WHAT IT MEANS	WHO CAN ACCESS IT
Public Data	Anyone can look at it.	Anyone, no restrictions.
Private Data on Individuals	About a living person; not available to the public	The person the data is about; Authorized City staff
Confidential Data on Individuals	About a living person; not available to the person it is about, the public, or most staff	Authorized City staff only
Private Data on Decedents *	About someone who has died	Legal representative of the decedent; authorized City staff
Confidential Data on Decedents *	About someone who has died; not available to the public or family	Authorized City staff only
Nonpublic Data (Not on People) *	Not about a person; not available to the public	Legal representative of the entity; authorized staff
Protected Nonpublic Data (Not on People) *	Not available to representatives of the entity, the public, or most staff	Authorized staff only

**** Note:** Private and confidential data about a person who has died becomes public 10 years after their death and 30 years after the data was created. (M.S. § 13.10, subd. 2). Except for security information, nonpublic and protected nonpublic data not about individuals becomes public 10 years after it was created or received by the City unless harm to the data subject outweighs benefit to the public. (M.S. § 13.03, subd. 8)*

3.1 People Entitled to Access Public Data. Any person has the right to view or inspect public data and to ask for an explanation of what it means. A person does not need to give their name or explain why they are requesting the data, unless a specific law allows the City to ask for that information.

Anyone may also request a copy of public data, unless the information is copyrighted and the City does not have written permission to copy or distribute it.

3.2 Copyrighted Public Data. Public data that is copyrighted may be viewed at no cost. However, unless the City has written permission from the copyright holder, copies cannot be made, scanned, or emailed. This follows U.S. copyright law (Title 17, U.S. Code).

3.3 Form of Request (Public Data). Requests may be made in person, by email, or in writing. People are encouraged to use the City's online data request form, but it is not required. To help staff respond efficiently, requests should:

- Clearly state that the request is under the Minnesota Government Data Practices Act (not the federal Freedom of Information Act),
- Indicate whether the requester wants to inspect the information or receive copies of it,
- Include enough detail to locate the data, and
- Provide contact information in case clarification is needed.

If a request is unclear or is missing important details, the City may need additional time or may not be able to respond.

3.4 Verifying Authorization (Public and Copyrighted Data). The City cannot require a person to show identification to view or obtain copies of public data. However, identification may be requested if it is needed to fill the request or verify payment. Contact information may be requested if it is needed to clarify the request or provide the data.

If the request involves copyrighted materials and the copyright holder has given permission to release copies, the City must verify that the requester is allowed to receive them. Staff will verify identity as described in M.S. § 358.57, which includes:

- Personal knowledge of the requestor's identity,
- Seeing a current, valid photo ID like a driver's license, passport, or state ID card, or
- Having someone else confirm the requester's identity in person as long as they have personal knowledge of the requestor's identity and can show valid ID.

The City may require additional information or identification credentials as necessary to satisfy these requirements.

3.5 Form of Copies (Public Data). The City will, on request, provide copies of public data in electronic form if the data is already stored electronically and a copy can reasonably be made in that format. For example, if public data is stored in an operational software system but can be exported to Excel or PDF using built-in tools, it is reasonable to provide the data in that format. However, the City is not required to convert data to a different program or format, or provide data in a way that requires special software, technical expertise, or significant staff time. Copy fees will be charged according to the City's fee schedule.

3.6 Time Limits. If copies of public data cannot be made at the time of the request, the City must provide them as soon as reasonably possible. If the data cannot be provided immediately, the City may ask the requester to return later or schedule a time to inspect or pick up the data. This must be done within a reasonable timeframe and must not cause unnecessary delays. The City may suspend its response to a data request if the requester fails to inspect or collect the data within five days of being notified of its availability.

The City will notify the requester when the data is ready. If the requester does not respond, schedule an inspection, or pick up the data within a reasonable time, the City will consider the request withdrawn. Before closing a request due to nonresponse, staff must:

- Make at least two documented, good faith attempts to contact the requester using the contact information provided,
- Record each contact attempt and the date the request is closed, and
- Notify the Responsible Authority that the request has been closed because the requester did not respond.

3.7 Fees. Anyone may inspect or view public data at no cost during regular business hours at New Brighton City Hall and the New Brighton Public Safety Center. Appointments are recommended to ensure availability of the data. Fees will only be charged if the person requests a copy or an electronic version of the data. Fees are based on the City's current fee schedule and may not include the time it takes to separate public from non-public data. Fees are set annually by ordinance.

3.8 Accessibility of Records. When a person with a disability requests records, the City will provide access within a reasonable time and in a way that follows state and federal disability laws. The City will make reasonable changes to its policies, practices, and procedures to ensure that people with disabilities have equal access to records. This requirement does not apply to:

- Technology bought or made before January 1, 2013, unless it was significantly updated after that date,
- Records that cannot be made accessible without causing an undue burden, as defined by M. S. § 16E.015, subdivision 4, and
- Situations covered differently by M. S. Chapter 16E.

4.0 Access to Private and Confidential Data on Individuals

Minnesota law classifies information about people as public, private, or confidential. These classifications affect how the City collects, uses, stores, and shares this type of data. A chart in Section 3.0 explains the differences between each classification and who can access them. Appendix A of this policy lists the types of private and confidential data the City maintains.

4.1 Who Can Access Private Data. While public data about a person can be shared with anyone for any reason, private data can only be shared with:

- The person the data is about. This access is limited to once every six months unless a dispute has been raised or new data has been added,
- City employees and City officials whose job duties require access to the data,
- Someone who has written permission from the person the data is about, and
- People who are authorized to access the data under state or federal law or by a court order may receive it; however, a subpoena alone is not a court order and does not permit the release of

private or confidential data.

4.2 Who Can Access Confidential Data. Confidential data is more restricted. Members of the public and the person the data is about cannot access it. It can only be shared with:

- City employees and officials whose job duties require access to the data, and
- People who are authorized to access the data under state or federal law or by a court order may receive it; however, a subpoena alone is not a court order and does not permit the release of private or confidential data.

4.3 Form of Request (Private Data). Requests to access private must be made in writing. This allows the City to verify the requester's identity and keep a record of the request. The Responsible Authority will provide a form to help with written requests. This form is available in Exhibit 3 of this policy and on the City's website.

Individuals may also submit a written request as long as it includes:

- Whether the requester wants to inspect the data or receive copies,
- Enough detail to identify the specific data being requested,
- Contact information in case clarification is needed, and
- Proof of identity to verify they are authorized to access the data.

If a request is missing key information or identity cannot be verified, staff may need additional time to respond or may not be able to fulfill the request.

4.4 Verifying Authorization (Private Data). When private or confidential data is requested, any City staff member processing the request must verify that the requester is entitled to access the data. Identity must be verified using the methods described in M.S. § 358.57, which include:

- Personal knowledge of the requester's identity,
- Viewing a valid, government-issued photo ID such as a driver's license, state ID card, or passport, or
- Having someone else confirm the requester's identity in person as long as they have personal knowledge of the requestor's identity and can show valid ID.

Staff may request additional identification or documentation as needed to meet these requirements.

4.5 Time Limits. If copies of private data about the requestor cannot be made at the time of the request, City staff must provide them within ten (10) business days. If the data cannot be provided immediately, City staff may ask the requester to return later or schedule a time to inspect or pick up the data. This must be done within a reasonable timeframe and must not cause unnecessary delays.

Staff will notify the requester when the data is ready. The City may suspend its response to a data request if the requestor fails to inspect or collect the data within five days of being notified of its availability. If the requester does not respond, schedule an inspection, or pick up the data within a reasonable time, staff may consider the request withdrawn. Before closing a request due to nonresponse, staff must:

- Make at least two documented, good faith attempts to contact the requester using the contact information provided,
- Record each contact attempt and the date the request is closed, and

- Notify the Responsible Authority that the request has been closed because the requester did not respond.

4.6 Fees. Anyone may request to inspect or view private data that is about them at no cost during regular business hours at New Brighton City Hall and the New Brighton Public Safety Center. Appointments are recommended to ensure availability of the data. Fees will only be charged if the person requests a copy or an electronic version of the data. Fees are based on the City's current fee schedule and may not include the time it takes to separate public from non-public data. Fees are set annually by ordinance.

4.7 Summary Data. Summary data refers to statistics or reports created from information about individuals. These reports do not include names or any details that could identify someone. Summary data made from private or confidential information, is classified as public data. The City will prepare summary data if:

- The request for summary data is submitted in writing,
- There is sufficient staff available to complete the work, and
- The requestor has paid the estimated cost of preparing it.

The City will provide the requester with an estimated cost and timeline for the work. Payment must be received before staff will begin preparing summary data. If the summary data cannot be ready within the timeline provided, the City will notify the requester with an updated timeline and explanation.

Summary data may be made by removing or hiding personal details, deleting parts of records with identifying information, creating spreadsheets, or using other reasonable methods.
The Responsible Authority may ask an outside person or agency to prepare summary data at the expense of the requestor as long as the contractor agrees to keep the private or confidential information confidential in accordance with M.S. § 13.05 subds 6 and 7.

4.8 Accessibility of Records. When a person with a disability requests records, the City will provide access within a reasonable time and in a way that follows state and federal disability laws. The City will make reasonable changes to its policies, practices, and procedures to ensure that people with disabilities have equal access to records. This requirement does not apply to:

- Technology bought or made before January 1, 2013, unless it was significantly updated after that date,
- Records that cannot be made accessible without causing an undue burden, as defined by M.S. § 16E.015, subdivision 4, and
- Situations covered differently by M. S. Chapter 16E.

4.9 Records of Minors and Incapacitated Persons. This section applies to private data about individuals under the age of 18 and individuals legally defined as incapacitated under M.S. § 524.5-102, subdivision 6.

4.9.1 Access by Parents and Guardians. In most cases, a parent or legal guardian may access private data about their minor child or the individual for whom they are the legal guardian. "Parent" includes biological or adoptive parents, court-appointed legal guardians, or individuals acting in the role of a parent or guardian when no legal guardian is available. A parent or guardian is presumed to be entitled to access unless:

- The minor or incapacitated individual asks the Responsible Authority to withhold the data, and
- The Responsible Authority determines that withholding the data is in the individual's best interest, or
- A state or federal law, court order, or other legally binding document restricts the parent's right to access the data.

4.9.2. Verifying Authorization (Parents and Guardians). Before private data is released, the City must verify that the requester is entitled to access it. A parent or guardian must:

- Confirm their identity through one of the methods outlined in section 4.3 of this policy; and
- Provide documentation confirming their legal authority, such as:
  - A certified birth certificate naming the requester as the parent of a minor,
  - A court order establishing legal guardianship, or
  - Other legal documentation showing they are acting as a parent or guardian in the absence of a legal guardian.

4.9.3. Denial of Access. The Responsible Authority may deny access to a parent or guardian if the individual submits a written request explaining why the data should be withheld and the Responsible Authority determines that withholding the data is in the individual's best interest. In making this determination, the Responsible Authority will consider:

- Whether the individual is mature enough to explain their reasons and understand the consequences,
- Whether denying access may protect the individual from physical or emotional harm,
- Whether there are reasonable grounds supporting the request, and
- Whether the data involves medical, dental, or other health services covered under M.S. §§ 144.341 to 144.347. If so, access may be denied unless withholding the data would seriously harm the individual's health.

Access may also be denied without a request from the individual if allowed or required under M.S.§ 144.335 or any other applicable state or federal law.

4.9.4. Notice Requirement. Before collecting private data from a minor or incapacitated individual, staff must notify them that they may request to withhold the data from a parent or guardian.

4.10 Safe at Home Program Participant Data. The City must take extra steps to protect data about individuals who participate in the Safe at Home address confidentiality program under Minnesota Statutes Chapter 5B. This program is designed to help people who fear for their safety, including survivors of domestic violence, stalking, or similar threats, by keeping their physical address private.

If a participant provides notice of certification under the program:

- The City must accept the designated address provided by the Secretary of State as the person's official address, even when a physical address is normally needed,
- Staff must not disclose any private identity or location data protected by the program, except when required by law, such as a court order or emergency services, and
- These protections apply to identity data (such as name, phone number, email, or government ID numbers) and location data (such as home, work, or school addresses).

Staff must comply with all additional requirements in M.S. § 13.045. When in doubt, contact the Responsible Authority before collecting, using, or sharing any information related to a Safe at Home participant.

5.0 Access to Private Data on Decedents

Private data on decedents is information that was classified as private by law before the person died. Confidential data on decedents is information that was classified as confidential before the person died. Appendix A of this policy lists the types of private and confidential data the City keeps.

Usually, data about people who have died is treated the same as data about people who are alive. However, unlike data about living people, private and confidential data about decedents becomes public 30 years after the data was created and 10 years after the person's death, according to M.S. § 13.10, subdivision 2. A person is assumed to be dead if either 90 years have passed since the data was created or since the person was born, whichever is earlier. The City will not assume someone is deceased if it has clear information that the person is still alive.

5.1 Verifying Authorization (Representative of Decedent) A representative of the decedent has the same rights to access data that the person had when alive. A "representative" means the person legally managing the decedent's estate, such as a personal representative. If there is no personal representative, or after they are done, the "representative" is the surviving spouse, a child, or if there is no spouse or children, the decedent's parents.

Before sharing private or confidential data about a decedent, the City must be sure the person asking for the data is allowed to see it. The representative must:

- Prove their identity using one of the ways listed in section 4.3 of this policy, and
- Show legal papers that prove they are the representative. This may include:
    - Official documents naming them as the personal representative of the estate,
    - Proof they are the surviving spouse or a child (like a marriage or birth certificate), or
    - Other legal papers showing they have the right to act for the decedent's estate.

6.0 Access to Data Not On Individuals

This section applies to data that is not about individuals, such as information related to businesses, properties, contracts, and City operations. Under Minnesota law, this data may be classified as public, nonpublic, or protected nonpublic. A classification chart is provided in Section 3.0 of this policy.

6.1 Public Data Not About Individuals. Public data not about individuals is handled the same way as public data about individuals. City staff must follow the procedures in Section 3.0 when responding to requests for this type of data.

6.2 Nonpublic Data Not About Individuals. Nonpublic data not about individuals may only be accessed or shared with:

- An authorized representative of the entity the data is about (limited to once every six months unless a dispute has arisen or new data has been collected),
- A person with written consent from that representative,

- City employees, officials, or other government agencies whose job responsibilities reasonably require access, and
- People who are authorized to access the data under state or federal law or by a court order may receive it; however, a subpoena alone is not a court order and does not permit the release of nonpublic or protected nonpublic data.

6.3 Protected Nonpublic Data Not About Individuals. Protected nonpublic data may not be shared with members of the public or with the data subject. City staff may share this data only with:

- City employees and officials whose job responsibilities reasonably require access, and
- People who are authorized to access the data under state or federal law or by a court order may receive it; however, a subpoena alone is not a court order and does not permit the release of nonpublic or protected nonpublic data.

6.4 Form of Request (Nonpublic Data). Requests to access nonpublic data must be made in writing so the City can verify and document the requester's identity and authorization. The Responsible Authority will provide a form to help with written requests. This form is available in Exhibit 3 of this policy and on the City's website.

Individuals may also submit a written request as long as it includes:

- Whether the requester wants to inspect the data or receive copies,
- Enough detail to identify the specific data being requested,
- Contact information in case clarification is needed, and
- Proof of identity to verify they are authorized to access the data.

If a request is missing key information or their authorization cannot be verified, City staff may need additional time to respond or may not be able to fulfill the request.

6.5 Verifying Authorization (Nonpublic Data). When someone asks for nonpublic data, the City staff member processing the request must make sure the person is allowed to see it. This means checking both their identity and their connection to the organization, business, or group the data is about.

To prove who they are, the requester must use one of the methods in Section 4.3 of this policy.

To prove they are allowed to get the data, the requester must provide documents showing they represent the organization, business, or other entity such as:

- A partnership agreement, or other official corporate paperwork that lists the requester by name as an owner, partner, or shareholder of the entity,
- A letter on company letterhead signed by an officer of the business, or
- Other legal documents that clearly show they are an agent, partner, owner, shareholder, of officer of the organization.

Staff may ask for more information if needed to confirm the requester has the right to see the data.

6.6 Time Limits. If copies of nonpublic or protected nonpublic data cannot be made at the time of the request, staff must provide them as soon as reasonably possible. If the data cannot be provided immediately, staff may ask the requester to return later or schedule a time to inspect or pick up the data. This must be done within a reasonable timeframe and must not cause unnecessary delays.

City staff will notify the requester when the data is ready. The City may suspend its response to a data request if the requester fails to inspect or collect the data within five days of being notified of its availability. If the requester does not respond, schedule an inspection, or pick up the data within a reasonable time, staff may consider the request withdrawn. Before closing a request due to nonresponse, City staff must:

- Make at least two documented, good faith attempts to contact the requester using the contact information provided,
- Record each contact attempt and the date the request is closed, and
- Notify the Responsible Authority that the request has been closed because the requester did not respond.

6.7 Fees. Nonpublic data may be shown to authorized individuals during regular business hours at New Brighton City Hall or the New Brighton Public Safety Center at no cost. Appointments are recommended to ensure availability of the data. Fees will only be charged if the person requests a copy or an electronic version of the data. Fees are based on the City's current fee schedule and may not include the time it takes to separate public from non-public data. Fees are set annually by ordinance.

6.8 Changes in Classification of Nonpublic and Protected Nonpublic Data. Under M.S. § 13.03, subd. 8, nonpublic and protected nonpublic data, except for security information, becomes public ten years after it was created or received by the City. However, the Responsible Authority may deny access if releasing the data would cause more harm than good. If someone challenges that decision, a district court will review the data privately and decide whether it must be released.

