

BRAINERD PLANNING COMMISSION

Wednesday, October 9, 2013

6:00 p.m.

City Hall Council Chambers

1. Call to Order
2. Approval/Amendment of Agenda
3. Approval of minutes of the regular meeting of September 11, 2013
4. NEW BUSINESS
 - a. Public Hearing - Text Amendment – Add to the Zoning Ordinance: “Community Center” Definition and Community Center as a Conditional Use in Residential Zoning Districts
 - b. Public Hearing – Variance at 606 South 8th Street – Capidal Investments LLC
 - c. Public Hearing – Variance at 602 South 8th Street – Capidal Investments LLC
5. OLD BUSINESS
 - a. Small House and Infill Development
 - b. Methadone Clinics
6. Commissioners’ Questions/Comments
7. City Planner Report
8. Adjournment

Any individual needing special accommodations please call 218/828-2309

PLANNING COMMISSION
Wednesday, September 11, 2013

Chairman Mike Jay called the meeting of the Brainerd Planning Commission to order at 6:01 p.m. in the City Hall Council Chambers.

Noted present were Commissioners Plantenberg, Hayden, Jay, Lambert, Norwood, and Cole. No one was noted absent. Also present was City Planner Ostgarden and City Engineer Hulsether. Commissioner Pritschet arrived at 7:25 p.m.

#2 Approval/Amendment of Agenda

Chairman Jay requested to move item six a, Commissioners' Questions/Comments – speed limits, after item four since the City Engineer is present for item four and can answer questions for item six.

MOTION AND SECONDED BY COMMISSIONERS LAMBERT AND PLANTENBERG, DULY CARRIED, TO APPROVE THE AGENDA AS AMENDED.

#3 Approve minutes of the regular meeting and workshop of August 14, 2013

MOTION AND SECONDED BY COMMISSIONERS NORWOOD AND HAYDEN, DULY CARRIED, TO APPROVE THE MINUTES FOR THE REGULAR MEETING OF AUGUST 14, 2013.

#4 NEW BUSINESS

a. Quiet Zones – Presentation by City Engineer Jeff Hulsether

City Engineer Hulsether gave background information on quiet zones such as what they are, how they were established, and what is required to have a quiet zone. He then discussed the specific guidelines and safety measures to establish a secure corridor. He discussed what the City of Brainerd has done regarding Quiet Zones, which primarily has been discussion of the issue. He reviewed what the City of Baxter has done and the relationship that must occur between Brainerd and Baxter meaning the Quiet Zone would have to be established from the west boundary of Baxter to the east boundary of Brainerd.

City Engineer Hulsether stated there has been discussion recently on working with the City of Baxter on a joint request for proposals for a consultant to do a study to find out what the scope and cost will be for a quiet zone designation. He noted a center concrete median was constructed during the SW 4th Street construction along with the appropriate amount of right-of-way to make it quiet zone compliant. He stated there has also been some work done on S 8th Street. He then reviewed upcoming projects and possibilities of crossing upgrades during street reconstruction. He noted the cost for the study would be split with the City of Baxter and would be approximately \$6,000 to \$8,000.

MOTION AND SECONDED BY COMMISSIONERS LAMBERT AND PLANTENBERG, DULY CARRIED, TO RECOMMEND TO THE CITY COUNCIL TO PROCEED WITH A QUIET ZONE STUDY.

#6 Commissioners' Questions/Comments

a. Speed Limits

Commissioner Jay stated he has received several comments about speed limit signs not matching, different speed limits going different directions, which has created headaches for law enforcement specifically East River Road and 13th Street SE.

City Engineer Hulsether stated East River Road should all be a 30 mph speed limit, but there are recommended speed limits around corners. He stated he will look at 13th Street SE, it may be signed incorrectly.

Commissioner Jay asked the City Engineer why manholes cannot be made more level on newly reconstructed roads.

City Engineer Hulsether stated because there is still some movement, no matter how much we compact around the round structure there is settlement after construction. He stated the dangerous thing is getting the casting above the blacktop especially for plowing in the winter. He stated they are kept down to about ½ inch at construction and after about a year or two they get a little closer to level but still must maintain that safety margin.

#5 OLD BUSINESS

a. Whittier Property Zoning Ordinance Amendment Process

i. Draft "Community Center" Definition

City Planner Ostgarden stated the Commission chose a definition for community center at its last meeting. He reviewed the definition noting one amendment would be to change the order of uses so there is more emphasis that this is for social, education, and cultural activities.

Discussion was held regarding the language "no alcoholic sales or consumption" along with the order of the wording. The Commission agreed to remove the language regarding alcoholic sales and consumption and changing the order of the wording to place "public and/or nonprofit group offices" after "recreational, social, educational, or cultural activities".

City Planner Ostgarden stated the Commission should consider changing the language also of the "three or more" for those buildings that may only have one or two uses and should "social" be considered a use since anything can be considered social.

Discussion was held regarding the change of the language "three or more". The Commission agreed to keep the language at "three or more".

City Planner Ostgarden verified the changes will be to remove the language of "no alcoholic sales or consumption" and to change the order of the wording to read "three or more of the following uses: recreational, social, educational, or cultural activities and/or public and/or nonprofit group offices".

ii. Draft Conditional Use Permit Language

City Planner Ostgarden reviewed the draft conditional use permit language.

Discussion was held regarding amendments to the draft language. It was suggested to state “public hours are limited...” on number two so it doesn’t restrict staff from being in the building.

Additional discussion was held on excluding specific activities. It was noted this usually is done on a case by case basis through the conditional use permit process.

The Commission agreed to remove item 4 “no alcohol sales or consumption”.

City Planner Ostgarden stated since these will all be reviewed on a case by case basis, it may not be necessary to have specific language on what community centers will be subject to.

An unofficial vote was held regarding merchandise sales language. On a four to two vote it was agreed to keep the language.

The Commission agreed to the following language:

Community Centers Subject to the Following:

1. No individual organization or activity exterior entrances
2. Public hours are limited to 7:00 am to 12:00 am
3. No exterior organization or activity signs
4. Merchandise sales permitted for non-profit and/or non-profit agencies

City Planner Ostgarden asked if the Commission would like to make these amendments to all the residential districts (R-1, R-1A, R-2, and R-3). The Commission agreed.

The Commission agreed to hold a public hearing at the October 9 meeting for Zoning Amendment language change.

b. Small House and Infill Development

i. Draft Conditional Use Permit Language and Draft Infill Standards Review

City Planner Ostgarden stated there should be a unified definition of what infill means in order to continue with the discussion.

Discussion was held regarding a definition of infill. The Commission agreed to the following language:

“Any vacant lot or parcel which meets all of the following: 1) served by public sewers, 2) fronts an existing public street, 3) bounded on one or more sides by lots one acre in size or smaller with residential structures in an otherwise built-up area.”

City Planner Ostgarden reviewed the draft language. The Commission discussed the draft language.

Commissioner Jay stated he feels accessory uses in a small home that should be removed from the language would be home businesses, licensed day care, and interim uses.

Discussion was held on changing the language. City Planner Ostgarden reviewed the definitions of home businesses and home extended businesses.

The Commission agreed to remove home extended businesses language.

The Commission agreed to the draft design requirement language.

City Planner Ostgarden asked the Commission how they would like to proceed. The Commission agreed to send the information to local contractors and realtors for input.

It was noted that the design requirements will apply to any infill construction not just small homes.

#6 Commissioners' Questions/Comments

b. Methadone Clinic

Commissioner Jay stated he asked for this item to be placed on the agenda because it is starting cause problems. He stated this type of business has never been defined in the zoning ordinance.

City Planner Ostgarden gave an overview of some of the issues that have occurred since the methadone clinic opened. He also noted the uses that occur there technically fit under the allowed uses in a commercial district. He stated he's looking into what, if any, criteria must be met in order for the license to be renewed, which expires in December.

Discussion was held regarding what can be done regarding this concern.

#7 City Planner's Report

City Planner Ostgarden stated on Tuesday, October 1 at 5:00 p.m. there will be a ribbon cutting for the Buffalo Hills Trail. He stated it will be at the Buffalo Hills Park pavilion.

#8 Adjournment

As there was no further business the meeting adjourned to the workshop at 8:12 p.m.

Respectfully submitted,

Mark Ostgarden AICP
City Planner

/lt

MEMO

TO: Planning Commission

FROM: Mark Ostgarden, City Planner 

DATE: October 3, 2013

RE: Zoning Ordinance Text Amendment – Community Center

Attached is a copy of the public hearing notice related to the Zoning Ordinance text amendment for community centers. It includes the Planning Commission's recommended "*community center*" definition and language that is proposed to be added to residential zoning districts to permit community centers as a conditional use.

The Planning Commission will conduct the public hearing on October 9, 2013. A recommendation could be submitted to the City Council for consideration at its October 21, 2013 meeting. Amending the Zoning Ordinance is an ordinance consideration which requires two (2) City Council meetings to review. A 1st reading (consideration) would occur on the 21st. The City Council would vote on approving the proposal and if passed it would have a 2nd (Final) reading (consideration) on November 4, 2013. If the vote to approve fails, the proposed amendment to the Zoning Ordinance is not approved. At the 2nd reading the City Council typically accepts public input on an ordinance. The City Council would vote on approving the ordinance and if approved, the amendment would be approved after publication in the newspaper.

NOTICE OF HEARING

TO WHOM IT MAY CONCERN:

Notice is given that the City of Brainerd Planning Commission has initiated a public hearing to consider a text amendment of the Brainerd Zoning Ordinance Sections 515-2 Rules and Definitions, 515-54 R-1 Single Family Residential District, 515-55 R-1A Single Family Residential District, 515-56 R-2 Medium Density Residential District, and 515-57 R-3 High Density Residential District to consider adding the following:

515-2-2: Definitions

Community Center. A building or buildings and associated property operated by a public and/or nonprofit group or agency that serves the community that is used for three or more of the following uses: recreational, social, educational, or cultural activities and/or public and/or nonprofit group offices.

515-54-5: Conditional Uses

- I. Community Centers subject to the following:
 - 1. No individual organization or activity exterior entrances
 - 2. Public hours are limited to 7:00 a.m. to 12:00 a.m.
 - 3. No exterior organization or activity signs
 - 4. Merchandise sales permitted for non-profit and/or non-profit agencies

515-55-5: Conditional Uses

- J. Community Centers subject to the following:
 - 1. No individual organization or activity exterior entrances
 - 2. Public hours are limited to 7:00 a.m. to 12:00 a.m.
 - 3. No exterior organization or activity signs
 - 4. Merchandise sales permitted for non-profit and/or non-profit agencies

515-56-5: Conditional Uses

- M. Community Centers subject to the following:
 - 1. No individual organization or activity exterior entrances
 - 2. Public hours are limited to 7:00 a.m. to 12:00 a.m.
 - 3. No exterior organization or activity signs
 - 4. Merchandise sales permitted for non-profit and/or non-profit agencies

515-57-5: Conditional Uses

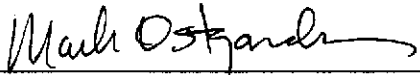
K. Community Centers subject to the following:

1. No individual organization or activity exterior entrances
2. Public hours are limited to 7:00 a.m. to 12:00 a.m.
3. No exterior organization or activity signs
4. Merchandise sales permitted for non-profit and/or non-profit agencies

Notice is further given that the Planning Commission of the City of Brainerd will meet in the Brainerd City Hall Council Chambers, 501 Laurel Street, at 6:00 p.m., Wednesday, October 9, 2013 to consider the Text Amendment. A copy of the Text Amendment is on file at the City Planning Department, 501 Laurel Street.

Any individual needing special accommodations please call (218) 828-2309.

Dated this 25th day of September, 2013



Mark Ostgarden AICP
City Planner

Publication date: September 27, 2013

STAFF REPORT TO THE PLANNING COMMISSION

September 26, 2013

APPLICANT/LOCATION: Capital Investments LLC (Shanna Perez), 602 South 8th Street Brainerd, MN 56401

PROPOSED USE: Variance to permit living space expansion of a nonconforming building

AREA: 50' x 75" (3,750 s.f.)

CURRENT ZONING: R-2 (Medium Density Residential) District

ADJACENT USES: North: Church Across Oak Street
East: Washington Education Services Building Across S. 8th Street
South: Single Family Dwelling
West: Single Family Dwelling

ADJACENT ZONING: North: B-4 (General Commercial) District
East: R-1 (Single Family Residential) District
South: R-2 (Medium Density Residential) District
West: R-2 (Medium Density Residential) District

REPORT

The petitioner is remodeling the building at the southwest corner of Oak Street and South 8th Street. A portion of the building has a flat roof and a brick façade that is constructed at or very close to the street property lines creating a nonconforming building due to setbacks. The R-2 District requires a twenty five (25) foot front yard setback and a fifteen (15) foot side street yard setback on a corner lot. The dwelling has historically been a duplex and the plan is to use the additional space for bedrooms and create one single family dwelling in the entire structure (existing flat roofed and pitched roof areas).

Zoning Ordinance Chapter SECTION 15 NON-CONFORMING LOTS, BUILDINGS, and STRUCTURES AND USES reads as follows:

Any nonconformity, including the lawful use or occupation of land or premises existing at the time of adoption of an additional control under this Ordinance, may be continued in the same size and manner, including through repair, replacement, restoration, maintenance, or improvement, but not including expansion, except as specifically provided in this Section,

The non-conforming building expansion is the creation of additional living space over the flat roofed portion of the dwelling located in the required setback area.