City staff will always check the current data classification when responding to a data request. Even if the data was nonpublic when it was collected, it may now be public. Separately, staff will also manage data based on its current classification. This applies to how the data is stored, protected, shared, or destroyed. When working with older nonpublic data, staff will check with the Responsible Authority to confirm whether the data has become public.

6.9 Accessibility of Records. When a person with a disability requests records, the City will provide access within a reasonable time and in a way that follows state and federal disability laws. The City will make reasonable changes to its policies, practices, and procedures to ensure that people with disabilities have equal access to records. This requirement does not apply to:

- Technology bought or made before January 1, 2013, unless it was significantly updated after that date,
- Records that cannot be made accessible without causing an undue burden, as defined by M.S. § 16E.015, subdivision 4, and
- Situations covered differently by M.S. Chapter 16E.

7.0 TEMPORARY CLASSIFICATION

If the City collects or creates data that is not clearly classified by law but may need protection, the City may request a temporary classification. The Responsible Authority may apply to the Commissioner of the Minnesota Department of Administration to temporarily classify the data as private, confidential, nonpublic, or protected nonpublic. This classification would apply to the City of New Brighton and may also apply to other government entities. Any request for temporary classification must follow the

process outlined in M.S. § 13.06.

If City staff encounter data that appears to lack a clear classification but may require protection, they must notify the Responsible Authority to determine whether a temporary classification request is appropriate.

8.0 Denial of Access

The City will inform the requester if data access is denied. Notification will be given verbally when the request is made or in writing soon afterward. The City will clearly state the legal basis for the denial, including the specific statute or rule. If the requester asks, the City will provide a formal written denial that includes this legal information.

9.0 Collection of Data on Individuals

The City collects and stores information about individuals only when it is necessary to manage or carry out a program or activity that is specifically authorized by state law or the City Council, or required by federal law.

The City will not collect, keep, use, or share private or confidential data about individuals for any reason other than those stated at the time the data is collected, unless an exception in state law applies. Under state law, private or confidential data may be used or shared for a new purpose only if:

- The individual gives informed consent,
- A specific state, federal, or local law allows or requires it, or
- The Commissioner of Administration has approved the new use or sharing as necessary to carry out a legal duty.

Private or confidential data may also be shared at a public meeting in limited situations, as allowed under M.S. § 13D.05.

9.1 Privacy Notices (Tennessen Warnings.) When the City asks someone to provide private or confidential information about themselves, that person must be given a privacy notice, also known as a Tennessen Warning. This notice must explain:

- Why the City is collecting the information and how it will be used,
- Whether the person is legally required to provide the information or may choose not to,
- What may happen if the person does or does not provide the information, and
- Who else is legally allowed to access the information.

The privacy notice may be a separate document or included on the same form used to collect the information. The format must be clear and understandable to the person receiving it.

A Tennessen warning is not required in the following situations:

- When a law enforcement officer is collecting investigative data,
- When the subject of the data is not an individual (such as a business or organization),
- When the person volunteers information that the City did not ask for,
- When the request is for information about someone else,
- When the City receives information about a person from someone else, or

- When the information being requested is classified as public data.

9.2 Electronic Access Data and Cookies. When the City provides online services or information through its website or public-facing software, those systems may collect electronic access data or use cookies. In accordance with Minnesota law (M.S. §13.15), the City will ensure that required notices are included in any online service or software that collects data from the public. This includes programs used for billing, service requests, registration, or other transactions. The notice will:

- Inform the user that the system collects electronic access data or uses cookies,
- Explain how the data will be used and shared, and
- Be provided before the user is required to submit any personal information.

Individuals must be allowed to use City online services even if they refuse cookies. The only exception is temporary session cookies, which are small pieces of data stored only while a web browser or app is open and are deleted when it closes. These temporary cookies may be necessary for the service to work properly during that session and cannot be refused.

9.3 Data Quality Procedures. All City employees who collect, create, maintain, or manage data are responsible for ensuring the accuracy, completeness, and timeliness of the records they handle. The City is committed to maintaining reliable and current data on individuals, including employees. To support this, city staff will:

- Collect only the information necessary to carry out the City's responsibilities,
- Collect personal information directly from the individual when possible, rather than from third parties, and
- Let individuals know they have the right to:
    - Review the data the City holds about them, and
    - Challenge any part they believe is inaccurate or incomplete.

Forms used to collect data will focus on clear, objective questions and avoid subjective or opinion-based entries unless those are necessary for the purpose. Staff who collect personal data will regularly review forms to update, clarify, or remove items that are unclear, unnecessary, or open to misinterpretation.

Additionally, City staff will periodically review sample records to ensure the data remains reliable and up to date. All records must be managed and disposed of in accordance with the State of Minnesota General Records Retention Schedule.

10. Challenge to Data Accuracy or Completeness

Individuals who are the subject of public or private data have the right to challenge the accuracy or completeness of the data the City keeps about them. City staff who receive these requests must promptly forward them to the Responsible Authority.

The Responsible Authority will respond in writing within 30 days of receiving the request and will:

- Correct any data that is incorrect or incomplete and, when possible, notify past recipients of the corrected data, including those named by the individual; or
- Inform the individual that the data is correct as it is.

If the individual does not agree with the Responsible Authority's decision, they can appeal to the

Commissioner of the Minnesota Department of Administration which uses the contested case process under Minnesota law (Chapter 14). The Responsible Authority will follow any correction orders from the Commissioner.

11.0 Data Protection and Breach Notification

11.1 Data Safeguards. The City is responsible for protecting private and confidential information in its care. To meet this responsibility:

- Private and confidential data must be stored securely in locations or systems that are not accessible to unauthorized persons.
- Private and confidential information must generally remain on City premises unless it is necessary to take it off-site for official City business.
- City staff who have an approved remote work agreement with their supervisor are responsible for securely protecting any private or confidential information they access while working remotely.

Only authorized employees whose job duties reasonably require access to private or confidential data may access it. These employees are responsible for:

- Not discussing, sharing, or disclosing private or confidential information with anyone who is not authorized to see it, including other City employees or officials without a legitimate work-related need.
- Keeping sensitive data out of view from unauthorized individuals.

11.2 Data Retention and Disposal. All City records, regardless of classification, must be managed and disposed of according to the State of Minnesota General Records Retention Schedule. Timely disposal of records at the end of their retention period helps maintain an efficient, secure data environment by reducing unnecessary data storage, reducing legal risk, and simplifying data management.

City staff are responsible for ensuring records are properly reviewed and disposed of in compliance with the retention schedule.

11.3 Third-Party Contractor Data Privacy Obligations. When a contract requires a third party to access private or confidential information, the contract must include specific language, such as the sample provided in Exhibit 4, requiring the contractor to comply with M.S. § 13.05, subdivision 6. This law mandates that contractors protect and manage the data with the same level of care as the City, following all legal rules for access, use, and security.

11.4 Artificial Intelligence (AI) and Data Privacy. The City recognizes the growing role of Artificial Intelligence (AI) tools and technologies in supporting government services. When using AI, City employees must comply with all applicable data privacy laws and City policies, including the Minnesota Government Data Practices Act (MGDPA).

11.4.1 Data Privacy and Security. When entering data into AI platforms, City staff will:

- Be knowledgeable about data classifications and enter only public data,
- Avoid sharing sensitive data that may result in unauthorized disclosure and legal risks, as many AI platforms retain submitted data to improve their systems,
- Treat AI-generated data according to the same rules for access, use, and security as other data, and
- All records created with AI assistance will be retained according to the General Records Retention Schedule for Minnesota Cities.

11.4.2 Data Quality and Accuracy. The City may use AI tools to assist with work involving public data. However, staff are still responsible for making sure the results are accurate, fair, and follow the law. Any information or documents created with AI must be carefully reviewed before they are used or shared.

11.5 Data Breach Definition and Response. A data breach means unauthorized acquisition or access to private or confidential government data that compromises its security or classification. Authorized access by City employees or contractors acting within their roles is not a breach.

Upon discovery or notification of a breach involving private or confidential data, the City will:

- Investigate promptly to determine scope and impact,
- Notify affected individuals as soon as reasonably possible, except when delayed by law enforcement for active investigations,
- Provide written notification by mail, email, or substitute methods consistent with state law, including information on how to request an investigation report, and
- Notify consumer reporting agencies if more than 1,000 individuals are affected.

11.5.1 Breach Investigation Report. After investigation and resolution of disciplinary action (if applicable), the Responsible Authority or IT Manager will prepare a written report including:

- Type of data involved,
- Number of individuals affected,
- Names of employees responsible (except when protected), and
- Disciplinary outcomes.

This report will be available to affected individuals upon request.

11.6 Annual Security Assessments. In accordance with M.S. § 13.055, subd. 6, the City will conduct an annual comprehensive security assessment of all personal information it maintains. This assessment will go beyond IT systems and will include administrative, technical, and physical safeguards related to how personal data is collected, stored, accessed, shared, and destroyed. Specifically, the assessment will review whether:

- Access to private and confidential data is properly limited,
- Physical and digital safeguards are in place,
- Staff are trained in data protection practices,
- Records are managed and disposed of according to the retention schedule, and
- Practices meet the requirements of the Minnesota Government Data Practices Act.

The Responsible Authority will coordinate this assessment with IT and department managers and will document findings, recommendations, and follow-up actions.

Exhibits

EXHIBIT 1

Data Practices Designees

The Minnesota Government Data Practices Act sets the rules for how government data is collected, managed, and shared. In general, all data collected and kept by the City of New Brighton ("City") is considered public. This means anyone can look at it or get copies, unless the data is classified as Private, Confidential, Nonpublic, or Protected Nonpublic under federal or state law, or by a temporary classification.

The New Brighton City Council has assigned the following people, or anyone who holds the same job title in the future, to manage and respond to official data requests. While staff in each department may help with data requests as directed, all official requests must be sent to one of the designated individuals listed below.

Data Practices Responsible Authority:
City Clerk Terri Spangrud
New Brighton City Hall; 803 Old Highway 8 NW; New Brighton, MN 55112
Phone: (651) 638–2045
Fax: (651) 638–2044
Email: terri.spangrud@newbrightonmn.gov

Data Practices Compliance Official:
Communication Specialist / Deputy Clerk Mathew Stephens
New Brighton City Hall; 803 Old Hwy 8 NW; New Brighton MN 55112
Ph: 651-638-2054
Fax: 651-638-2044
Email: mathew.stephens@newbrightonmn.gov

Data Practices Designee:
Public Safety Administrative Services Support Manager Gina Krahn
New Brighton Public Safety Center; 785 Old Hwy 8 NW; New Brighton MN 55112
Ph: 651-288-4104
Fax: 651-288-4101
Email: gina.krahn@newbrightonmn.gov or records@newbrightonmn.gov

EXHIBIT 2

Fees for Copies

New Brighton 2026 Fee Schedule

ADMINISTRATIVE FEES:

Description	2025	2026
An administrative fee may be charged for services not spcifically identified in the Fee Schedule as deemed appropriate by the City Manager.		
An administrative fee may be added to the charges in the Fee Schedule for those situations where the specified fee does not adequately compensate the City.		
Examples of fees for the more common requests are shown below. (Fees do not include sales tax - sales tax will be charged in addition if applicable)		
Notary (price per copy)	$5.00	$5.00
Copies:		
1 - 4 pages b/w 8 1/2" by 11" or 8 1/2" by 14" sheet*	$0.00	$0.00
per additional one b/w 8 1/2" by 11" or 8 1/2" by 14" sheet*	$0.25	$0.25
per additional one b/w 8 1/2" by 11" or 8 1/2" by 14" sheet double sided*	$0.50	$0.50
per one b/w 11" by 17" sheet*	$0.50	$0.50
per one color 8 1/2" by 11" or 8 1/2" by 14" sheet*	$0.50	$0.50
per one color 8 1/2" by 11" or 8 1/2" by 14" sheet double sided*	$1.00	$1.00
per one color 11" by 17" sheet*	$1.00	$1.00
24" x 36" sheet (engineering copier/maps)	$30.00	$35.00
Other data formats, not listed	**Actual cost**	**Actual cost**
* Requests for paper documents exceeding 100 pages or for electronic documents will include a charge for staff time. All requests exceeding $50 require prepayment.		
Returned Check or ACH Charge	$30.00	N/A

ADMINISTRATIVE FEES SCHEDULE OF HOURLY RATES:

Description	2025 Hourly Rate	2026 Hourly Rate	Examples
MNGDPA Compliance Official This category includes employees who perform routine data retrieval tasks. These individuals are trained to handle public data requests and process straightforward requests efficiently, ensuring compliance with the Minnesota Government Data Practices Act (MGDPA).	$56.36	$62.95	* Copies of resolutions or ordinances * Retrieval from permit and other databases *General requests for public data
MNGDPA Responsible Authority This category includes employees authorized to handle complex data requests, particularly those involving mixed data classifications or additional analysis. These individuals are well-versed in statutory requirements and are responsible for ensuring data classification compliance.	$85.05	$88.59	* Requests requiring detailed searches across multiple departments * Requests involving a mix of public, private, or non-public data. (Note: Redaction time cannot be billed.)
Employees with Security Clearance This category includes employees with specific security clearance and expertise required to access sensitive or secure data. These employees manage requests involving highly regulated data as well as technologically complex retrieval tasks.	$97.43	$101.51	* Retrieval of security footage from City-owned systems * Data involving sensitive personnel matters or security issues *Requests for detailed geographic or engineering data requiring advanced system access

DATA REQUEST FORM

Request date: _____

NOTE: When requesting public data, you do not have to provide any contact information. However, if you want data mailed to you, we will need your current mailing address. If you want data emailed to you, we will need your email address. If we do not understand your request, we will not be able to begin processing your request until you provide clarifying information. When requesting data classified as private or nonpublic data, you will be asked to show that you are authorized to access the private or nonpublic data in the City's possession using the accepted documentation found in sections 4.4 and 6.5 of the City's Internal Data Policy.

The data I am requesting is:

(Describe the data you are requesting as specifically as possible with applicable details such as property address, names, dates, etc..)

I am requesting access to data in the following way*:

☐ Inspection (Free in person at City Hall by appointment)
☐ Paper Copies
☐ Electronic Copies
☐ Both inspection and copies

Contact information:

Name: _____

Phone number: _____

Email: _____

Address: _____

_____

INTERNAL USE ONLY:

Classification of Data Requested:

- ☐ Public
- ☐ Confidential or Protected Nonpublic **
- ☐ Private or Nonpublic**
- ☐ Mixed Classifications**

** Please consult with the Compliance Official or Responsible Authority prior to release.

Verification of Authorization to Access Private Data

Staff must confirm the requestor is authorized to access the data before release. Individuals who do not exercise their data practices rights in person must provide either notarized or certified copies of the documents that are required or an affidavit of ID.

Section A: Identity Verification. Check one:

☐ Staff has personal knowledge of requestor's identity

☐ Requestor presented valid, government-issued photo ID

☐ Requestor's identity was verified by a third party. Attach notarized acknowledgment.

Staff name: _____ Date: _____

Section B: Verification of Legal Authorization

Complete this section *in addition to Section A* if the requestor is NOT the subject of the data.

Relationship to data subject:

☐ Parent

☐ Legal guardian

☐ Acting guardian (no legal guardian available)

Documentation provided (check all that apply):

☐ Certified birth certificate

☐ Court order of guardianship

☐ Other legal documentation (describe): _____

Staff name: _____ Date: _____

EXHIBIT 4

Data Practices Provision for Contracts

Data Practices Compliance: Contractor will have access to data collected or maintained by the City to the extent necessary to perform Contractor's obligation under this contract. Contractor acknowledges that, pursuant to Minnesota Statutes Section 13.05, subdivision 11, all of the data created, collected, received, stored, used, maintained or disseminated by Contract in performing the contract are subject to the requirements of the Minnesota Government Data Practices Act (the Act), Minnesota Statutes Chapter 13. Contractor is required to comply with the requirements of the Act as if it were a government entity. Contractor acknowledges that the remedies provided in Minnesota Statutes Section 13.08 apply to Contractor with respect to such data. Contractor will notify the City of all requests for data that Contractor receives. Contractor agrees to defend and indemnify the City from any claim, liability, or damage that results from Contractor's violation of the Act or this section of the contract. Upon termination of this contract, Contractor agrees to return data to the City as requested by the City. The obligations of this section of the contract, including the obligation to defend and indemnify the City, shall survive the termination of this Contract and shall continue so long as the data exists.

EXHIBIT 5

Privacy Notice (Tennessen Warning) Template

Some or all of the information that you are asked to provide on the attached form is classified by State law as either private or confidential. Private data is information that generally cannot be given to the public but can be given to the subject of the data. Confidential data is information that generally cannot be given to either the public or the subject of the data.

Our purpose and intended use of this information is:_____
_____

You ___ are/ ___ are not legally required to provide this information.

If you refuse to supply the information, the following may happen:
_____
_____
_____
_____

Other persons or entities authorized by law to receive this information are:

_____
_____
_____
_____

EXHIBIT 6

Privacy Notice (Tennessen Warning) Sample

It is the City of New Brighton's responsibility to inform potential employees of their privacy rights. Please carefully read the Privacy Notice / Tennessen Warning provided below. Sign and date the form and return it with your application. Your signature indicates that you have received information regarding your rights as they pertain to the Minnesota Government Data Practices Act.