Criteria for Granting Variances

A. Variances shall only be permitted:

When they are in harmony with the general purposes and intent of the ordinance. Following is the Intent and Purpose section of the Zoning Ordinance:

- A. Protect the public health, safety, and general welfare of the community and its people through the establishment of minimum regulations governing development and use.*
- B. This Ordinance shall divide the City into use districts and establish regulations in regard to location, erection, construction, reconstruction, alteration and use of structures and land.*
- C. Protect neighborhoods.*
- D. Promote orderly development and redevelopment of land for residential, commercial, industrial, recreational and public areas.*
- E. Provide adequate light, air, and convenience of access to property.*
- F. Prevent congestion in the public right-of-way.*
- G. Prevent overcrowding of land and undue concentration of structures by regulating land, buildings, yards, and density of population.*
- H. Protect and preserve the natural environment of the City.*
- I. Encourage the protection of historic and aesthetic resources in the City.*
- J. Conserve energy through the use of alternative energy systems and conservation through the encouragement of energy efficient structures for commercial, industrial and residential uses.*
- K. Provide for compatibility of different land uses.*
- L. Provide for administration of this Ordinance.*
- M. Provide for amendments.*
- N. Prescribe penalties for violation of such regulations.*
- O. To define powers and duties of the City staff, the Planning Commission, the City Council and the Board of Zoning Appeals in relation to the Zoning Ordinance.*

The variance, if approved, will not create conditions not in harmony with the Intent and Purpose of the Zoning Ordinance. The variance would promote redevelopment and investment in our core community. The additional roof line should still provide neighboring property with adequate light and air. The property

already exceeds the allowed lot coverage, however the addition will not add to the overcrowding on the lot.

When the variance is consistent with the Comprehensive Plan.

It is difficult to establish a relationship between the Comprehensive Plan and this variance.

- B. Variances may be granted when the applicant for the variance establishes that there are practical difficulties in complying with the Zoning Ordinance.**

Subdivision 4. "Practical Difficulties", as used in connection with the granting of a variance means that:

- I. The property owner proposes to use the property in a reasonable manner not permitted by the Zoning Ordinance;*

The building historically has been one that has had an undesirable appearance along a major thoroughfare. The building is currently a duplex and the new owner Capidal Investment LLC is converting it to a single family dwelling.

There is a conventional looking pitched roof dwelling attached to the west of the flat roofed brick portion of the structure. An enclosed photograph identifies the deteriorated condition of the flat roof. Flat roofs are prone to leaking and have proven to be a maintenance problem.

The owner proposes to add a pitch roof to complement the existing roof pitch over the flat roofed area. This will not be increasing the building footprint and the new roof ridge will not be higher than the existing ridge.

A considerable investment is being made to improve the property appearance. Adding the pitched roof is a creative way to add living space without increasing the building footprint.

- II. The plight of the landowner is due to circumstances unique to the property not created by the landowner;*

A unique circumstance is that the building was constructed at or near the street property line on both streets. Historical records identify the brick portion of the building was once a grocery store and may have been the only structure on the property.

III. The variance, if granted, will not alter the essential character of the locality.

Essential - (vital, necessary, important, crucial)

Character - (nature, quality, personality, makeup)

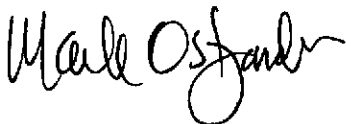
The significant question associated with the variance is how the added roof line will affect the neighborhood. Because the building is close to the street property lines will it look out of place or to imposing? The owner has sketched an elevation drawing to depict how the new roof line might appear.

Economic considerations alone do not constitute practical difficulties. Practical difficulties include, but are not limited to, inadequate access to direct sunlight for solar energy systems.

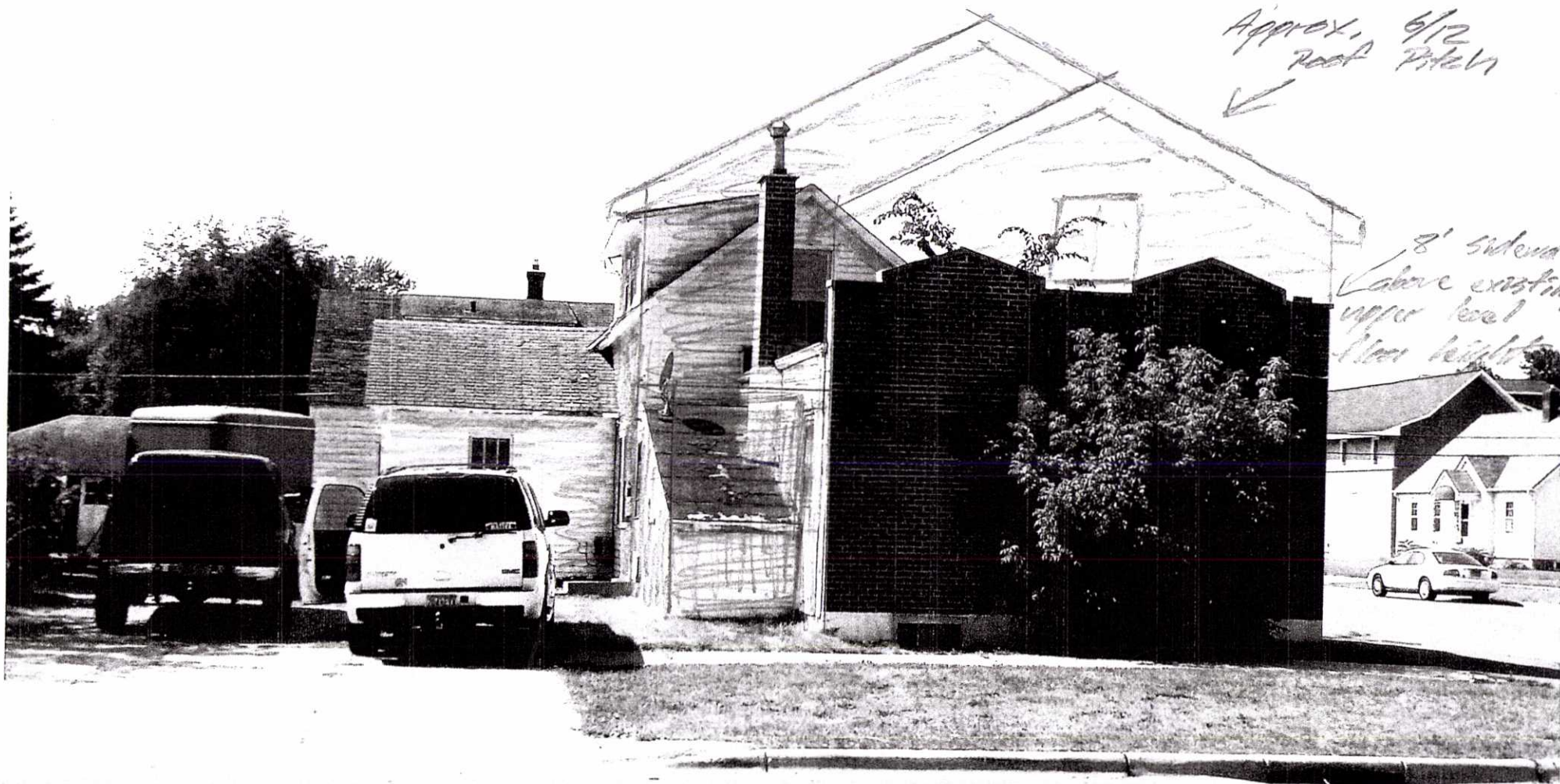
PLANNING COMMISSION AND CITY COUNCIL ACTION

The Planning Commission can consider a recommendation at its October 9, 2013 meeting and the City Council would receive the recommendation for consideration at its October 21, 2013 meeting.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Mark Ostgarden', written in a cursive style.

Mark Ostgarden AICP
City Planner





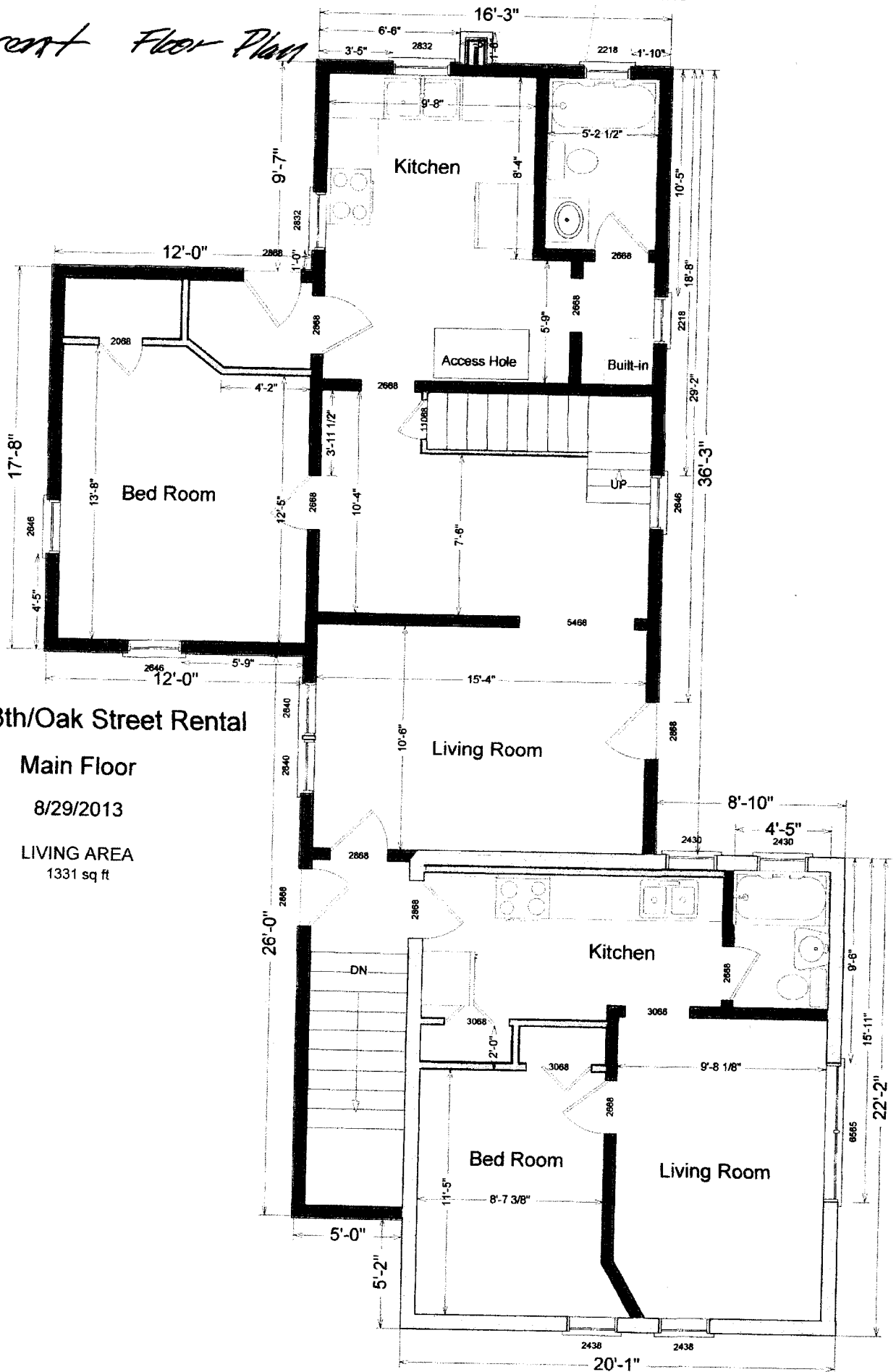






Current Floor Plan

This window has been covered



Existing 8th/Oak Street Rental

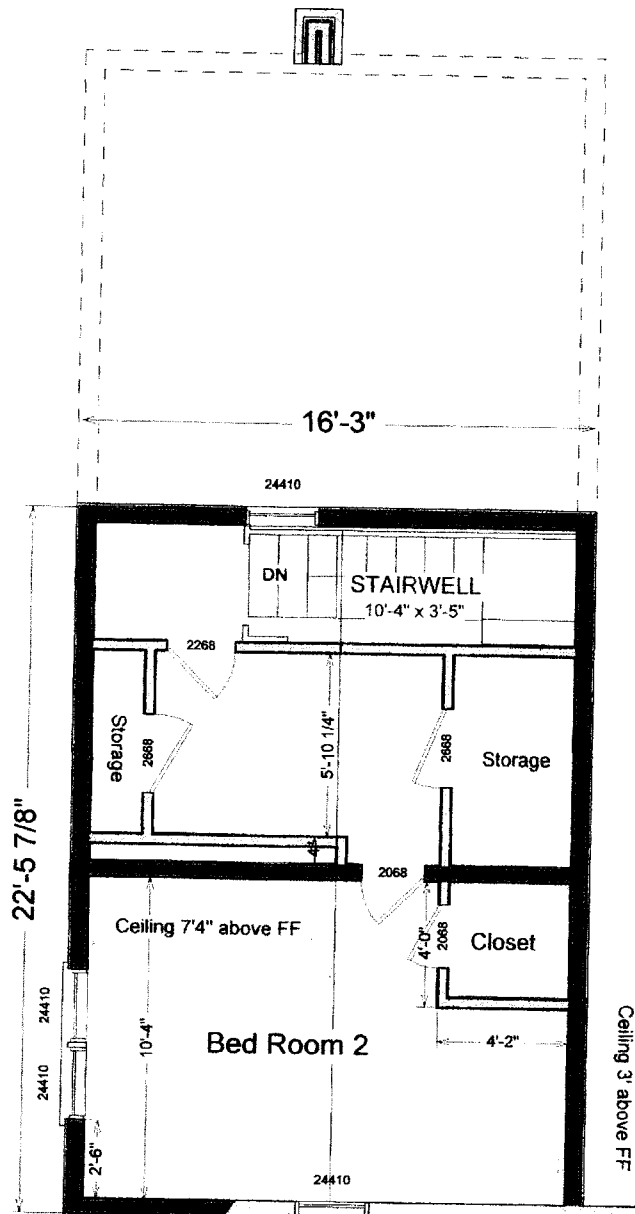
Main Floor

8/29/2013

LIVING AREA

1331 sq ft

Current
Floor
Plan

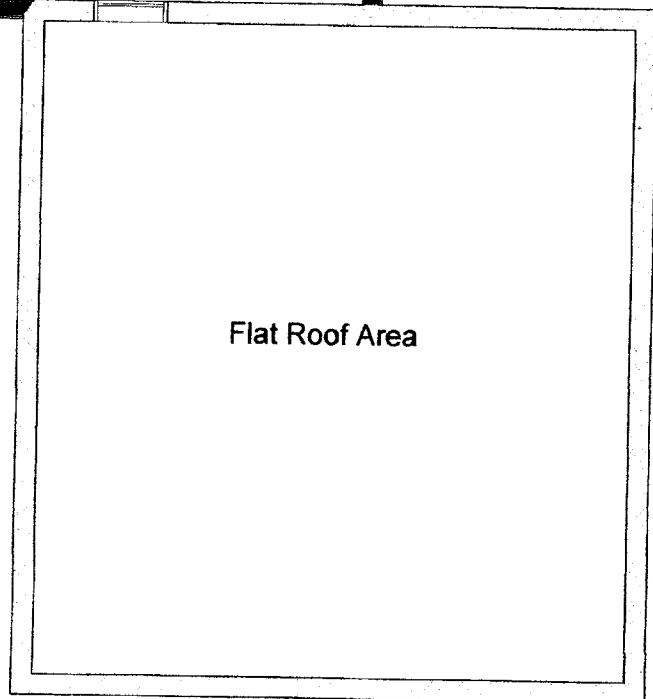


Existing 8th/Oak Street Rental

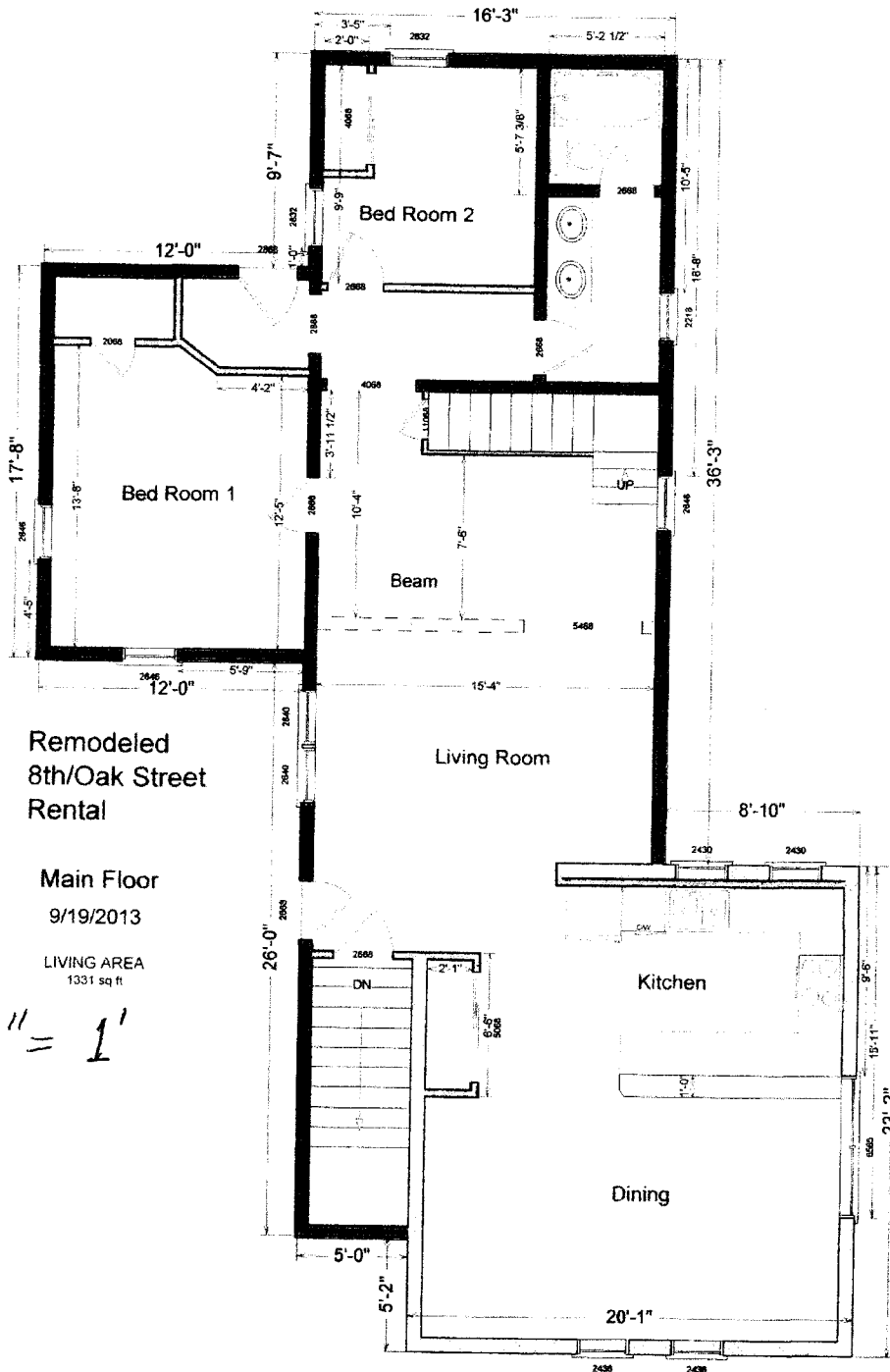
Upper Floor

8/29/2013

363 Sq Ft



Proposed New Floor Plan

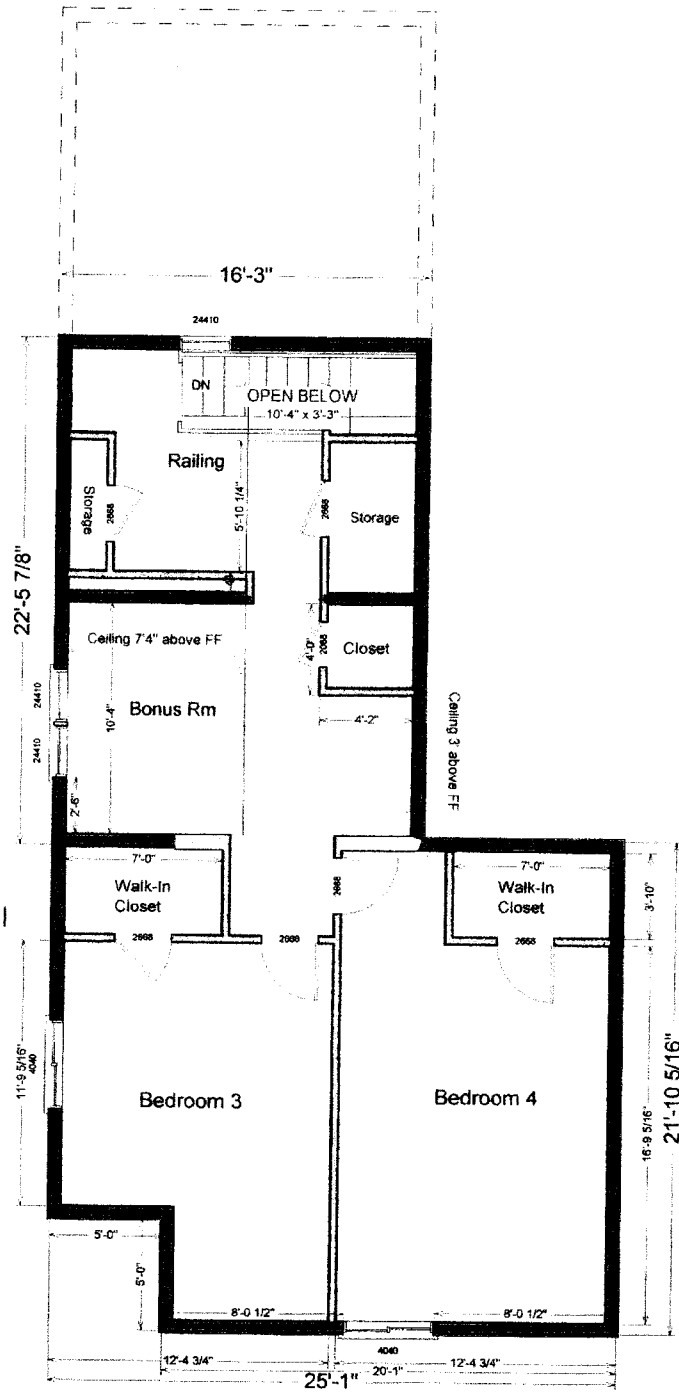


Remodeled
8th/Oak Street Rental

Upper Floor

9/19/2013

$$\frac{1}{8}'' = 1'$$



NOTICE OF HEARING

TO WHOM IT MAY CONCERN:

Notice is hereby given that Capidal Investments LLC (Shanna Perez); 602 South 8th Street; Brainerd, MN 56401, has submitted a variance request plan to expand a nonconforming dwelling by constructing second floor living space on that portion of the dwelling located within a required building setback area.