In accordance with the Minnesota Government Data Practices Act, the City of New Brighton is required to inform you of your rights as they relate to the private information collected from you. Private data is information that is available to you, but not to the public; the personal information we collect about you is private. Minnesota Statutes Sections 13.04 and 13.43 are two sections that govern what affects you as an applicant for employment at the City of New Brighton. All data collected is considered private except for the following:

- Your Veteran's Status
- Relevant test scores
- Your job history
- Your education and training
- Your work availability

Your name is considered to be private information; however, if you are selected to be interviewed as a finalist, your name becomes public information.

The data supplied by you may be used for such other purposes as may be determined to be necessary in the administration of personnel policies, rules, and regulations of the City of New Brighton. Furnishing social security numbers is voluntary for applicants to the City of New Brighton, but refusal to supply other requested information would mean that your application for employment might not be considered.

Private data is available only to you, appropriate city employees, and others as provided by state and federal laws who have a bona fide need for the data. Public data is available to anyone requesting it and consists of all data furnished in the application for employment that is not designated in this notices as private data.

The information you give about yourself is needed to identify you and to assist the City of New Brighton in determining your suitability for the position for which you are applying.

I have read and understand the information given above regarding the Minnesota Data Practices Act.

_____ _____

Applicant Signature *Date*

CONSENT TO RELEASE PRIVATE DATA

I, _____ , authorize the City of New Brighton ("City") to
(print name)

release the following private data about me: _____
_____
_____

to the following person(s) or entity(ies):
_____
_____

The person(s) or entity(ies) receiving the private data may use it only for the following purpose or purposes:
_____
_____

I understand that my records are protected under state privacy regulations and cannot be disclosed without my consent unless otherwise provided for by law. I also understand that I may cancel this consent at any time prior to the information being released and that in any event this consent expires automatically one year after signing. By signing this document, I give my full and voluntary consent to the City to release the above-listed data to the persons identified in this release, and I waive any and all claims against the City for the disclosure of private data about me in accordance with this document.

_____ _____
Signature Signature of parent or guardian
(if data subject is under 18 years of age)

Section A: Verification of Identity:
☐ Staff has personal knowledge of requestor's identity
☐ Requestor presented valid, government-issued photo ID
☐ Requestor's identity was verified by a third party. Attach notarized acknowledgment.

Section B: Verification of Legal Authorization for Parents / Guardians
☐ Certified birth certificate
☐ Court order of guardianship
☐ Other legal documentation (describe): _____

Staff name: _____ Date: _____

EXHIBIT 8

NOTICE TO PERSONS UNDER AGE 18 SAMPLE

Some of the information you are asked to provide is classified as private under State law. You have the right to request that some or all of the information not be given to one or both of your parents/legal guardians. Please complete the form below if you wish to have information withheld.

Your request does not automatically mean that the information will be withheld. State law requires the City to determine if honoring the request would be in your best interest. The City is required to consider:

- Whether you are of sufficient age and maturity to explain the reasons and understand the consequences,
- Whether denying access may protect you from physical or emotional harm,
- Whether there is reasonable grounds to support your reasons, and
- Whether the data concerns medical, dental, or other health service provided under Minnesota Statutes Sections 144.341 to 144.347. If so, the data may be released only if failure to inform the parent would seriously jeopardize your health.

NOTICE GIVEN TO:_____ DATE:_____

BY:_____
(name) *(title)*

REQUEST TO WITHHOLD INFORMATION SAMPLE

I request that the following information:

_____
_____
_____

Be withheld from: _____

For these reasons: _____
_____
_____

Date:_____ Print name: _____

Signature: _____

APPENDIX A

PRIVATE, CONFIDENTIAL, NONPUBLIC, AND PROTECTED NONPUBLIC DATA MAINTAINED BY THE CITY OF NEW BRIGHTON

This inventory is prepared in accordance with Minnesota Statutes, section 13.025, subdivision 1, which requires government entities to maintain a description of each category of private or confidential data on individuals. It includes the types of data the City collects, holds, or processes that are classified as nonpublic, private, confidential, or protected nonpublic under the Minnesota Government Data Practices Act (MGDPA).

The data types are grouped into the following categories for convenience: General; Administration; Community Development; Personnel; Parks and Recreation; and Public Safety. These categories are intended to help locate data types easily, but do not imply that data is stored or managed only in one department. For example, Personnel data may be used or maintained by more than one City department.

The City updates this inventory annually and makes it available to the public, as required by law.

GENERAL

Bids, Quotations, and Requests for Proposals
CLASSIFICATION(S): Private/Nonpublic/Not public/Public
GOVERNING STATUTE: Minn. Stat. §§ 13.591, subd. 3(b), 13.37.
DESCRIPTION OF DATA: Data submitted by a business to the City in response to a request for proposals is not public data until the responses are opened. Once the responses are opened, the name of the responder is public. All other data in a response to a request for proposal are private or nonpublic data until completion of the evaluation process. After completion of the evaluation process, all remaining data submitted by responders are public with the exception of trade secret data as classified in Minnesota Statutes Section 13.37. If all responses to a request for proposals are rejected prior to completion of the evaluation process, all data, other than that made public at the response opening, remain private or nonpublic until a resolicitation of the requests for proposal results in the completion of the evaluation process or a determination is made to abandon the purchase. If rejection occurs after the completion of the evaluation process, the data remains public. If resolicitation of the proposals does not occur within one year of the proposal opening data, the remaining data become public.

Business Data
CLASSIFICATION(S): Private/Nonpublic/Public
GOVERNING STATUTE: Minn. Stat. § 13.591

DESCRIPTION OF DATA: Data submitted to the City by a business requesting financial assistance or a benefit financed by public funds are private or nonpublic data. The data becomes public when public financial assistance is provided or the business receives a benefit from the City, except that business plans, income and expense projections not related to the financial assistance provided, customer lists, income tax returns, and design, market and feasibility studies not paid for with public funds remain private or nonpublic.

City Attorney Records
CLASSIFICATION(S): Confidential
GOVERNING STATUTE: Minn. Stat. § 13.393
DESCRIPTION OF DATA: The use, collection, storage, and dissemination of data by the city attorney are governed by statutes, rules, and professional standards concerning discovery, production of documents, introduction of evidence, and professional responsibility. Data which is the subject of attorney-client privilege is confidential. Data which is the subject of the "work product" privilege is confidential.

Civil Investigative Data
CLASSIFICATION(S): Confidential / Protected Nonpublic/ Not public / Public
GOVERNING STATUTE: Minn. Stat. § 13.39
DESCRIPTION OF DATA: Data collected as part of an active investigation undertaken to commence or defend pending civil litigation, or which are retained in anticipation of pending civil litigation, with the exception of disputes where the sole issue is the City's timeliness in responding to a data request.

Complaints
CLASSIFICATION(S): Public / Confidential
GOVERNING STATUTE: Minn. Stat. § 13.44.
DESCRIPTION OF DATA: The identities of individuals who register complaints concerning the use of real property are classified as confidential data.

Elected Officials Correspondence
CLASSIFICATION(S): Private / Public
GOVERNING STATUTE: Minn. Stat. § 13.601, subd. 2
DESCRIPTION OF DATA: Correspondence between individuals and elected officials is private data on individuals, but may be made public by either the sender or the recipient.

Financial Disclosure Statements
CLASSIFICATION(S): Public
GOVERNING STATUTE: Minn. Stat. § 13.601, subd. 1.
DESCRIPTION OF DATA: Financial disclosure statements of elected or appointed officials which, by requirement of the City, are filed with the City are public data on individuals.

Identity of Employees Making Complaints
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. §§ 181.932, subd. 2; 13.7905, subd. 5(b)
DESCRIPTION OF DATA: The identity of an individual who reports to any governmental body or law enforcement official a violation or suspected violation by the individual's employer of any federal or state law or rule.

Internal Competitive Response
CLASSIFICATION(S): Private/Nonpublic
GOVERNING STATUTE: Minn. Stat. §§ 13.591, subd. 5, 13.37.
DESCRIPTON OF DATA: A bid or proposal to provide government goods or services that is prepared by the staff of a government entity in competition with bids or proposals solicited by the same government entity from the private sector or a different government entity from the private sector are classified as private or nonpublic until completion of the selection process or completion of the evaluation process at which time the data are public with the exception of trade secret data as defined and classified in Minnesota Statutes Section 13.37.

Internal Auditing Data
CLASSIFICATION(S): Confidential/Private/Protected Nonpublic/Public
GOVERNING STATUTE: Minn. Stat. § 13.392
DESCRIPTION OF DATA: Data, notes, and preliminary drafts of reports created, collected and maintained by the internal audit offices of the City or by person performing audits for the city and relating to an audit or investigation; data on an individual supplying information for an audit or investigation, under specified circumstances.

Personal Contact and Online Account Information
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. §§ 13.356, 13.04, subd. 2.
DESCRIPTION OF DATA: Data on an individual collected, maintained, or received by the City for notification purposes or as a part of a subscription list for the City's electronic periodic publications as requested by the individual. This data includes telephone numbers, e-mail addresses, Internet user names and passwords, Internet protocol addresses and any similar data related to the individual's online account or access procedures. This data may only be used for the specific purpose for which the individual provided the data. This data also does not include data submitted for purposes of making a public comment.

Pleadings
CLASSIFICATION(S): Public
GOVERNING STATUTE: Minn. Stat. § 13.03, subd. 12
DESCRIPTION OF DATA: Pleadings in a lawsuit by or against the City.

Safe at Home Program Participants
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. §§ 13.805 and 5B.07, subd. 1(b).
DESCRIPTION OF DATA: The name and address of a Safe at Home program participant that is maintained in connection with an active investigation or inspection of an alleged health code, building code, fire code, or city ordinance violation allegedly committed by a program participant.

Sealed Bids
CLASSIFICATION(S): Private / Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.37
DESCRIPTION OF DATA: Sealed bids, including the number of bids received, prior to opening.

Security Information
CLASSIFICATION(S): Private / Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.37

DESCRIPTION OF DATA: Data which if disclosed would be likely to substantially jeopardize the security of information possessions, individuals or property against theft, tampering, improper use, attempted escape, illegal disclosure, trespass, or physical injury (as determined by the Responsible Authority). This includes crime prevention block maps and lists of volunteers who participate in community crime prevention programs and their home and mailing addresses, telephone numbers, e-mail or other digital addresses, Internet communications services account information or similar account information, and global positioning system locations but this information may be disseminated to other volunteers participating in crime prevention programs.

Service Cooperative Claims Data
CLASSIFICATION(S): Nonpublic
GOVERNING STATUE: Minn. Stat. § 13.203
DESCRIPTION OF DATA: Claims experience and all related information received from carriers and claims administrators participating in a group health or dental plan, including any long-term disability plan, offered through Minnesota service cooperatives to Minnesota political subdivisions and survey information collected from employees and employers participating in these plans and programs, except when the executive director of a Minnesota service cooperative determines that release of the data will not be detrimental to the plan or program, are classified as nonpublic data not on individuals.

Social Security Numbers
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. § 13.355
DESCRIPTION OF DATA: Social security numbers of individuals, or any part of a social security number.

State Auditor Data
CLASSIFICATION(S): Confidential/Protected nonpublic
GOVERNING STATUTE: Minn. Stat. § 6.715, subd. 5
DESCRIPTION OF DATA: Data relating to an audit conducted by the State Auditor's office and provided by the State Auditor for purpose of review and verification of the data, prior to publication of the final report of the audit.

Subscriptions / Sign-Ups
CLASSIFICATION(S): Public / Private
GOVERNING STATUTE: Minn. Stat. § 13.356
DESCRIPTION OF DATA: The telephone number, email address and internet user name, password, Internet protocol address, and any other similar data related to an individual's on-line account or access procedures are classified as private data.

Trade Secret Information
CLASSIFICATION(S): Private/Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.37
DESCRIPTION OF DATA: Data, including a formula, pattern, compilation, program, device, method, technique or process: (1) that was supplied by the affected individual or organization; (2) that is the subject of efforts by the individual or organization that are reasonable under the circumstances to maintain its secrecy; and (3) that derives independent economic value, actual or potential, from not being generally known to, and not being readily ascertainable by proper means by, other persons who can obtain economic value from its disclosure or use.

Utility Disconnections
CLASSIFICATION(S): Private/Nonpublic
GOVERNING STATUTE: Minn. Stat. § § 13.681, subd. 6 and 216B.0976, subd. 2
DESCRIPTION OF DATA: Data on customers provided to the City by a utility regarding disconnection of gas or electric service.

ADMINISTRATION

Absentee Ballot Applications
CLASSIFICATION(S): Public/Private
GOVERNING STATUTE: Minn. Stat. § 203B.04, 203B.06, 203B.12 and 203B.21
DESCRIPTION OF DATA: Names of voters requesting an absentee ballot and the paper or electronic application a voter submits to request an absentee ballot for an Election may not be made available for public inspection until after the close of voting on Election Day. This form also contains a voter's date of birth, MN driver's license or State ID nymber, last four digits of their social security number, phone number and email address, all of which are classified as private data elsewhere.

Absentee Ballots
CLASSIFICATION(S): Private/Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.37, 13.607, subd. 7 and 203B.12, subd. 7
DESCRIPTION OF DATA: Sealed absentee ballots before opening by an election judge are private. Names of voters submitting absentee ballots may not be made available for public inspection until the close of voting on Election Day.

Assessor's Data
CLASSIFICATION(S): Private/Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.51
DESCRIPTION OF DATA: Data contained on sales sheets from private multiple listing service organizations; income information on individuals used to determine eligibility of property for classification for class 4(d) under Minnesota Statutes Section 273.126; and specified data regarding income properties.

Attorney Opinions
CLASSIFICATION(S): Public/Private/Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.393 and 13.39
DESCRIPTION OF DATA: Official opinions of the City Attorney are classified in accordance with the subject matter of the opinion.

Automatic Payment Plan Authorization Forms
CLASSIFICATION(S): Public/Private
GOVERNING STATUTE: Minn. Stat. § 16D.06
DESCRIPTION OF DATA: Data received, collected, created, or maintained to collect debts are classified as private data on individuals.

Ballots
CLASSIFICATION(S): Public/Private
GOVERNING STATUTE: Minn. Stat. § 13.37, 204B.40

DESCRIPTION OF DATA: Absentee, completed, voted or rejected ballots are all classified as private data and may not be examined by anyone other than election judges and election officials performing authorized election activities or by individuals participating in an official audit or recount as authorized by the Secretary of State. Names of voters submitting absentee ballots may not be made available for public inspection until the close of voting on Election Day.

Business Energy Accountability
CLASSIFICATION(S): Nonpublic
GOVERNING STATUTE: Minn. Stat. §§ 13.681 and 216C.44, subd. 5
DESCRIPTION OF DATA: Data provided by a business on an inventory form for business energy use accountability.

Candidates for Election to City Council
CLASSIFICATION(S): Public / private
GOVERNING STATUTE: Op. Atty.Gen. No. 852, October 6, 2006; Advisory Opinion No. 05-036; Minn. Stat. § 13.607, subd. 8 and 204B.06, subd. 1b
DESCRIPTION OF DATA: Data created, collected or maintained about an individual candidate for election to the City Council is public. An affidavit of candidacy must state an address of residence and telephone number. The candidate may request that the address be classified as private data by certifying that a police report has been submitted or an order for protection has been issued in regard to the safety of the candidate or candidate's family.

Checks Received from Customers
CLASSIFICATION(S): Public/Private
GOVERNING STATUTE: Minn. Stat. § 16D.06
DESCRIPTION OF DATA: Data received, collected, created, or maintained to collect debts are classified as private data on individuals.

Computer Access Data
CLASSIFICATION(S): Private/Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.15
DESCRIPTION OF DATA: Data created, collected, or maintained about a person's access to the City's computer for the purpose of: (1) gaining access to data or information; (2) transferring data or information; or (3) using government services.

Credit Card Receipts
CLASSIFICATION(S): Public/Private
GOVERNING STATUTE: Minn. Stat. § 16D.06
DESCRIPTION OF DATA: Data received, collected, created, or maintained to collect debts are classified as private data on individuals.

Deferred Assessment Data
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. § 13.52
DESCRIPTION OF DATA: Data collected pursuant to Minnesota Statutes Section 435.193, which indicates the amount or location of cash or other valuables kept in the homes of applicants for deferred assessment.

Election Day Forms
CLASSIFICATION(S): Public/Private
GOVERNING STATUTE: Minn. Stat. § 204B.40 and 201.091
DESCRIPTION OF DATA: Various Election Day Forms which may include tally sheets, election judge oaths of office, certification of election judges, rosters, precinct books and printouts from the County, reconcilliation forms are classified as private data.

Federal Contracts Data
CLASSIFICATION(S): Private/Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.35
DESCRIPTION OF DATA: All data collected and maintained by the City when required to do so by a federal agency as part of its contract with the City.

Lodging Tax Data
CLASSIFICATION(S): Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.495
DESCRIPTION OF DATA: Data, other than basic taxpayer identification data, collected from taxpayers under a lodging tax ordinance.

Municipal Bonds Register Data
CLASSIFICATION(S): Private / Nonpublic
GOVERNING STATUTE: Minn. Stat. §§ 13.202, subd. 12, 475.55, subd. 6
DESCRIPTION OF DATA: Data with respect to the ownership of municipal obligations.

Municipal Utility Customer Data
CLASSIFICATION(S): Public / Private / Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.685
DESCRIPTION OF DATA: Data on customers of municipal electric utilities are private data on individuals or nonpublic data. Data on customers of other municipal utilities are public.

Municipal Self-Insurer Claims
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. §§ 13.202, subd. 9(a), 471.617, subd. 5
DESCRIPTION OF DATA: Data about individual claims or total claims made by an individual under a self-insured health benefit plan of a municipality.

Recordings of Closed Meetings
CLASSIFICATION(S): Non-Public/Public
GOVERNING STATUTE: Minn. Stat. §§ 13D.05; and 13D.03
DESCRIPTION OF DATA: Recordings of closed meetings are non-public data. Recordings of meetings closed to discuss labor union negotiations shall become public after all labor contracts are signed by the governing body for the current budget period.

Registered Voter Lists
CLASSIFICATION(S): Confidential/Public
GOVERNING STATUTE: Minn. Stat. §§ 13.607, subd. 6; 201.091
DESCRIPTION OF DATA: Information contained in the master list of registered voters.

Security Service Data
CLASSIFICATION(S): Nonpublic/Private/Public
GOVERNING STATUTE: Minn. Stat. §§ 13.861, 13.37 and 13.82, subd. 2, 3 and 4.
DESCRIPTION OF DATA: Data collected, created, or maintained by a security service for the purpose of providing security services to the City.

Solid Waste Collector Customer Lists
CLASSIFICATION(S): Private/Nonpublic
GOVERNING STATUTE: Minn. Stat. §§ 13.7411, subd. 4 (c), 115A.93, subd. 5
DESCRIPTION OF DATA: Customer lists provided to the City by solid waste collectors.

COMMUNITY DEVELOPMENT

Appraisal Data
CLASSIFICATION(S): Confidential / Protected Nonpublic / Public
GOVERNING STATUTE: Minn. Stat. § 13.44, subd. 3
DESCRIPTION OF DATA: Appraisals made for the purpose of selling or acquiring land through purchase or condemnation. Data made confidential or protected nonpublic may, among other ways set forth in the statute, become public at the discretion of the City, determined by majority vote of the City Council.

Award Data
CLASSIFICATION(S): Private / Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.48
DESCRIPTION OF DATA: Financial data on business entities submitted to the City for the purpose of presenting awards to business entities for achievements in business development or performance.

Benefit Data
CLASSIFICATION(S): Private / Public
GOVERNING STATUTE: Minn. Stat. § 13.462
DESCRIPTION OF DATA: Data on individuals, corporations and/or partnerships collected or created when individuals, corporations and/or partnerships seek information about becoming, is or was an applicant for or recipient of benefits or services provided under any housing, home ownership, rehabilitation and community action agency, Head Start, or food assistance programs administered by the City.

Building Plans / Construction Drawings / As Builts – Commercial and Residential
CLASSIFICATION(S): Private / Nonpublic / Public / Copyrighted
GOVERNING STATUTE: Minn. Stat. § 13.37 and 541.051; Title 17 U.S. Code
DESCRIPTION OF DATA: Building plans and drawings that contain trade secret and / or security data are classified as private data. Building plans and surveys are generally classified as copyrighted data regardless of whether or not it contains a copyright mark. Copyrighted documents that are classified as public data may be shown to anyone but may not be reproduced without permission of the copyright owner.

Community Development Block Grant Materials
CLASSIFICATION(S): Public / Private
GOVERNING STATUTE: Minn. Stat. § 13.462
DESCRIPTION OF DATA: The names and addresses of applicants and recipients for benefis, aid or assistance through programs administrered by a government entity that are intended to assist with

housing are classified as public data on individuals. All other benefit and application informationis classified as private data.

Property Appraisals
CLASSIFICATION(S): Public / Confidential / Protected Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.44
DESCRIPTION OF DATA: Estimated or appraised values of individua parcels of property that are aquired for the purpose of purchasing or selling property on behalf of the governmental entity are classified as confidential data on individuals or protected nonpublic data. This data becomes public only after negotiating parties enter into an agreement for the purchase and sale of the proerty or other situations outlined by the statute.

Property Complaint Data
CLASSIFICATION(S): Confidential
GOVERNING STATUTE: Minn. Stat. § 13.44, subd. 1
DESCRIPTION OF DATA: Data that identifies individuals who register complaints concerning violations of state laws or local ordinances concerning the use of real property.

Redevelopment Data
CLASSIFICATION(S): Private / Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.59
DESCRIPTION OF DATA: Names and addresses of individuals and businesses and the legal descriptions of property owned by individuals and businesses, when collected in surveys of individuals conducted by the City for the purposes of planning, development, and redevelopment.

Water and Sewer Analysis
CLASSIFICATION(S): Public / Private / Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.3805, subd. 4.
DESCRIPTION OF DATA: The name, address, and telephone number of residential homeowners of each specific site tested for lead and copper as required by the federal Safe Drinking Water Act, the EPA's lead and copper rule and the City's drinking water protection programs are private data on individuals or nonpublic data.

PARKS AND RECREATION

Fee Waiver Sheets
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. § 13.462
DESCRIPTION OF DATA: Benefit data are private data on individuals.

Mailing Lists, Program Participants
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. § 13.548
DESCRIPTION OF DATA: Data collected and maintained for the purpose of enrolling individuals in recreational and other social programs are private including the name, address, telephone number, any other data that identify the individual, and any data which describes the health or medical condition of the individual, family relationships and living arrangements of an individual or opinions as to the

emotional makeup or behavior of an individual.

Registration Forms
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. § 13.548
DESCRIPTION OF DATA: Data collected and maintained for the purpose of enrolling individuals in recreational and other social programs are private including the name, address, telephone number, any other data that identify the individual, and any data which describes the health or medical condition of the individual, family relationships and living arrangements of an individual or opinions as to the emotional makeup or behavior of an individual.

Roster of Attendance / Participants
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. § 13.548
DESCRIPTION OF DATA: Data collected and maintained for the purpose of enrolling individuals in recreational and other social programs are private including the name, address, telephone number, any other data that identify the individual, and any data which describes the health or medical condition of the individual, family relationships and living arrangements of an individual or opinions as to the emotional makeup or behavior of an individual.

Social Recreational Data
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. § 13.548
DESCRIPTION OF DATA: For people enrolling in recreational or other social programs: name, address, telephone number, any other data that identifies the individual, and any data which describes the health or medical condition of the individual, family relationships, living arrangements, and opinions as to the emotional makeup or behavior of an individual.

PERSONNEL

Affordable Care Act Reporting
CLASSIFICATION(S): Private / Public
GOVERNING STATUTE: Minn. Stat. §§ 13.43
DESCRIPTION OF DATA: A disciplinary action does not become public data if an arbitrator sustains a grievance and reverses all aspects of any disciplinary action

Applicants for Appointment and Members of Advisory Boards
CLASSIFICATION(S): Public / Private
GOVERNING STATUTE: Minn. Stat. § 13.601, subd. 3
DESCRIPTION OF DATA: Data on applicants for appointment to the City Council or a board or commission are private except that the following are public: name, city of residence (except when the appointment has a residence requirement that requires the entire address to be public), education and training, employment history, volunteer work, awards and honors, prior government service, and veteran status. Once the individual is appointed, the following additional items become public: residential address and either a telephone number or electronic mail address where the appointee can be reached, or both at the request of the appointee. Any electronic mail addresses or telephone number provided by the City for use by an appointee is public. *NOTE: This section also applies to applicants for appointment to the city*

council (e.g., in case of vacancy), in addition to Minn. Stat. § 13.43.

Applicants for Employment
CLASSIFICATION(S): Public / Private
GOVERNING STATUTE: Minn. Stat. § 13.43
DESCRIPTION OF DATA: The names of applicants are private data except when considered to be a finalist for a position in public employement. For this purpose, finalist means an individual who was selected to be interviewed prior to selection. Veteran status, relevent test scores, rank on an eligibiltiy list, job history, education and training and work availability are public data unless the applicant is applying for an active undercover law enforcement officer position. All data regarding undercover law enforcement officers – including application materials – are private data.

Arbitration Decisions
CLASSIFICATION(S): Private / Public
GOVERNING STATUTE: Minn. Stat. §§ 13.43
DESCRIPTION OF DATA: A disciplinary action does not become public data if an arbitrator sustains a grievance and reverses all aspects of any disciplinary action

Benefits enrollment Election
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. §§ 13.43
DESCRIPTION OF DATA: Employees' medical, dental, deferred compensatopn etc election forms are classified as private data.

Employee Drug and Alcohol Tests
CLASSIFICATION(S): Confidential / Private
GOVERNING STATUTE: Minn. Stat. §§ 13.7905, subd. 5(c), 181.954, subd. 2 and 3
DESCRIPTION OF DATA: Results of employee drug and alcohol tests.

Employment and Training Data
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. § 13.47
DESCRIPTION OF DATA: Data on individuals collected, maintained, used, or disseminated because an individual applies for, is currently enrolled in, or has been enrolled in employment and training programs funded with federal, state or local resources.

Employee Suggestion Forms
CLASSIFICATION(S): Private / Public
GOVERNING STATUTE: Minn. Stat. §§ 13.43
DESCRIPTION OF DATA: A form used to collect employee opinions and suggestions may contain private data as outlined in state statutes section 13.43.

Examination Data
CLASSIFICATION(S): Private / Confidential
GOVERNING STATUTE: Minn. Stat. § 13.34
DESCRIPTION OF DATA: Completed versions of personnel and licensing examinations

Human Rights Data
CLASSIFICATION(S): Confidential / Private / Protected Nonpublic / Public
GOVERNING STATUTE: Minn. Stat. §§ 13.552, 363A.28 and 363A.35
DESCRIPTION OF DATA: Data maintained by the human rights department of the City, including: investigative data in an open case file; the name and address of the charging party or respondent, factual basis of the allegations, and statute or ordinance under which the charge is brought; investigative data in a closed case file.

Labor Relations Information
CLASSIFICATION(S): Private / Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.37
DESCRIPTION OF DATA: Management positions on economic and non-economic items that have not been presented during the collective bargaining process or interest arbitration, including information specifically collected or created to prepare the management position.

Personnel and Employment Data
CLASSIFICATION(S): Private/Public
GOVERNING STATUTE: Minn. Stat. § 13.43.
DESCRIPTION OF DATA: Data on individuals maintained because the individual is or was an employee of or an applicant for employment by, performs services on a voluntary basis for, or acts as an independent contractor with the City. Generally, all data about people who are or were an employee, an applicant for employment, a volunteer, or an independent contractor are private, with the exceptions noted below.
NOTE: This section applies to members of the city council after their election or appointment to the council. It also applies to applicants for appointment to the City Council (e.g., in case of vacancy), but not to candidates for election to the City Council, together with Minnesota Statutes Section 13.601 (see "Applicants for Appointment and Members of Advisory Boards" above.).

Public Data - Applicants
The following data on current and former applicants is public:

- Veteran Status
- Relevant test scores
- Rank on eligibility list
- Job history
- Education and training
- Work availability
- Name, after being certified as eligible for appointment to a vacancy or when considered a finalist for a position of public employment (which occurs when the person has been selected to be interviewed by the appointing authority)
- Names of applicants for appointment to and members of an advisory board or commission.

Public Data - Employees
The following data on current and former employees (including council members), volunteers, and independent contractors are public:

- Name
- Employee identification number, which may not be a social security number
- Actual gross salary

- Salary Range
- Terms and conditions of employment relationship
- Contract fees
- Actual gross pension
- Value and nature of employer paid fringe benefits
- Basis for and the amount of added remuneration, including expense reimbursement, in addition to salary
- Job title
- Bargaining unit
- Job description
- Education and training background
- Previous work experience
- Date of first and last employment
- The existence and status (but not nature) of any complaints or charges against the employee, regardless of whether the complaint or charge resulted in a disciplinary action
- Final disposition of any disciplinary action, with specific reasons for the action and data documenting the basis of the action, excluding data that would identify confidential sources who are employees of the City
- Complete terms of any agreement settling any dispute arising from the employment relationship; except that the agreement must include specific reasons for the agreement if it involves the payment of more than $10,000 of public money
- Work location
- Work telephone number
- Badge number
- Work-related continuing education
- Honors and awards received
- Payroll time sheets or other comparable data that are only used to account for employee's work time for payroll purposes, except to the extent that release of time sheet data would reveal the employee's reasons for the use of sick or other medical leave or other non-public data.

"Final disposition" of a disciplinary action: a final disposition occurs when the City makes its final decision about the disciplinary action, regardless of the possibility of any later proceedings or court proceedings. Final disposition includes a resignation by an individual when the resignation occurs after the final decision of the City, or arbitrator. In the case of arbitration proceedings arising under collective bargaining agreements, a final disposition occurs at the conclusion of the arbitration proceedings, or upon failure of the employee to elect arbitration within the time provided by the collective bargaining agreement.

A **disciplinary action** does not become public data if an arbitrator sustains a grievance and reverses all aspects of any disciplinary action.

The City may display a **photograph of a current or former employee** to a prospective witness as part of the City's investigation of any complaint or charge against the employee.

A complainant has access to a statement provided by the complainant to the City in connection with **a complaint or charge against an employee**.
Notwithstanding other provisions contained in Minnesota Statutes Section 13.43, subdivision 2, upon completion of an **investigation of a complaint or charge against a public official**, or if a public official resigns or is terminated from employment while the complaint or charge is pending, all data relating to the complaint or charge are public, unless access to the data would jeopardize an active investigation or reveal confidential sources.

"Public Official" means the chief administrative officer, or the individual acting in an equivalent position, in all political subdivisions.

Data relating to a complaint or charge against a public official are public only if: (1) the complaint or charge results in disciplinary action or the employee resigns or is terminated from employment while the complaint or charge is pending; or (2) potential legal claims arising out of the conduct that is the subject of the complaint or charge are released as part of a settlement agreement. This paragraph does not authorize the release of data that are made not public under other law.

Undercover Law Enforcement Officer
All personnel data about an undercover law enforcement officer is private until no longer assigned to those duties. Then, the officer is subject to the same rules applicable to other employees unless the law enforcement agency determines that revealing the data would threaten the officer's safety or jeopardize an active investigation.

Access by Labor Organizations
Personnel data may be given to labor organizations and to the Bureau of Mediation Services to the extent this it is necessary to conduct elections, notify employees of fair share fee assessments, or to implement state labor laws.

Employee Assistance Programs
All data associated with employee assistance programs is private.

Harassment
When there is a harassment complaint against an employee, the employee may not have access to data that would identify the complainant or other witnesses if the data would threaten the personal safety of the complainant or witness, or subject the complainant or witness to harassment. However, summary information will be provided to the employee in order for him/her to prepare for a disciplinary proceeding that has been initiated.

Peer Counseling Debriefing
Data acquired by a peer group member in a public safety peer counseling debriefing is private data on the person being debriefed.

Protection of Employee or Others
If it is reasonably necessary to protect an employee from harm to self or to protect another person who may be harmed by the employee, information that is relevant to the safety concerns may be released to (1) the person who may be harmed or to the person's attorney when relevant to obtaining a restraining order, (2) a prepetition screening team in the commitment process, or

(3) a court, law enforcement agency or prosecuting authority.

Continuity of Operations
An employee's personal home contact information may be used to ensure that an employee can be reached in event of an emergency or other disruption affecting continuity of operations of the City or other government entity, including sharing the information with another government entity.

Grievance Arbitration Decisions
An arbitration decision that sustains a grievance and reverses all aspects of any disciplinary action is private.

Salary Benefit Survey Data
CLASSIFICATION(S): Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.435
DESCRIPTION OF DATA: Salary and personnel benefit survey data purchased from consulting firms, nonprofit corporations or associations or obtained from employers with the written understanding that the data shall not be made public.

PUBLIC SAFETY

911 Emergency Telephone Service
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. §§ 13.202, subd. 6, 403.07, subd. 3 and 4
DESCRIPTION OF DATA: Names, addresses and telephone numbers provided to a 911 system.

Arson Investigation
CLASSIFICATION(S): Confidential / Public
GOVERNING STATUTE: Minn. Stat. §§ 13.6905, subd. 26, 13.82, 13.83, 299F.055 and 299F.056
DESCRIPTION OF DATA: Information relating to a fire loss or potential fire loss.

Bureau of Criminal Apprehension (BCA) Reports
CLASSIFICATION(S): Public / Private
GOVERNING STATUTE: Minn. Stat. §§ 13.82 and 260B.171
DESCRIPTION OF DATA: Annual reports of local law enforcement compiled by the BCA and returned to local departments. The BCA does not maintain copies of these reports.

Child Abuse Report Records
CLASSIFICATION(S): Confidential / Private
GOVERNING STATUTE: Minn. Stat. §§ 13.871, subd. 6 (b), 13.82, subd. 8 and 9 and 626.556
DESCRIPTION OF DATA: Active or inactive investigative data that identify a victim of child abuse or neglect reported under Minnesota Statutes Section 626.556 are private data on individuals. Active or inactive investigative data that identify a reporter of child abuse or neglect under Minnesota Statutes Section 626.556 are confidential data on individuals, unless the subject of the report compels disclosure under Minnesota Statutes Section 626.556, subd. 11. Investigative data that becomes inactive under Minnesota Statutes Section 626.556, subd. 7 (a) or (b) and that relate to the alleged abuse or neglect of a child by a person responsible for the child's care, as defined in Minnesota Statutes Section 626.556, subdivision 2

are private data.

Corrections and Detention Data
CLASSIFICATION(S): Confidential / Private / Public
GOVERNING STATUTE: Minn. Stat. § 13.85
DESCRIPTION OF DATA: Data on individuals created, collected, used or maintained by a municipal correctional or detention facility, the release of which would disclose medical, psychological, financial or personal information not related to the individual's detainment or which would endanger an individual's life; detention data, the release of which would endanger an individual's life, endanger the effectiveness of an investigation, identify a confidential informant, or clearly endanger the security of any institution or its population.