The dwelling is located adjacent to the Oak Street and South 8th Street property lines. The property is located in an R-2 (Medium Density Residential) District and Brainerd Zoning Ordinance SECTION 56-7 R-2, MEDIUM DENSITY RESIDENTIAL DISTRICT Minimum Lot Area and Setback Requirements specifies that a principal building on a corner lot have twenty five (25) foot front yard and fifteen (15) side yard setback from the street property line.

Zoning Ordinance SECTION 515-15-2: General Provisions NON-CONFORMING LOTS, BUILDINGS, STRUCTURES AND USES specifies that:

Any nonconformity, including the lawful use or occupation of land or premises existing at the time of adoption of an additional control under this Ordinance, may be continued in the same size and manner, including through repair, replacement, restoration, maintenance, or improvement, but not including expansion...

The property is legally described as follows:

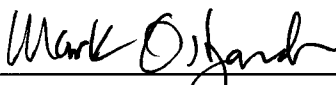
*E 75' of Lots 11 and 12 Block 157, Town of Brainerd & 1st Addn to Brainerd
P.I.N. No. 09196157011Y009
Section 24 Township 45 Range 31*

Notice is further given that the Planning Commission of the City of Brainerd will meet in the Brainerd City Hall Council Chambers, 501 Laurel Street, at 6:00 p.m., Wednesday, October 9, 2013 to consider the request for the Variance.

A copy of the application is on file for review at the City Planning Department, 501 Laurel Street.

Any individual needing special accommodations please call (218) 828-2309.

Dated this 25th day of September, 2013

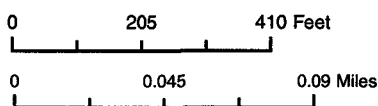
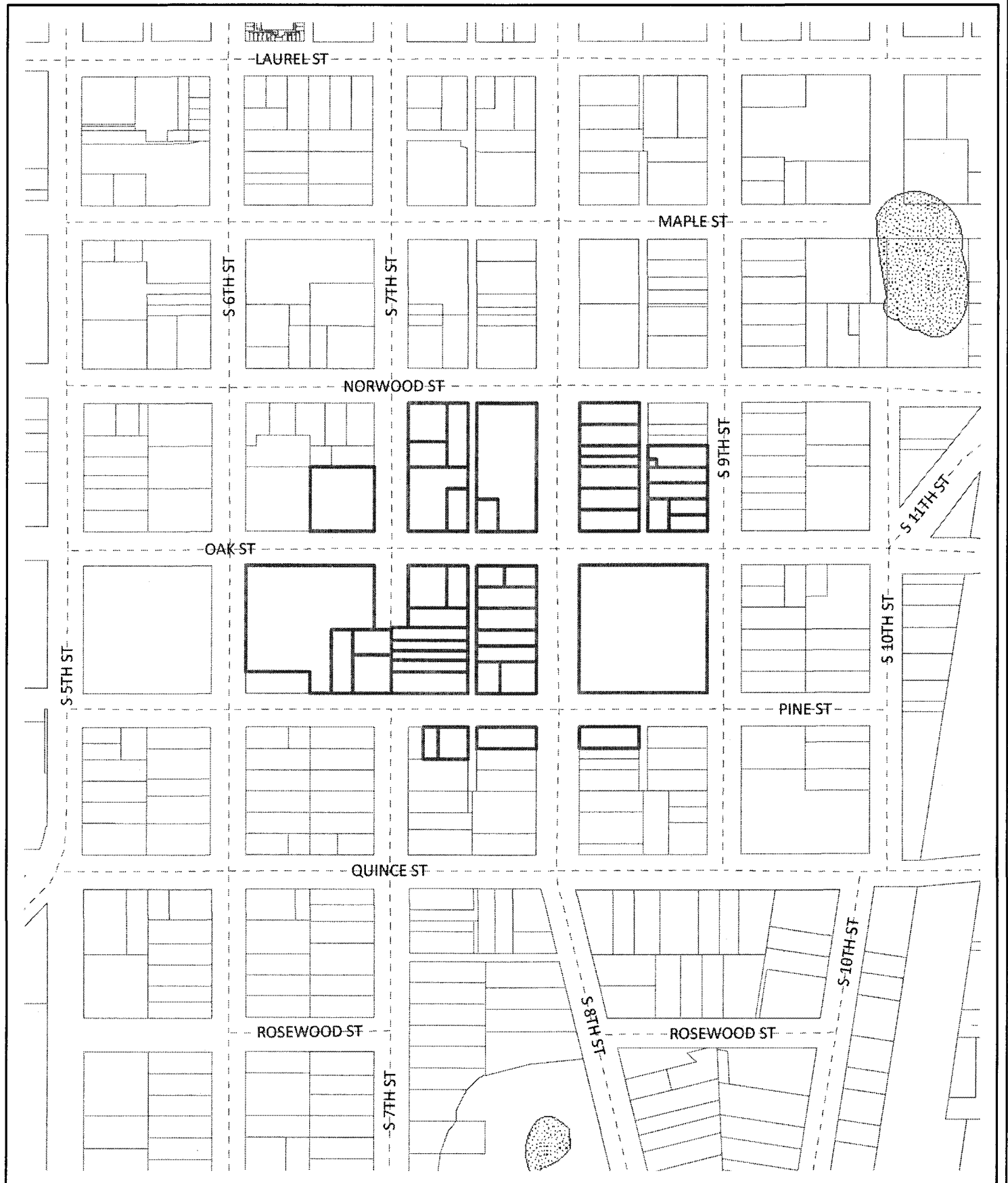