Crime Alert Requests
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. §§ 13.871, subd. 12 and 611A.0393
DESCRIPTION OF DATA: Contact information provided by a citizen requesting a disability accessible crime alert.

Crime Prevention Program Data
CLASSIFICATION(S): Public / Private
GOVERNING STATUTE: Minn. Stat. §§ 13.37
DESCRIPTION OF DATA: Crime prevention block maps and lists of volunteers who participate in community crime prevention programs such as D.A.R.E and Neighborhood Watch, their home and mailing addresses, telephone numbers, email or other digitial addresses, Internet communication service accounts, global positioning system locations and similar information are classified as private data.x

Crime Victim Notice of Release
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. §§ 13.871, subd. 5 (a), 611A.06
DESCRIPTION OF DATA: All identifying information regarding a crime victim, including a victim's request for notice of release and a notice of release made pursuant to Minnesota Statutes Section 611A.06.

Criminal Gang Investigative Data System
CLASSIFICATION(S): Confidential
GOVERNING STATUTE: Minn. Stat. §§ 13.6905, subd. 14, 299C.091
DESCRIPTION OF DATA: Data in the criminal gang investigative data system are confidential data on individuals as defined in Minnesota Statutes Section 13.02, subdivision 3, but are accessible to law enforcement agencies and may be released to the criminal justice agencies.

Criminal History Data
CLASSIFICATION(S): Private / Public
GOVERNING STATUTE: Minn. Stat. § 13.87
DESCRIPTION OF DATA: Criminal history data maintained by agencies, political subdivisions and statewide systems are classified as private, pursuant to Minnesota Statutes Section 13.02, subdivision 12, except that the data created, collected or maintained by the Bureau of Criminal Apprehension that identify an individual who was convicted of a crime, the offense of which the individual was convicted, associated court disposition and sentence information, controlling agency and confinement information are public data for 15 years following the discharge of the sentence imposed for that offense.

Data on Videotape Consumers
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. §§ 325I.02, subd. 2, 13.487, subd. 3
DESCRIPTION OF DATA: Personally identifiable information concerning a videotape consumer that a law enforcement agency obtains in connection with an action commenced by the videotape seller or provider to collect fines for overdue or unreturned videotapes or collection for unpaid videotapes.

Detention Data
CLASSIFICATION(S): Private / Confidential / Public
GOVERNING STATUTE: Minn. Stat. § 13.85
DESCRIPTION OF DATA: Data on individuals created, collected, used or maintained because of their lawful confinement or detainment in a correctional or detention facility, including a City jail or lockup.

Diversion Program Data
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. §§ 13.6905, subd. 18, 299C.46, subd. 5
DESCRIPTION OF DATA: Names and identifying data concerning diversion program participants that are maintained in the criminal justice data communications network.

Domestic Abuse Data
CLASSIFICATION(S): Confidential / Public
GOVERNING STATUTE: Minn. Stat. § 13.80
DESCRIPTION OF DATA: Data on individuals collected, created, received or maintained by police departments pursuant to the Domestic Abuse Act.

E-Charging Data
CLASSIFICATION(S): Private/Nonpublic, Confidential/Protected Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.871, subd. 11 and 299C.41.
DESCRIPTION OF DATA: Credentialing data is private or nonpublic data. Auditing data and workflow and routing data are classified as provided by other law.

EMT or First Responder Misconduct Data
CLASSIFICATION(S): Confidential/Protected Nonpublic
GOVERNING STATUTE: Minn. Stat. §§ 13.383, subd. 2, 144E.305, subd. 3.
DESCRIPTION OF DATA: Reports of emergency medical technicians, emergency medical technicians-intermediate, emergency medical technicians-paramedic or first responder's misconduct are considered to be confidential or protected nonpublic while an investigation is active. Except for the Emergency Medical Services Regulatory Board's final determination, all communications or information received by or disclosed to the Board relating to disciplinary matters of any person or entity subject to the Board's regulatory jurisdiction are confidential and privileged and any disciplinary hearing shall be closed to the public.

Emergency Plans
CLASSIFICATION(S): Public / Private
GOVERNING STATUTE: Minn. Stat. § 13.37
DESCRIPTION OF DATA: Portions of emergency plans may be public; however, those portions of the plan that would be likely to jeopardize the security of information, posessions, individuals or property are classified as private data.

Explosives Use and Storage
CLASSIFICATION(S): Nonpublic
GOVERNING STATUTE: Minn. Stat. § 13.6905, subd. 28a; Minn. Stat. § 299F.28 and 299F.75, subd. 4
DESCRIPTION OF DATA: Data related to use and storage of explosives by individuals holding a permit, including locations of storage, place and time of intended use of explosives or blasting agents, and place and means of storage of explosives or blasting agents. Data may be shared with a government entity or utility whose job duties require access to a facility containing explosives but may not be disclosed to anyone not directly involved in work to be completed at the site where the explosives or blasting agents are stored or used.

Firearms Data
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. § 13.87, subd. 2
DESCRIPTION OF DATA: Data about the purchase or transfer of firearms and applications for permits to carry firearms.

Hazardous Substance Emergency
CLASSIFICATION(S): Nonpublic
GOVERNING STATUTE: Minn. Stat. §§ 13.6905, subd. 27, 299F.095 and 299F.096, subd. 1
DESCRIPTION OF DATA: Information contained in hazardous materials notification reports made pursuant to Minnesota Statutes Sections 299F.091 to 299F.099.

Health Data
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. § 13.3805, subd. 1
DESCRIPTION OF DATA: Data on individuals created, collected, received or maintained by the city relating to the identification, description, prevention, and control of disease or as part of an epidemiologic investigation designated by the commissioner of health as necessary to analyze, describe or protect the public health.

Integrated Search Service Data
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. § 13.873
DESCRIPTION OF DATA: Data on individuals stored on one or more databases maintained by criminal justice agencies and accessible through the integrated search service operated by the Bureau of Criminal Apprehension

Investigative Detention Data
CLASSIFICATION(S): Confidential
GOVERNING STATUTE: Minn. Stat. § 13.86
DESCRIPTION OF DATA: Data created, collected, used or maintained by a municipal correctional or detention facility that, if revealed, would identify an informant who provided information about suspected illegal activities and is likely to subject the informant to physical reprisals by others.

Law Enforcement Data
CLASSIFICATION(S): Private / Confidential / Public/ Non Public
GOVERNING STATUTE: Minn. Stat. §§13.82, 259.10, subd. 2

DESCRIPTION OF DATA: Certain arrest data, request for service data, and response or incident data are public data.

An **audio recording** of a call placed to a 911 system for the purpose of requesting service from a law enforcement, fire or medical emergency is private data on individuals, except that a written transcript of the audio recording is public, unless it reveals the identity of an individual otherwise protected under Minnesota Statutes Section 13.82, subdivision 17.

Criminal investigative data collected or created by a law enforcement agency in order to prepare a case against a person for the commission of a crime or other offense for which the agency has primary investigative responsibility is confidential or protected nonpublic while the investigation is still active.

Photographs that are part of inactive investigative files and that are clearly offensive to common sensibilities are classified as private or nonpublic, provided that the existence of the photographs shall be disclosed to any person requesting access to the inactive investigative file.

Investigative data that consist of a person's financial account number or transaction numbers are private or nonpublic data at the close of the investigation.

Data on court **records relating to name changes** under Minnesota Statutes Section 259.10, subdivision 2 which is held by a law enforcement agency is confidential data on an individual while an investigation is still active and is private data on an individual when the investigation becomes inactive.

Data in arrest warrant indices are classified as confidential data until the defendant has been taken into custody, served with a warrant or appears before the court, except when the law enforcement agency determines that the public purpose is served by making that information public.

Data that uniquely describe stolen, lost, confiscated or recovered property are classified as either private data on individuals or nonpublic data depending on the content.

Financial records of a program that pays rewards to informants are protected nonpublic data in the case of data not on individuals or confidential data in the case of data on individuals.

Data on **registered criminal offenders** are private data on individuals.

Data in **missing children bulletins** are public data.

Data that reflect deliberative processes or investigative techniques of law enforcement agencies are confidential data on individuals or protected nonpublic data, provided that information, reports, or memoranda that have been adopted as the final opinion or justification for a decision of a law enforcement agency are public data.

Booking photographs are public data.

Data that would reveal the **identity of persons who are customers of a licensed pawnbroker,**

secondhand goods dealer or scrap metal dealer are private data on individuals.

Data describing the property in a regulated transaction with a licensed pawnbroker, secondhand goods dealer or scrap metal dealer are public.

Orders for Protection and No Contact Orders
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. §§ 13.871, subd. 13 and 299C.46, subd. 6
DESCRIPTION OF DATA: Data from orders for protection or no contact orders and data entered by law enforcement to assist in enforcement of those orders. Data about the offender can be shared with the victim for purposes of enforcement of the order.

Peace Officer Discipline Procedures
CLASSIFICATION(S): Confidential / Private / Public
GOVERNING STATUTE: Minn. Stat. §§ 13.871, subd. 6(p), 626.89, subd. 6 and 13.43
DESCRIPTION OF DATA: Investigative report made by a law enforcement agency in connection with a peace officer disciplinary matter; identities of confidential informants in such matters; identities of witnesses expected to testify in disciplinary hearings.

Peace Officer Records on Juveniles
CLASSIFICATIONS(S): Private
GOVERNING STATUTE: Minn. Stat. §§ 13.875, subd. 2, 260B.171, subd. 5.
DESCRIPTION OF DATA: Peace officers' records of children who are or may be delinquent or who may be engaged in criminal acts.

Portable Recording Systems (Such as Body Worn Cameras)
CLASSIFICATIONS(S): Private / Nonpublic
GOVERNING STATUTE: Minn. Stat. §§ 13.825, 13.39, 13,43 and 13.82
DESCRIPTION OF DATA: Data collected by a portable recording system are private data on individuals or nonpublic data with limited exceptions as outlined by statutes.

Reports of Gunshot Wounds
CLASSIFICATION(S): Confidential
GOVERNING STATUTE: Minn. Stat. §§ 13.871, subd. 6 (a), 626.53
DESCRIPTION OF DATA: A report made by a health professional concerning a wound or injury arising from or caused by discharge of a firearm or inflicted by the perpetrator of a crime using a dangerous weapon other than a firearm.

Safe at Home Data
CLASSIFICATION(S): Private/nonpublic
GOVERNING STATUTE: Minn. Stat. §§ 13.805 and 5B.07
DESCRIPTION OF DATA: Data regarding the process for data sharing by the Bureau of Criminal Apprehension, the secretary of state and law enforcement agencies related to the Safe at Home program is nonpublic data. Data related to applicants, eligible persons and participants in the Safe at Home program are private data.

Sex Offender HIV Tests
CLASSIFICATION(S): Private

GOVERNING STATUTE: Minn. Stat. §§ 13.871, subd. 5(b), 611A.19, subd. 2
DESCRIPTION OF DATA: Results of HIV tests of sex offenders must be handled in accordance with Minnesota Statutes Section 611A.19.

Sexual Assault Crime Victims
CLASSIFICATION(S): Private
GOVERNING STATUTE: Minn. Stat. §§ 13.871, subd. 3(e), 609.3471
DESCRIPTION OF DATA: Data that identifies a victim who is a minor, in records or reports relating to petitions, complaints or indictments made for criminal sexual conduct in the first, second, third or fourth degrees.

Undercover Buy Fund
CLASSIFICATION(S): Confidential / Private / Public
GOVERNING STATUTE: Minn. Stat. §§ 13.6905, subd. 13, 299C.065, subd. 4
DESCRIPTION OF DATA: An application to the Commissioner of Public Safety for a grant pursuant to Minnesota Statutes Section 299C.065; information within investigative files that identifies or could reasonably be used to ascertain the identity of assisted witnesses, sources, or undercover investigators; information in a report at the conclusion of an investigation pertaining to the identity or location of an assisted witness.

Use of Motor Vehicle to Patronize Prostitutes
CLASSIFICATION(S): Private/Public
GOVERNING STATUTE: Minn. Stat. §§ 13.871, subd. 3 (c) and 609.324, subd. 5
DESCRIPTION OF DATA: Notation in a driving record that the driver has used a motor vehicle to patronize prostitutes, but becomes public if the person has been convicted previously of patronizing a prostitute or another violation under Minnesota Statutes Section 609.324 or 609.322.

Videotapes of Child Abuse Victims
CLASSIFICATION(S): Private / Confidential
GOVERNING STATUTE: Minn. Stat. §§ 13.821, 611A.90
DESCRIPTION OF DATA: Videotapes in which a child victim or alleged victim is alleging, explaining, denying, or describing an act of physical or sexual abuse.

Vulnerable Adult Report Records
CLASSIFICATION(S): Private / Confidential
GOVERNING STATUTE: Minn. Stat. §§ 13.871, subd. 6 (l), 626.557, subd. 12(b).
DESCRIPTION OF DATA: Reports made pursuant to Minnesota Statutes Section 626.557 of possible incidents of maltreatment of vulnerable adults; identities of individuals making such reports.

Agenda Section:	**Consent Agenda**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Consider Application for a Solicitor's License for US Energy Conservation Group.

Action Requested: Motion
Form of Action: **N/A**
Votes Needed: **N/A**

Summary Statement:	US Energy Conservation Group has applied for a solicitor's license to go door to door providing information on home efficiency and insulation programs. All required fees have been paid.

Recommendations:	To issue a solicitor's license to US Energy Conservation Group valid from August 1st through September 30, 2026.

Applicable Deadlines:	None

Community Impact:	Allow a business an opportunity to reach out to the surrounding community to offer information on energy conservation for their homes.

Legislative History:	City Code Chapter 10 regulates solicitor licenses.

Strategic Priority:	**N/A**

Fiscal Impact:	

Financial Consideration?	**No**
Revenue/Expenditure Amount:	$
Financing Source:	**N/A**
Notes:	

Attachments:	

Agenda Section:	**Council Business**
Meeting Date:	**July 28, 2026**

REQUEST FOR COUNCIL CONSIDERATION – EXECUTIVE SUMMARY

ITEM DESCRIPTION: Consider Acceptance of the Second Quarter 2026 Interim Financial Report

Action Requested: Motion
Form of Action: Other: Acceptance
Votes Needed: 3 Votes

Summary Statement:	Quarterly interim financial reports are provided in an effort to keep the Council informed of the City's fiscal condition.

Recommendations:	Accept the Second Quarter 2026 Interim Financial Report.

Applicable Deadlines:	July 31, 2026

Community Impact:	Sound financial management ensures the City's ability to continue funding the programs and services the community relies on.

Legislative History:	The Government Finance Officers Association (GFOA) recommends as a best practice that a government undertake a process of monthly, quarterly, and annual reviews to ensure the ongoing completeness and accuracy of the data it collects. This process should include financial analysis of interim management reports to identify anomalous or incomplete data to be corrected.

Strategic Priority:	**Financial Sustainability**

Fiscal Impact:	

Financial Consideration?	**No**
Revenue/Expenditure Amount:	$
Financing Source:	**N/A**
Notes:	

Attachments:	

1.	Q2 2026 Financial Report
2.	Q2 2026 Presentation Slides

QUARTERLY FINANCIAL REPORT

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AS OF JUNE 30, 2026

CITY OF NEW BRIGHTON
Prepared by the Finance Director

NEW BRIGHTON
building tomorrow today

Introduction

In an effort to keep the Council informed on the City's fiscal condition, this report includes a budget to actual comparison of 2026 revenues and expenditures for the period ending June 30, 2026 (unaudited).

The report includes an analysis of the following funds:

- General Fund
- Water Utility Fund
- Sewer Utility Fund
- Stormwater Management Fund
- Street Light System Fund

These funds account for programs and services that constitute the City's core functions. Programs such as debt service and tax increment financing which are governed by pre-existing obligations and restricted revenues are not shown. In addition, expenditures in the City's Fleet and Non-Fleet programs are not shown as these expenditures are specifically tied to pre-funded asset replacement funds.

The information is presented on a modified cash basis accounting method, which measures only the actual revenues that become available and measurable, and expenditures are recognized in the period the liability is incurred.

Explanations are provided for any budget to actual differences that could be considered significant. **At the end of the second quarter, this includes a variance of less than 45% or more than 55%.** It should be noted that certain variances are expected and exist simply due to the non-recurring or intermittent nature of the revenue or expenditure.

Also included in this report is a summary of the City's investment portfolio as of June 30, 2026, as well as cash flow projections for the City's three internal financing sources: the Community Reinvestment Fund, Street Financing Fund, and Municipal Development Fund.

General Fund

The **General Fund** is the primary operating fund of the City. It accounts for the financial activities of most of the City's core functions. Its primary funding source is the property tax levy.

City of New Brighton
General Fund Budget to Actual (Unaudited)
For the Quarter Ended June 30, 2026

	Amended Budget	YTD Balance 6/30/2026	Available Balance	% Budget Used		YTD Balance 6/30/2025
Revenues						
Taxes	$ 15,465,700	$ 6,044,717	$ 9,420,983	39%	(1)	$ 5,969,205
Franchise Taxes	1,233,000	377,550	855,450	31%	(2)	383,656
Licenses	199,300	239,753	(40,453)	120%	(3)	247,292
Permits	500,000	285,718	214,282	57%	(4)	353,847
Intergovernmental	1,246,400	39,046	1,207,354	3%	(5)	392,781
Charges for Service	5,529,100	2,839,073	2,690,027	51%		2,865,784
Fines & Forfeitures	55,000	43,698	11,302	79%	(6)	31,292
Investment Income	125,000	60,684	64,316	49%		59,089
Rents/Leases	438,000	321,996	116,004	74%	(7)	349,857
Miscellaneous	71,500	36,395	35,105	51%		37,182
Transfers In	753,000	376,500	376,500	50%		376,500
Total Revenues	$ 25,616,000	$ 10,665,130	$ 14,950,870	42%		$ 11,066,485
Expenditures						
Administration:						
Council	$ 43,900	$ 22,972	$ 20,928	52%		$ 21,314
Administration	1,548,000	784,599	763,401	51%		745,161
Elections	162,100	69,441	92,659	43%	(8)	78,077
Legal	134,000	67,405	66,595	50%		68,339
Central Services	217,300	115,294	102,006	53%		114,212
Finance:						
Finance	790,000	387,534	402,466	49%		423,047
License Bureau	880,200	351,100	529,100	40%	(9)	356,932
Passports	495,200	207,933	287,267	42%	(10)	165,032
DCAD						
Engineering	603,700	275,094	328,606	46%		262,472
Streets	434,500	202,398	232,102	47%		164,341
Garage	720,000	371,574	348,426	52%		356,373
Community Development	1,101,600	499,503	602,097	45%		483,844
Recycling	452,300	181,067	271,233	40%	(11)	174,376
Parks and Recreation:						
Parks	2,199,600	1,021,497	1,178,103	46%		899,182
Forestry	336,800	181,608	155,192	54%		126,075
Recreation Programs	1,286,500	515,373	771,127	40%	(12)	580,551
Community Center	2,546,400	1,150,771	1,395,629	45%		1,107,920
Golf Course	427,800	215,255	212,545	50%		200,037
Public Safety:						
Police	7,682,300	3,446,265	4,236,035	45%		3,435,235
Fire	1,526,200	535,808	990,392	35%	(13)	581,194
Transfers Out	2,846,800	500,000	2,346,800	18%	(14)	660,000
Turnover Ratio	(319,200)	-	(319,200)	0%	(15)	-
Total Expenditures	$ 26,116,000	$ 11,102,492	$ 15,013,508	43%		$ 11,003,716
Net Revenues Over/ (Under) Expenditures	$ (500,000)	$ (437,361)				

General Fund (continued)

Comments on Items with Less than 45% or More than 55% of Budget Used

(1) A portion of the first half **property tax levy** was received in July. The second half will be received in November/December.
(2) The second quarter **Franchise taxes** will be received by the end of July.
(3) Many **license** fees are annually recurring in nature and received at the start of the year. Liquor license revenue is over-budget due to two new establishments applying for licenses in 2026 compared to previous years.
(4) **Permits** revenue in the first half of the year includes fewer large projects than previous years. Current permit activity includes applications for interior remodeling at Gracepoint Church, renovations at 2123 Old Highway 8, and assembly of a greenhouse at Global Academy.
(5) The **Intergovernmental** revenue budget includes State Police and Fire Aid which are generally received in the fall, and the Mounds View Schools SRO reimbursement that was received in part in July.
(6) **Fines and Forfeitures** revenues are higher than expected due to the fluctuating nature of ticketing and collections by Public Safety.
(7) The majority of our **Rent** income derives from our tower leases, which are paid annually at different times in the year depending on contract terms. Seven of nine tower lease payments were received by the end of the second quarter. The budget also includes $85,000 for a billboard lease that is paid monthly.
(8) **Elections** expenditures are slightly lower than expected related to an equipment maintenance charge not yet billed by Ramsey County.
(9) **License Bureau** expenditures are lower than expected due to a full-time position vacancy through the first half of the year.
(10) **Passports** expenditures are lower than expected due to a part-time position vacancy through the first half of the year.
(11) **Recycling** hauler invoices are paid on a monthly basis, in the month following the month of service. Only five months have been paid as of the end of the second quarter.
(12) **Recreation Program** expenditures such as seasonal wages and professional services will pick up in the third quarter during the warmer months of the year.
(13) 13% of the **Fire** division's budget is related to a one-time contribution of Fire State Aid to the PERA SVF Retirement fund that occurs in or around October of each year. Additionally, only 41% of budgeted personnel has been spent based on calls for service so far this year.
(14) **Transfers Out** generally occur at the end of the year, unless budget amendments are made mid-year.
(15) The **Turnover Ratio** is an annual budgetary item used to acknowledge the budgetary savings the City generally experiences due to employee turnover throughout the year.

At the end of the second quarter, the **General Fund** has $10.6 million in available reserves or 48% of the current annual operating budget. The City's fund balance policy requires a minimum fund balance at year-end of 35% of the subsequent year's budgeted operating expenditures, and a year-end target of between 41% - 45%.

Water Utility Fund

The **Water Utility Fund** includes the activities associated with the City's water distribution system. Its primary funding source are fees charged to water customers based on consumption.

City of New Brighton
Water Utility Fund Budget to Actual (Unaudited)
For the Quarter Ended June 30, 2026

	Adopted Budget	YTD Balance 6/30/2026	Available Balance	% Budget Used		YTD Balance 6/30/2025
Revenues						
Charges for Service	$ 4,478,000	$ 1,434,238	$ 3,043,762	32%	(1)	$ 1,350,288
Investment Interest	125,000	24,157	100,843	19%	(2)	31,719
PFAS Settlements	-	82,260	(82,260)	100%	(3)	-
Total Revenues	$ 4,603,000	$ 1,540,655	$ 3,062,345	33%		$ 1,382,007
Expenditures						
Personnel	$ 1,146,600	$ 550,833	$ 595,767	48%		$ 502,826
Materials	185,000	59,387	125,613	32%	(4)	87,623
Contractual Service	985,900	467,055	518,845	47%		514,884
Interfund Loan Interest	44,700	13,618	31,082	30%	(5)	16,722
Transfers Out	363,800	181,902	181,898	50%		181,902
Total Operating	2,726,000	1,272,795	1,453,205	47%		1,303,957
Capital	1,542,300	-			(6)	
Total Expenditures	$ 4,268,300	$ 1,272,795				
Net Revenues Over/(Under) Expenditures	$ 334,700	$ 267,860				

Comments on Items with Less than 45% or More than 55% of Budget Used

(1) **Charges for Service** revenue only includes about four months of activity as of the end of the second quarter. This is merely due to the timing of the City's quarterly bills.

(2) **Investment Interest** revenue is lower than expected at the end of the second quarter due to a more ambitious budget target compared to previous years.

(3) **PFAS Settlement** revenue is unbudgeted.

(4) **Materials** are purchased as needed throughout the year for work done on water meters, water mains, and other water-related maintenance work.

(5) **Interfund Loan Interest** was budgeted to include a new loan in 2025 that was no longer needed at the end of the year.

(6) Budgeted **Capital** expenditures for the year include WTP 3,4,5 and Well House 8 building improvements, county road watermain, and water infrastructure related to the 2026 Street Construction project. These expenditures will occur later in the year.

As of June 30, 2026, the **Water Utility Fund** has a positive cash balance of $2,732,443.

Sewer Utility Fund

The **Sewer Utility Fund** includes the activities associated with the City's sewer collection system. Its primary funding source are fees charged to sewer customers based on consumption.

City of New Brighton
Sewer Utility Fund Budget to Actual (Unaudited)
For the Quarter Ended June 30, 2026

	Adopted Budget	YTD Balance 6/30/2026	Available Balance	% Budget Used		YTD Balance 6/30/2025
Revenues						
Charges for Service	$ 4,764,800	$ 1,558,518	$ 3,206,282	33%	(1)	$ 1,425,798
Investment Interest	27,400	6,779	20,621	25%	(2)	6,825
Total Revenues	$ 4,792,200	$ 1,565,297	$ 3,226,903	33%		$ 1,432,623
Expenditures						
Personnel	$ 638,100	$ 302,447	$ 335,653	47%		$ 291,148
Materials	30,000	17,781	12,219	59%	(3)	33,491
Contractual Service	3,355,900	1,856,362	1,499,538	55%		1,561,530
Interfund Loan Interest	19,100	9,750	9,350	51%		-
Transfers Out	239,400	119,700	119,700	50%		119,700
Total Operating	4,282,500	2,306,040	1,976,460	54%		2,005,868
Capital	710,000	-			(4)	
Total Expenditures	$ 4,992,500	$ 2,306,040				
Net Revenues Over/(Under) Expenditures	$ (200,300)	$ (740,743)				

Comments on Items with Less than 45% or More than 55% of Budget Used

(1) **Charges for Service** revenue only includes about four months of activity as of the end of the second quarter. This is merely due to the timing of the City's quarterly bills.

(2) **Investment Interest** revenue is lower than expected at the end of the second quarter due to a more ambitious budget target compared to previous years.

(3) **Materials** are purchased as needed throughout the year for work done on sewer lines, lift stations and other sewer-related maintenance work.

(4) Budgeted **capital** expenditures for the year include miscellaneous sewer lining, the SCADA replacement, and sewer infrastructure related to the 2026 Street Construction project. These expenditures will occur later in the year.

As of June 30, 2026, the **Sewer Utility Fund** has a positive cash balance of $869,750.

Stormwater Management Fund

The **Stormwater Management Fund** includes activities associated with the City's storm sewer collection system. Its primary funding source are fixed base fees charged to storm sewer customers.

City of New Brighton
Stormwater Utility Fund Budget to Actual (Unaudited)
For the Quarter Ended June 30, 2026

	Adopted Budget	YTD Balance 6/30/2026	Available Balance	% Budget Used		YTD Balance 6/30/2025
Revenues						
Intergovernmental	$ -	$ 25,936	(25,936)	100%		$ 26,205
Charges for Service	1,438,300	483,578	954,722	34%	(1)	457,233
Investment Interest	42,700	5,951	36,749	14%	(2)	12,325
Total Revenues	$ 1,481,000	$ 515,465	$ 991,471	35%		$ 495,763
Expenditures						
Personnel	$ 247,400	$ 117,343	$ 130,057	47%		$ 109,322
Materials	52,000	3,252	48,748	6%	(4)	6,914
Contractual Service	432,300	136,953	295,347	32%	(5)	174,110
Interfund Loan Interest	90,800	53,075	37,725	58%	(6)	47,047
Transfers Out	118,200	58,098	60,102	49%		60,098
Total Operating	940,700	368,721	571,979	39%		397,491
Capital	547,000	-			(7)	
Total Expenditures	$ 1,487,700	$ 368,721				
Net Revenues Over/(Under) Expenditures	$ (6,700)	$ 146,744				

Comments on Items with Less than 45% or More than 55% of Budget Used

(1) **Charges for Service** revenue only includes about four months of activity as of the end of the second quarter. This is merely due to the timing of the City's quarterly bills.

(2) **Investment Interest** revenue is lower than expected at the end of the second quarter due to a more ambitious budget target compared to previous years.

(3) **Materials** are purchased as needed throughout the year for stormwater-related maintenance work.

(4) The **Contractual Services** budget includes general maintenance and repair costs, which are incurred as needed throughout the year.

(5) The Stormwater fund required a larger than anticipated interfund loan at the end of 2025. Accordingly, **Interfund Loan Interest** expense is higher than expected.

(6) Budgeted **capital** expenditures for the year include pavement management projects, pond dredging, and storm sewer infrastructure related to the 2026 Street Construction project. These expenditures will occur later in the year.

As of June 30, 2026, the **Stormwater Management Fund** has a positive cash balance of $977,348.

Street Light System Fund

The **Street Light System Fund** includes activities associated with the City's streets light system. Its primary funding source are fixed base fees charged to all City property owners.

City of New Brighton
Street Light System Fund Budget to Actual (Unaudited)
For the Quarter Ended June 30, 2026

	Adopted Budget	YTD Balance 6/30/2026	Available Balance	% Budget Used		YTD Balance 6/30/2025
Revenues						
Charges for Service	$ 374,700	$ 128,276	$ 246,424	34%	(1)	$ 124,064
Investment Interest	2,500	1,629	871	65%	(2)	1,020
Total Revenues	$ 377,200	$ 129,905	$ 247,295	34%		$ 125,084
Expenditures						
Materials	$ 1,000	$ 339	$ 661	34%	(3)	$ -
Contractual Service	213,300	101,138	112,162	47%		92,921
Interfund Loan Interest	24,400	12,782	11,618	52%		11,821
Transfers Out	33,600	16,800	16,800	50%		16,800
Total Operating	272,300	131,059	141,241	48%		121,542
Capital	5,000	5,821			(4)	
Total Expenditures	$ 277,300	$ 136,880				
Net Revenues Over/(Under) Expenditures	$ 99,900	$ (6,975)				

Comments on Items with Less than 45% or More than 55% of Budget Used

(1) **Charges for Service** revenue only includes about four months of activity as of the end of the second quarter. This is merely due to the timing of the City's quarterly bills.

(2) **Investment Interest** revenue is higher than expected due to conservative budgeting. The Street Light fund maintains a low cash balance relative to the other utility funds.

(3) **Materials** are purchased as needed throughout the year for stormwater-related maintenance work.

(4) Budgeted **capital** expenditures include street light re-lamping. Expenditures through the end of the first quarter include a light pole installation on Rice Creek Rd.

As of June 30, 2026, the **Street Light System Fund** has a positive cash balance of $114,903.

Investments

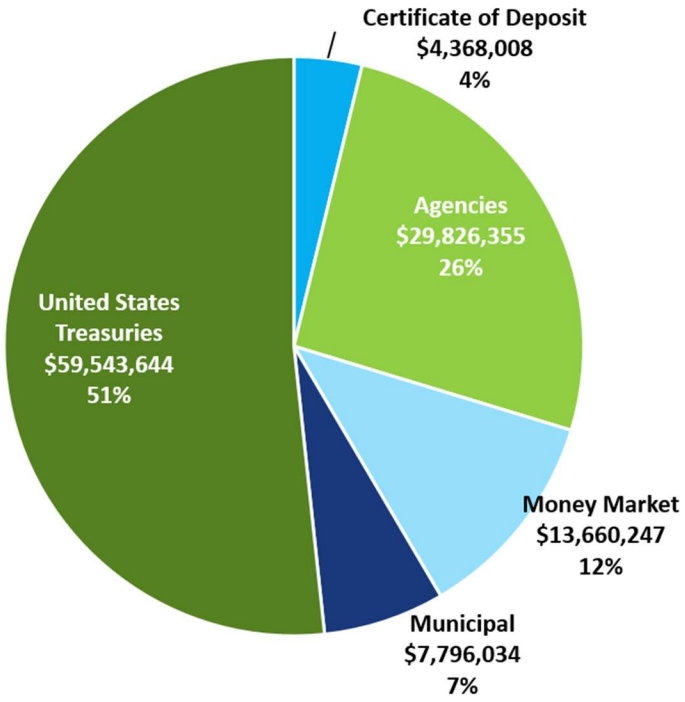
It is the policy of the City to invest public funds in a low-risk manner that will preserve principal while meeting the daily cash flow demands of the City's operations, and conform to all federal, state and local regulations governing the investment of public funds. The portfolio is designed to provide the highest investment return available within these parameters.

Portfolio Characteristics

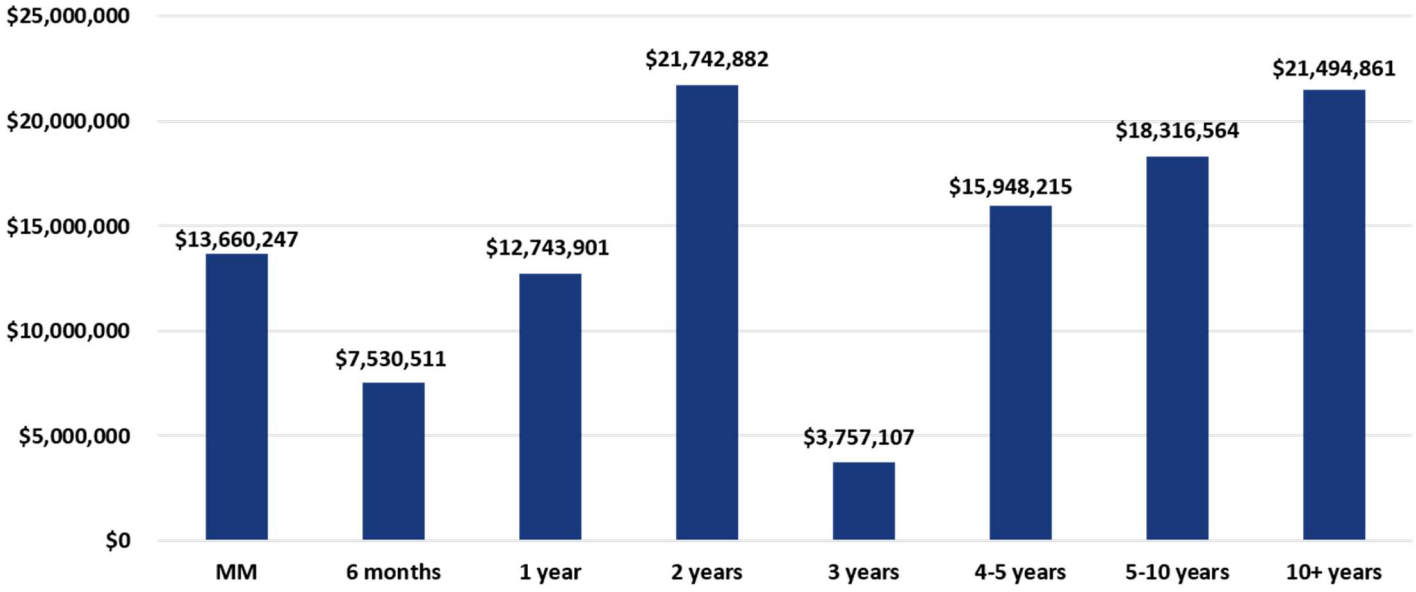
Book Value	$115,194,288
Market Value	$114,275,326
Unrealized Gain(Loss)	$ (918,962)*
YTD Earnings	$ 2,180,828
Yield to Maturity	3.42%

*An unrealized loss is a decrease in the value of an investment that an investor holds. A gain or loss becomes realized when the investment is actually sold. Our investments are generally not intended to be sold, but instead held to maturity. The unrealized loss is a function of rising interest rates.