Mark Ostgarden AICP
City Planner

Publication date: September 27, 2013

Variance - 602 S 8th St

APPRCL	TXNAME	TXADR1	TXADR2	TXADR3	PHYSADDR
09196129001Z889	POSITIVE REALTY & INVESTMENTS LLP	514 6TH ST S	BRAINERD, MN 56401		
09196131001X009	FIRST PRESBYTERIAN CHURCH OF BRAINERD	512 S 8TH ST	BRAINERD MN 56401		710 NORWOOD ST
09196131001X009	FIRST PRESBYTERIAN CHURCH OF BRAINERD	512 S 8TH ST	BRAINERD MN 56401		710 NORWOOD ST
09196131001Z009	SAMANDYS LLC	16111 TAMARAC TRAIL	BRAINERD, MN 56401		715 OAK ST
09196131013Z009	YOUTH INVESTMENT FOUNDATION	P O BOX 316	MADINA, MN 55340		704 NORWOOD LIGHT HSE
09196131016Z009	TAYLOR FUNERAL HOME PROPERTIES LLC	ATTN: TIM TAYLOR	850 EAST MAIN ST	ANOKA MN 55303	511 7TH ST S
09196131019Z009	TAYLOR FUNERAL HOME PROPERTIES LLC	ATTN: TIM TAYLOR	850 EAST MAIN ST	ANOKA MN 55303	703 OAK ST
09196131021Z009	LODERMEIER, NANCY LEA	711 OAK ST	BRAINERD MN 56401		711 OAK ST
09196133001Y009	BOSCH, MARTIN D & BEVERLY A	524 9TH ST S	BRAINERD, MN 56401		524 9TH ST S
09196133001Z009	HUNTLEY, CHARLES W & JEAN E	815 OAK ST	BRAINERD, MN 56401		815 OAK ST
09196133002Y009	PUERINGER, DAVID F	616 1/2 FRONT ST	BRAINERD, MN 56401		520 9TH ST S
09196133004Z009	OLIVIER, KELLY R	75 WINCHESTER ST	KALISPELL, MT 59901		518 9TH ST S
09196133005Z009	GATES, JANELLE L & DARLENE M	514 S 9TH ST	BRAINERD, MN 56401		514 9TH ST S
09196133006Y009	GATES, JANELLE L & DARLENE M	514 S 9TH ST	BRAINERD, MN 56401		512 9TH ST S
09196133006Z889	MINNEGASCO PROPERTY ACCOUNTING	ATTN KATHERINE LACOY	P O BOX 59038	MINNEAPOLIS, MN 55459-0038	
09196133013Z009	MEYER, DAVID W & BRIANNA S HESS	501 8TH ST S	BRAINERD, MN 56401		501 8TH ST S
09196133015Z889	SUMMY, JIMMIE M	507 S 8TH ST	BRAINERD MN 56401		507 8TH ST S
091961330170009	TRAVIS & BEVERLY LOEFFLER	7660 WHITE OVERLOOK DR	BREEZY POINT MN 56472		509 8TH ST S
091961330180009	NICKELS, DEBRA A	21370 S LAKE GEORGE DR NW	CEDAR, MN 55011-9136		511 8TH ST S
09196133019Z009	WELSAND, LOREN	7475 DOUGLAS DR	MINNEAPOLIS MN 55443		513 8TH ST S
09196133021Z009	HENDRICKSON, RYAN L	517 8TH ST S	BRAINERD, MN 56401		517 8TH ST S
09196133023Z889	VANLANDSCHOOT, ALLEN J & LAURA	12817 MOUNTAIN ASH DR	BAXTER, MN 56425		521 8TH ST S
09196155000Z009	IND SCHOOL DIST, # 181	804 OAK ST	BRAINERD, MN 56401		
09196157001Y009	PUERINGER, DAVID F PUERINGER INVEST	616 1/2 FRONT ST	BRAINERD, MN 56401		624 8TH ST S
09196157001Z009	IND SCHOOL DIST, # 181	804 OAK ST	BRAINERD, MN 56401		715 PINE ST
09196157004Z009	YOUNG MEN'S CHRISTIAN ASSOC OF BRD	602 OAK ST	BRAINERD MN 56401		618 8TH ST S
09196157005Z009	PICKAR, RICK & LINDA	9968 ST MATHIAS RD	BRAINERD MN 56401		614 8TH ST S
09196157007Z009	IND SCHOOL DIST, # 181	804 OAK ST	BRAINERD, MN 56401		612 8TH ST S
09196157009Z009	PEREZ, SHANNA PLACIDA	6697 MARYLAND RD	BAXTER, MN 56425		606 8TH ST S
09196157011Y009	STARKKA, CYNTHIA	18338 BADGER DR	GARRISON, MN 56450		602 8TH ST S
09196157011Z009	IND SCHOOL DIST, # 181	804 OAK ST	BRAINERD, MN 56401		714 OAK ST
09196157013Y009	RIEWER, KONRAD H	712 OAK ST	BRAINERD, MN 56401		712 OAK ST
09196157013Z009	BRODAL, HOLLY J & DEAN A HEIDMANN	704 OAK ST	BRAINERD MN 56401		704 OAK ST
09196157017Z009	HAGLIN, TIMOTHY M & LADONNA A	13754 TWO MILE RD	BRAINERD MN 56401		609 7TH ST S
09196157018Y009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196157020A009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196157021B009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196157021Y009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196157023Y009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196159001V009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196159001W009	Y M C A	602 OAK ST	BRAINERD MN 56401		602 OAK ST
09196159001Y009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196159004Y009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196189001Z009	MANGELSEN, ARDELL N & EDITH E	702 S 8TH ST	BRAINERD MN 56401		702 8TH ST S
09196189022X009	DEROSIER, MITCHELL E II	708 PINE ST	BRAINERD, MN 56401-4100		708 PINE ST
09196189022Y009	KROTZER, WILLIE S & RACHELLE L	250 BROADWAY ST	AKELEY MN 56433		704 PINE ST
09196191023Z009	BEMENT, HARRY S & ARLISS J	11279 ASH AVE	BRAINERD MN 56401		701 8TH ST S