City of New Brighton Investment Portfolio as of 06/30/26 By Investment Type



City of New Brighton Investment Portfolio as of 06/30/26 By Maturity Date

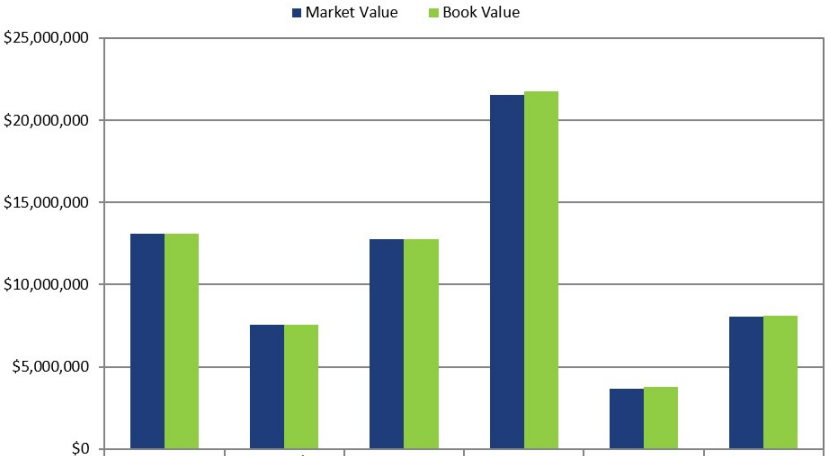


Investments (continued)

Portfolio by Investment Manager

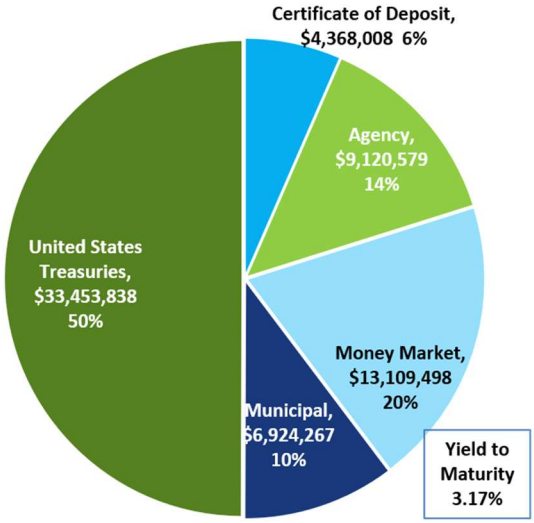
Below is a snapshot of the portfolio with the internally-managed assets separated from those managed by PMA Asset Management, LLC. PMA is actively managing approximately $48 million of the portfolio primarily intended to meet the long-term cash flow needs of the water treatment plant. The rest of the City's portfolio is managed internally to meet short-term operating and capital cash flow needs.

Internally-Managed Maturities

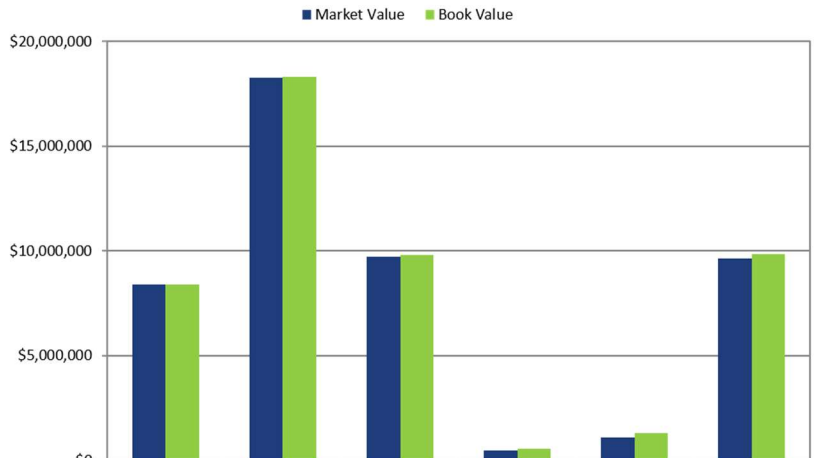


	MM	6 months	1 year	2 years	3 years	4-5 years
Market Value	$13,109,498	$7,578,851	$12,736,708	$21,549,879	$3,634,760	$8,068,313
Book Value	$13,109,498	$7,530,511	$12,743,901	$21,742,882	$3,757,107	$8,092,291

Internally-Managed Investment Types

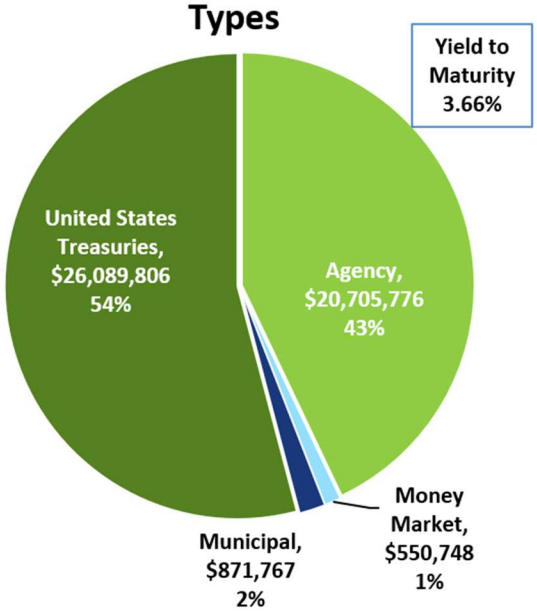


PMA-Managed Maturities



	0-5 years	5-10 years	10-15 years	15-20 years	20-25 years	25-30 years
Market Value	$8,385,849	$18,260,381	$9,705,865	$493,248	$1,100,572	$9,651,400
Book Value	$8,406,673	$18,316,564	$9,786,956	$559,986	$1,311,624	$9,836,294

PMA-Managed Investment Types

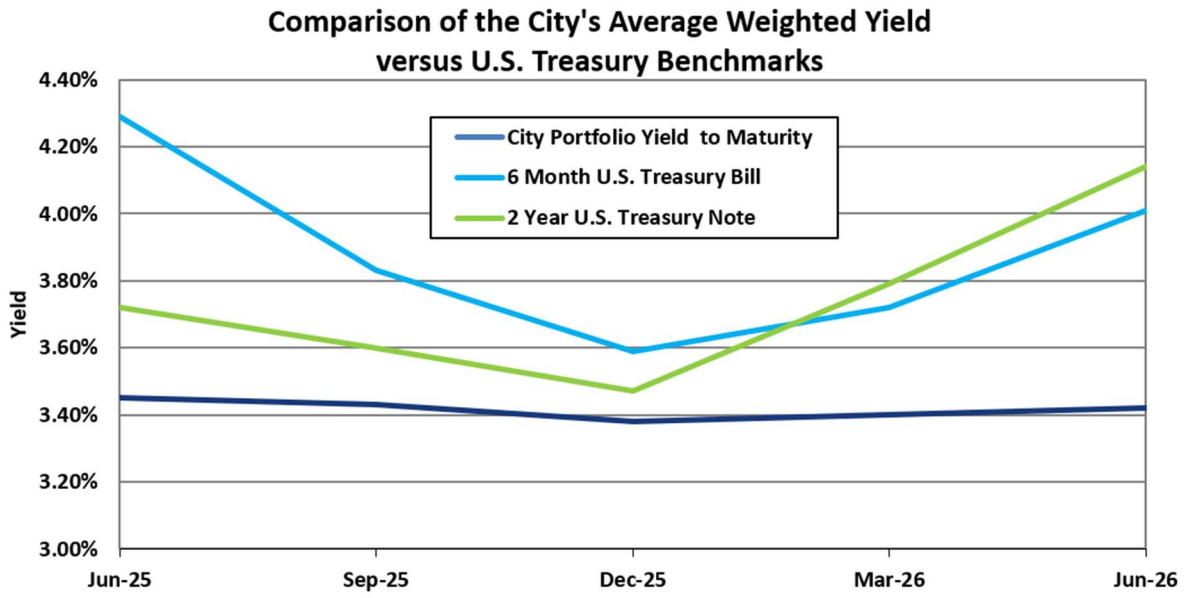


Investments (continued)

Investment Yield to Maturity

The chart below illustrates the City's yield to maturity relative to U.S. Treasury benchmarks. Over the past year, the City's average investment yield has remained stable, closing the second quarter at 3.42%. Because the City generally holds its investments to maturity, the average yield is less sensitive to market fluctuations than the benchmark rates.

Interest rates on new investment offerings have continued to rise since the beginning of the year, as reflected in the movement of the benchmarks. This upward rate environment also explains the shift from the City's modest unrealized gain reported on December 31, 2025, to the unrealized loss recorded at the end of the second quarter.



Community Reinvestment Fund

The **Community Reinvestment Fund** provides internal loans for capital projects in other funds which are experiencing temporary cashflow deficits, primarily the Utility Funds. It is also used for various projects, improvements or initiatives as identified by Management and Council.

City of New Brighton
Community Reinvestment Fund Cashflow Projections
As of June 30, 2026

	Actual 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030
Cash Balance as of 1/1/20XX	**$ 1,032,532**	**$ 781,672**	**$ 705,172**	**$ 1,117,272**	**$ 1,161,972**	**$ 2,060,372**
Cash Inflows:						
Interest Earnings	61,412	24,400	6,500	10,600	11,000	20,000
City Hall Lease Payments	15,210	16,900	18,900	18,900	18,900	18,900
Xcel Franchise Fees	133,916	133,900	133,900	133,900	133,900	133,900
Interfund Loan Repayments:						
Water Fund	238,808	238,800	238,800	238,800	192,200	192,200
Sanitary Sewer Fund	-	75,700	163,100	163,100	163,100	163,100
Stormwater Fund	489,272	582,500	640,700	722,200	722,100	698,800
Street Lights Fund	158,564	181,900	160,200	157,200	157,200	157,200
Excess Tax Increment	30,358	-	-	-	-	-
Transfers In From:						
General Fund	314,500	-	-	-	-	-
Total Inflows:	1,442,040	1,254,100	1,362,100	1,444,700	1,398,400	1,384,100
Cash Outflows:						
Street Financing Contribution	-	-	-	-	-	500,000
Municipal Facility Study	-	80,600	-	-	-	-
General Fund Support	42,900	-	-	-	-	-
Interfund Loans:						
Water Fund	-	-	-	900,000	-	800,000
Sanitary Sewer Fund	650,000	750,000	-	-	-	-
Stormwater Fund	800,000	500,000	700,000	500,000	500,000	500,000
Street Lights Fund	200,000	-	250,000	-	-	-
Total Outflows:	1,692,900	1,330,600	950,000	1,400,000	500,000	1,800,000
Net Change to Cash:	(250,860)	(76,500)	412,100	44,700	898,400	(415,900)
Cash Balance Reserved for:						
Interfund Loans	336,710	185,909	459,109	363,509	1,120,209	561,109
Community Improvements	296,546	218,947	221,147	223,347	225,547	227,847
Climate Action Plan	148,416	283,816	420,516	558,616	698,116	839,016
Total as of 12/31/20XX	**$ 781,672**	**$ 705,172**	**$ 1,117,272**	**$ 1,161,972**	**$ 2,060,372**	**$ 1,644,472**

Street Financing Fund

The **Street Financing Fund** provides internal loans to the Street Improvement Fund for annual street reconstruction projects. Revenues include assessments and levies for the repayment of the loans, interest earnings and Local Government Aid (LGA). It was the goal of the City by 2025 to eliminate all external financing of street projects and instead finance all street projects internally using this fund.

City of New Brighton
Street Financing Fund Cashflow Projections
As of June 30, 2026

	Actual 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030
Cash Balance as of 1/1/20XX	**$ 4,266,853**	**$ 4,917,019**	**$ 4,532,764**	**$ 4,395,954**	**$ 3,610,631**	**$ 2,714,155**
Cash Inflows:						
Interest Earnings	169,585	97,400	44,845	43,477	35,624	26,659
Assessments	170,367	506,800	480,800	512,900	548,600	618,900
Annual Levy Loan Repayments	1,363,800	1,305,300	1,331,300	1,460,400	1,741,400	1,981,400
Community Reinvestment	-	-	-	-	-	500,000
LGA	782,381	788,345	788,345	-	-	-
Total Inflows:	2,486,133	2,697,845	2,645,290	2,016,777	2,325,624	3,126,959
Cash Outflows:						
Special Assess Maint Fee	5,967	2,100	2,100	2,100	2,100	2,100
Interfund Loans:						
2024 Street Project	-	-	-	-	-	-
2025 Street Project	1,830,000	-	-	-	-	-
2026 Street Project	-	3,080,000	-	-	-	-
2027 Street Project	-	-	2,780,000	-	-	-
2028 Street Project	-	-	-	2,800,000	-	-
2029 Street Project	-	-	-	-	3,220,000	-
2030 Street Project	-	-	-	-	-	3,810,000
Total Outflows:	1,835,967	3,082,100	2,782,100	2,802,100	3,222,100	3,812,100
Net Change to Cash:	650,166	(384,255)	(136,810)	(785,323)	(896,476)	(685,141)
Cash Balance as of 12/31/20XX	**$ 4,917,019**	**$ 4,532,764**	**$ 4,395,954**	**$ 3,610,631**	**$ 2,714,155**	**$ 2,029,014**

Municipal Development Fund

The **Municipal Development Fund** provides internal financing for community development and initial project costs related to the City's Tax Increment Financing Districts. It is also used for other projects or internal financing needs as identified by Management and Council.

City of New Brighton
Municipal Development Fund Cashflow Projections
As of June 30, 2026

	Actual 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030
Cash Balance as of 1/1/20XX	**$ 11,949,615**	**$ 11,169,850**	**$ 10,639,158**	**$ 10,367,158**	**$ 10,101,658**	**$ 9,844,358**
Cash Inflows:						
Interest Earnings	474,607	111,700	108,700	106,000	103,300	100,700
Loan Repayments:						
TIF	604,927	464,700	468,800	469,300	470,800	466,000
Parks Comp Plan	-	187,100	187,100	187,100	187,100	187,100
API Pymt in Lieu of TIF	62,206	62,200	62,200	62,200	62,200	62,200
Total Inflows:	1,141,740	825,700	826,800	824,600	823,400	816,000
Cash Outflows:						
Internal Loans:						
TIF	1,044,624	1,127,700	1,098,800	1,090,100	1,080,700	1,112,600
Parks Comp Plan	632,185	-	-	-	-	-
Old Hwy 8 & 8th Ave	205,670	(547,274)	-	-	-	-
Clubhouse Redev	37,026	12,813	-	-	-	-
Vermont Park Properties	2,000	763,153	-	-	-	-
Total Outflows:	1,921,505	1,356,392	1,098,800	1,090,100	1,080,700	1,112,600
Net Change to Cash:	(779,765)	(530,692)	(272,000)	(265,500)	(257,300)	(296,600)
Cash Balance as of 12/31/20XX	**$ 11,169,850**	**$ 10,639,158**	**$ 10,367,158**	**$ 10,101,658**	**$ 9,844,358**	**$ 9,547,758**

NEW BRIGHTON
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Second Quarter 2026 Financial Update

07/28/2026

Gina Foschi, Finance Director

Quarterly Financial Report Overview

The funds included in the report account for the City's core budgeted functions:

- General Fund
- Water Utility Fund
- Sewer Utility Fund
- Stormwater Management Fund
- Street Light System Fund

Explanations are provided for any budget to actual differences that could be considered "significant":

- At the end of the 2nd quarter (50% through the year) this includes variances of less than 45% or more than 55%

The 2nd quarter report is also where we provide Council with cash flow projections of the City's three internal financing sources:

- Community Reinvestment Fund
- Street Financing Fund
- Municipal Development Fund

The report also includes a summary of the City's investment portfolio as of June 30, 2026.

2026 Second Quarter – General Fund Revenues

	Amended Budget	YTD Balance 6/30/2026	Available Balance	% Budget Used	YTD Balance 6/30/2025
Revenues					
Taxes	$15,465,700	$ 6,044,717	$ 9,420,983	39%	$ 5,969,205
Franchise Taxes	1,233,000	377,550	855,450	31%	383,656
Licenses	199,300	239,753	(40,453)	120%	247,292
Permits	500,000	285,718	214,282	57%	353,847
Intergovernmental	1,246,400	39,046	1,207,354	3%	392,781
Charges for Service	5,529,100	2,839,073	2,690,027	51%	2,865,784
Fines & Forfeitures	55,000	43,698	11,302	79%	31,292
Investment Income	125,000	60,684	64,316	49%	59,089
Rents/Leases	438,000	321,996	116,004	74%	349,857
Miscellaneous	71,500	36,395	35,105	51%	37,182
Transfers In	753,000	376,500	376,500	50%	376,500
Total Revenues	$25,616,000	$10,665,130	$14,950,870	42%	$11,066,485

2026 Second Quarter – General Fund Expenditures

	Adopted Budget	YTD Balance 6/30/2026	Available Balance	% Budget Used	YTD Balance 6/30/2025
Expenditures					
Administration	$ 2,105,300	$ 1,059,711	$ 1,045,589	50%	$ 1,027,104
Finance	2,165,400	946,568	1,218,832	44%	945,011
DCAD	3,312,100	1,529,635	1,782,465	46%	1,441,407
Parks and Recreation	6,797,100	3,084,504	3,712,596	45%	2,913,765
Public Safety	9,208,500	3,982,073	5,226,427	43%	4,016,429
Transfers Out	2,846,800	500,000	2,346,800	18%	660,000
Turnover Ratio	(319,200)	-	(319,200)	0%	
Total Expenditures	$26,116,000	$11,102,492	$15,013,508	43%	$11,003,716
Net Revenues Over/ (Under) Expenditures	$ (500,000)	$ (437,361)			
2025 Fund Balance		11,082,608			
6/30/2026 Fund Balance		$10,645,247			

2026 Second Quarter Water Utility Fund

	Adopted Budget	YTD Balance 6/30/2026	Available Balance	% Budget Used	YTD Balance 6/30/2025
Revenues					
Charges for Service	$ 4,478,000	$ 1,434,238	$ 3,043,762	32%	$ 1,350,288
Investment Interest	125,000	24,157	100,843	19%	31,719
Investment Interest	$ -	82,260	(82,260)	100%	$ -
Total Revenues	$ 4,603,000	$ 1,540,655	$ 3,062,345	33%	$ 1,382,007
Expenditures					
Personnel	$ 1,146,600	$ 550,833	$ 595,767	48%	$ 502,826
Materials	185,000	59,387	125,613	32%	87,623
Contractual Service	985,900	467,055	518,845	47%	514,884
Interfund Loan Interest	44,700	13,618	31,082	30%	16,722
Transfers Out	363,800	181,902	181,898	50%	181,902
Total Operating	2,726,000	1,272,795	1,453,205	47%	1,303,957
Capital	1,542,300	-			
Total Expenditures	$ 4,268,300	$ 1,272,795			
Net Revenues Over/(Under) Expenditures	$ 334,700	$ 267,860			

6/30/2026 Cash Balance $2,732,443

[*Target Range $668,500 - $4,924,400*]

2026 Second Quarter Sewer Utility Fund

	Adopted Budget	YTD Balance 6/30/2026	Available Balance	% Budget Used	YTD Balance 6/30/2025
Revenues					
Charges for Service	$ 4,764,800	$ 1,558,518	$ 3,206,282	33%	$ 1,425,798
Investment Interest	27,400	6,779	20,621	25%	6,825
Total Revenues	$ 4,792,200	$ 1,565,297	$ 3,226,903	33%	$ 1,432,623
Expenditures					
Personnel	$ 638,100	$ 302,447	$ 335,653	47%	$ 291,148
Materials	30,000	17,781	12,219	59%	33,491
Contractual Service	3,355,900	1,856,362	1,499,538	55%	1,561,530
Interfund Loan Interest	19,100.00	9,750	9,350	100%	-
Transfers Out	239,400	119,700	119,700	50%	119,700
Total Operating	4,282,500	2,306,040	1,976,460	54%	2,005,868
Capital	710,000	-			
Total Expenditures	$ 4,992,500	$ 2,306,040			
Net Revenues Over/(Under) Expenditures	$ (200,300)	$ (740,743)			

6/30/2026 Cash Balance $869,750

[*Target Range $1,062,700 - $4,911,100*]

2026 Second Quarter Stormwater Management Fund

	Adopted Budget	YTD Balance 6/30/2026	Available Balance	% Budget Used	YTD Balance 6/30/2025
Revenues					
Intergovernmental	$ -	$ 25,936	$ (25,936)	100.0%	$ 26,205
Charges for Service	1,438,300	483,578	954,722	34%	457,233
Investment Interest	42,700	5,951	36,749	14%	12,325
Total Revenues	$ 1,481,000	$ 515,465	$ 991,471	35%	$ 495,763
Expenditures					
Personnel	$ 247,400	$ 117,343	$ 130,057	47%	$ 109,322
Materials	52,000	3,252	48,748	6%	6,914
Contractual Service	432,300	136,953	295,347	32%	174,110
Interfund Loan Interest	90,800	53,075	37,725	58%	47,047
Transfers Out	118,200	58,098	60,102	49%	60,098
Total Operating	940,700	368,721	571,979	39%	397,491
Capital	547,000	-			
Total Expenditures	$ 1,487,700	$ 368,721			
Net Revenues Over/(Under) Expenditures	$ (6,700)	$ 146,744			

6/30/2026 Cash Balance $977,348

[*Target Range $212,800 - $2,254,700*]

2026 Second Quarter Street Light System Fund

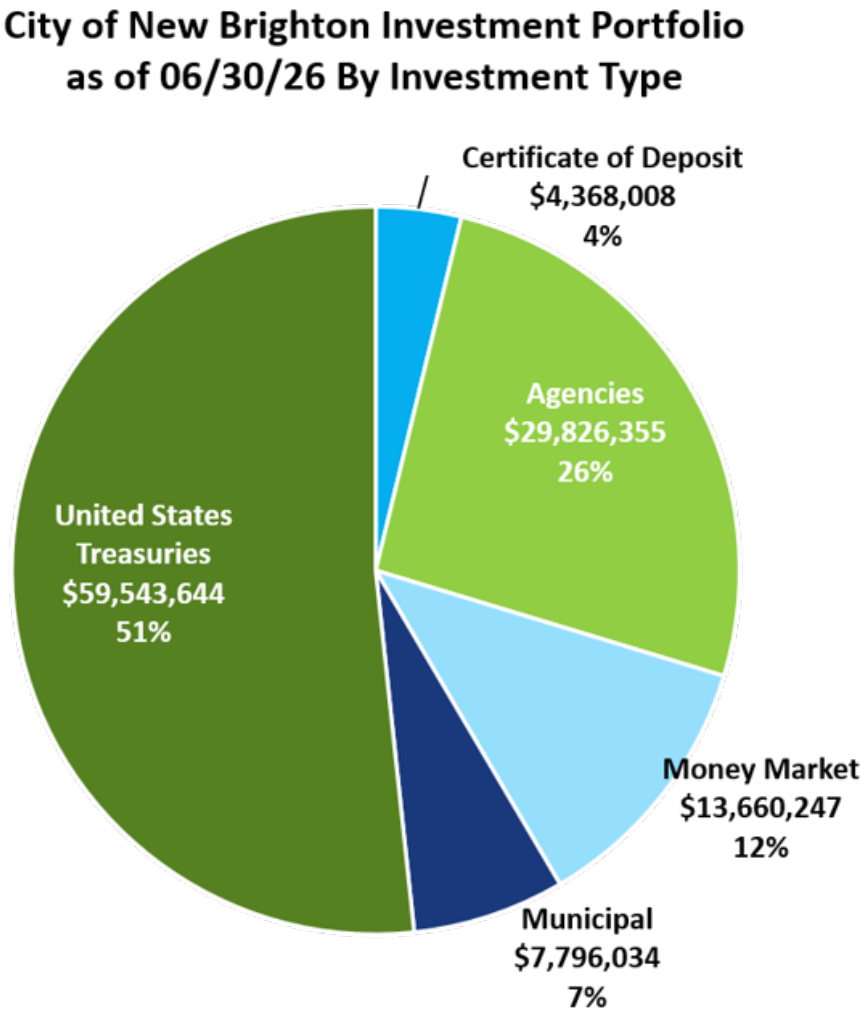
	Adopted Budget	YTD Balance 6/30/2026	Available Balance	% Budget Used	YTD Balance 6/30/2025
Revenues					
Charges for Service	$ 374,700	$ 128,276	$ 246,424	34%	$ 124,064
Investment Interest	2,500	1,629	871	65%	1,020
Total Revenues	$ 377,200	$ 129,905	$ 247,295	34%	$ 125,084
Expenditures					
Materials	$ 1,000	$ 339	$ 661	34%	$ 372
Contractual Service	213,300	101,138	112,162	47%	78,901
Interfund Loan Interest	24,400	12,782	11,618	52%	13,801
Transfers Out	33,600	16,800	16,800	50%	16,800
Total Expenditures	272,300	131,059	141,241	48%	109,874
Capital	5,000	5,821			
Total Expenditures	$ 277,300	$ 136,880			
Net Revenues Over/(Under) Expenditures	$ 99,900	$ (6,975)			

6/30/2026 Cash Balance $114,903

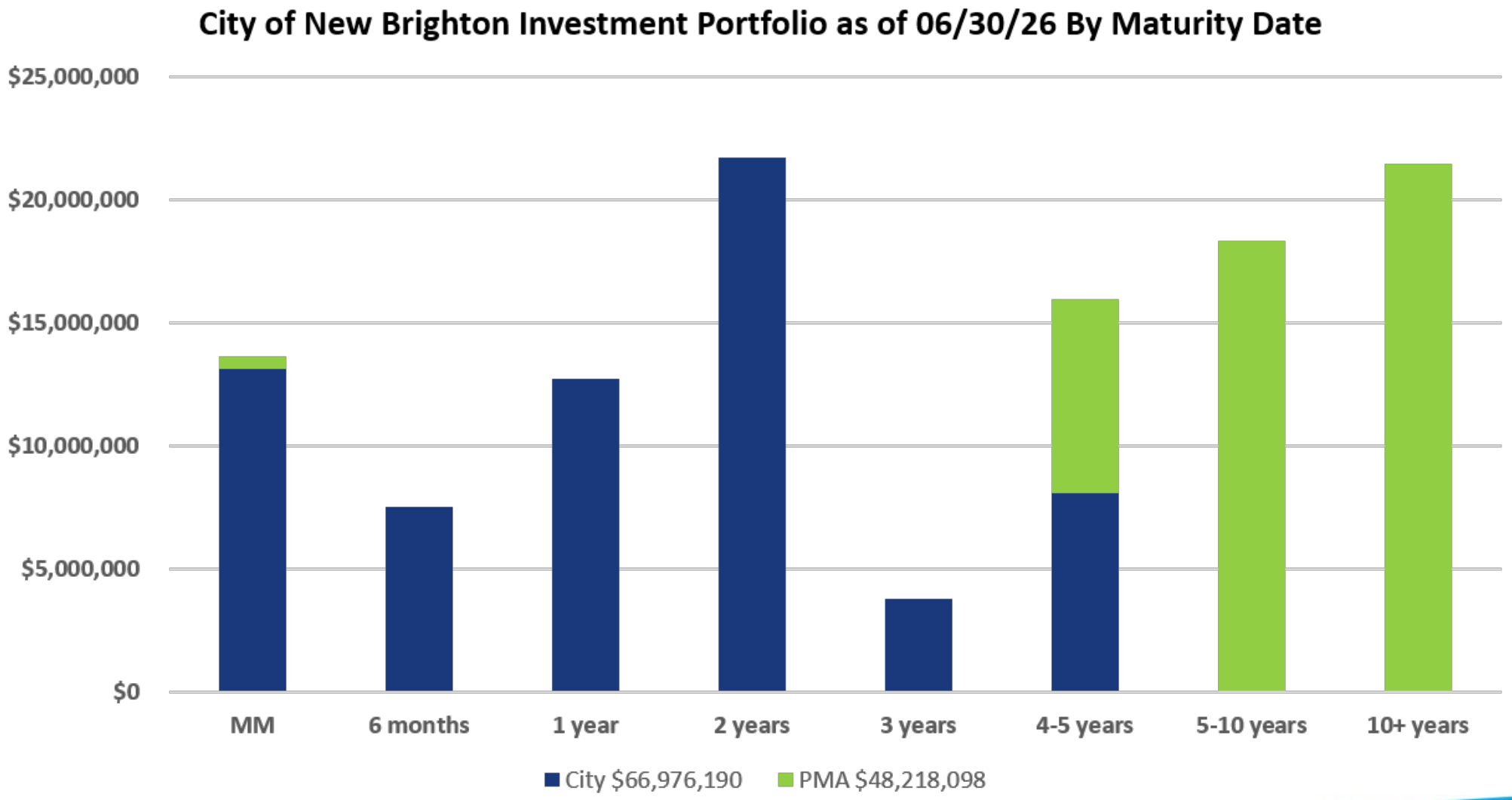
[*Target Range $62,000 - $624,100*]

2026 Second Quarter Investment Portfolio

Portfolio Characteristics	
Book Value	$115,194,288
Market Value	$114,275,326
Unrealized Gain(Loss)	$ (918,962)
YTD Earnings	$ 2,180,828
Yield to Maturity	3.42%



2026 Second Quarter Investment Portfolio (continued)



Community Reinvestment Fund Cash Flow Projections

	Actual 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030
Cash Balance as of 1/1/20XX	**$ 1,032,532**	**$ 781,672**	**$ 705,072**	**$ 1,117,172**	**$ 1,161,872**	**$ 2,060,272**
Inflows:						
Interest Earnings	61,412	24,400	6,500	10,600	11,000	20,000
City Hall Lease Payments	15,210	16,900	18,900	18,900	18,900	18,900
Xcel Franchise Fees	133,916	133,900	133,900	133,900	133,900	133,900
Interfund Loan Repayments	886,644	1,078,800	1,202,800	1,281,300	1,234,600	1,211,300
Excess Tax Increment	30,358	-	-	-	-	-
Transfers In	314,500	-	-	-	-	-
Total Inflows:	1,442,040	1,254,000	1,362,100	1,444,700	1,398,400	1,384,100
Outflows:						
Street Financing Contribution	-	-	-			500,000
Municipal Facility Study	-	80,600	-	-	-	-
General Fund Support	42,900	-	-	-	-	-
Interfund Loans	1,650,000	1,250,000	950,000	1,400,000	500,000	1,300,000
Total Outflows:	1,692,900	1,330,600	950,000	1,400,000	500,000	1,800,000
Net Change to Cash:	(250,860)	(76,600)	412,100	44,700	898,400	(415,900)
Cash Balance Reserved for:						
Interfund Loans	336,710	185,909	459,109	363,509	1,120,209	561,109
Community Improvements	296,546	218,947	221,147	223,347	225,547	227,847
Climate Action Plan	148,416	283,816	420,516	558,616	698,116	839,016
Total as of 12/31/20XX	**$ 781,672**	**$ 705,072**	**$ 1,117,172**	**$ 1,161,872**	**$ 2,060,272**	**$ 1,644,372**

Street Financing Fund Cash Flow Projections

	Actual 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030
Cash Balance as of 1/1/20XX	**$ 4,266,853**	**$ 4,917,019**	**$ 4,532,764**	**$ 4,395,954**	**$ 3,610,631**	**$ 2,714,155**
Inflows:						
Interest Earnings	169,585	97,400	44,845	43,477	35,624	26,659
Assessments	170,367	506,800	480,800	512,900	548,600	618,900
Annual Levy Loan Repayments	1,363,800	1,305,300	1,331,300	1,460,400	1,741,400	1,981,400
Community Reinvestment	-	-	-	-	-	500,000
LGA	782,381	788,345	788,345	-	-	-
Total Inflows:	2,486,133	2,697,845	2,645,290	2,016,777	2,325,624	3,126,959
Outflows:						
Special Assess Maint Fee	5,967	2,100	2,100	2,100	2,100	2,100
Interfund Loans:						
Street Projects	1,830,000	3,080,000	2,780,000	2,800,000	3,220,000	3,810,000
Total Outflows:	1,835,967	3,082,100	2,782,100	2,802,100	3,222,100	3,812,100
Net Change to Cash:	650,166	(384,255)	(136,810)	(785,323)	(896,476)	(685,141)
Cash Balance as of 12/31/20XX	**$ 4,917,019**	**$ 4,532,764**	**$ 4,395,954**	**$ 3,610,631**	**$ 2,714,155**	**$ 2,029,014**

Municipal Development Fund Cash Flow Projections

	Actual 2025	Projected 2026	Projected 2027	Projected 2028	Projected 2029	Projected 2030
Cash Balance as of 1/1/20XX	**$ 11,949,615**	**$ 11,169,850**	**$ 10,639,158**	**$ 10,367,158**	**$ 10,101,658**	**$ 9,844,358**
Inflows:						
Interest Earnings	474,607	111,700	108,700	106,000	103,300	100,700
Loan Repayments:						
TIF	604,927	464,700	468,800	469,300	470,800	466,000
Parks Comp Plan	-	187,100	187,100	187,100	187,100	187,100
API Pymt in Lieu of TIF	62,206	62,200	62,200	62,200	62,200	62,200
Total Inflows:	1,141,740	825,700	826,800	824,600	823,400	816,000
Outflows:						
Internal Loans:						
TIF	1,044,624	1,127,700	1,098,800	1,090,100	1,080,700	1,112,600
Parks Comp Plan	632,185	-	-	-	-	-
Old Hwy 8 & 8th Ave	205,670	(547,274)	-	-	-	-
Clubhouse Redev	37,026	12,813	-	-	-	-
Vermont Park Properties	2,000	763,153	-	-	-	-
Total Outflows:	1,921,505	1,356,392	1,098,800	1,090,100	1,080,700	1,112,600
Net Change to Cash:	(779,765)	(530,692)	(272,000)	(265,500)	(257,300)	(296,600)
Cash Balance as of 12/31/20XX	**$ 11,169,850**	**$ 10,639,158**	**$ 10,367,158**	**$ 10,101,658**	**$ 9,844,358**	**$ 9,547,758**

Recommend Council Accepts the Second Quarter 2026 Interim Financial Report

Questions?

Gina Foschi
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