City Planning Department

City Hall - 501 Laurel Street

Brainerd, MN 56401

218-828-2309/Fax 218-828-2316

www.ci.brainerd.mn.us

Receipt # 8533

Check # 1519

Date Paid: 9-23-13

CONDITIONAL USE/REZONING/VARIANCE APPLICATION

NATURE OF REQUEST (please check)

CONDITIONAL USE PERMIT _____ (\$190.00) REZONING _____ (\$250.00) VARIANCE X (\$220.00)

PROPERTY ADDRESS: 602 8th Street Scotts

LEGAL DESCRIPTION: Lot(s): 11512 Block: 157 Addition: First Addition to Brainerd

LEGAL DESCRIPTION: Lot(s): _____ Block: _____ Addition: _____
(attach description if lengthy)

Math Davis - 330-7607

Property Owner Name: Capital Investments LLC

Street Address: 6697 Maryland Rd City: Baxter State: MN Zip Code 56405

Phone Number: 820-4426 Fax: N/A E-mail: shanna05@live.com

Applicant Name: (If different than Property Owner) Shanna Perez (CEO)

Street Address: _____ City: _____ State: _____ Zip Code: _____

Phone Number: _____ Fax: _____ E-mail: _____

Description of Request: To change the current use and floor plan from a two family attached dwelling to a single family with four bedrooms. The area that currently has a problem with a flat roof will have two bedrooms and a pitched roof. The entire exterior will then have stucco added to create the look of one building.

Shanna Perez
Property Owner Signature

9/20/2013
Date

Shanna Perez
(Please print name)

Applicant Signature

Date

(Please print name)

(OVER)

STAFF REPORT TO THE PLANNING COMMISSION

September 26, 2013

APPLICANT/LOCATION: Capital Investments LLC (Shanna Perez), 606 South 8th Street Brainerd, MN 56401

PROPOSED USE: Variance to add covered porch onto front vestibule

LOT AREA: 50' x 140' (7,500 s.f.)

CURRENT ZONING: R-2 (Medium Density Residential) District

ADJACENT USES: North: Two Family Dwelling (Planned One Family Dwelling)
East: Washington Education Services Building Across S. 8th Street
South: School District Garden
West: Single Family Dwelling

ADJACENT ZONING: North: R-2 (Medium Density Residential) District
East: R-1 (Single Family Residential) District
South: R-2 (Medium Density Residential) District
West: B-4 (General Commercial) District

REPORT

The petitioner proposes to add a five (5) foot deep by eight (8) foot wide covered porch onto the existing six (6) foot deep front vestibule. The dwelling is nonconforming in that a portion of the main dwelling and the entire vestibule are located within the twenty-five (25) foot required front yard setback.

Zoning Ordinance SECTION 15 NON-CONFORMING LOTS, BUILDINGS, STRUCTURES AND USES reads as follows:

Any nonconformity, including the lawful use or occupation of land or premises existing at the time of adoption of an additional control under this Ordinance, may be continued in the same size and manner, including through repair, replacement, restoration, maintenance, or improvement, but not including expansion, except as specifically provided in this Section,...

Criteria for Granting Variances

A. Variances shall only be permitted:

When they are in harmony with the general purposes and intent of the ordinance. Following is the Intent and Purpose section of the Zoning Ordinance:

- A. *Protect the public health, safety, and general welfare of the community and its people through the establishment of minimum regulations governing development and use.*
- B. *This Ordinance shall divide the City into use districts and establish regulations in regard to location, erection, construction, reconstruction, alteration and use of structures and land.*
- C. *Protect neighborhoods.*
- D. *Promote orderly development and redevelopment of land for residential, commercial, industrial, recreational and public areas.*
- E. *Provide adequate light, air, and convenience of access to property.*
- F. *Prevent congestion in the public right-of-way.*
- G. *Prevent overcrowding of land and undue concentration of structures by regulating land, buildings, yards, and density of population.*
- H. *Protect and preserve the natural environment of the City.*
- I. *Encourage the protection of historic and aesthetic resources in the City.*
- J. *Conserve energy through the use of alternative energy systems and conservation through the encouragement of energy efficient structures for commercial, industrial and residential uses.*
- K. *Provide for compatibility of different land uses.*
- L. *Provide for administration of this Ordinance.*
- M. *Provide for amendments.*
- N. *Prescribe penalties for violation of such regulations.*
- O. *To define powers and duties of the City staff, the Planning Commission, the City Council and the Board of Zoning Appeals in relation to the Zoning Ordinance.*

The variance, if approved, will not create conditions not in harmony with the Intent and Purpose of the Zoning Ordinance.

When the variance is consistent with the Comprehensive Plan.

It is difficult to establish a relationship between the Comprehensive Plan and this variance.

- B. **Variances may be granted when the applicant for the variance establishes that there are practical difficulties in complying with the Zoning Ordinance.**

Subdivision 4. "Practical Difficulties", as used in connection with the granting of a variance means that:

- I. *The property owner proposes to use the property in a reasonable manner not permitted by the Zoning Ordinance;*

There is currently an uncovered step for the dwelling. The question to consider is whether it is reasonable that a covered porch that encroaches into a required setback should be permitted?

The plight of the landowner is due to circumstances unique to the property not created by the landowner;

There is nothing unique about the property. The lot size has typical width and depth for a single family lot.

II. The variance, if granted, will not alter the essential character of the locality.

Essential - (vital, necessary, important, crucial)

Character - (nature, quality, personality, makeup)

The question is what impact the additional encroachment will have on the neighborhood character. The five (5) foot covered porch will not be enclosed. The steps are five (5) feet deep and the covered porch would extend the depth of the steps. A drawing that illustrates the covered porch appearance is attached. The building to the north is constructed to the property line. There is setback uniformity for the dwellings south of the school garden lot.

Economic considerations alone do not constitute practical difficulties.

Practical difficulties include, but are not limited to, inadequate access to direct sunlight for solar energy systems.

PLANNING COMMISSION AND CITY COUNCIL ACTION

The Planning Commission can consider a recommendation at its October 9, 2013 meeting and the City Council would receive the recommendation for consideration at its October 21, 2013 meeting.

Respectfully submitted,



Mark Ostgarden AICP
City Planner





NOTICE OF HEARING

TO WHOM IT MAY CONCERN:

Notice is hereby given that Capidal Investments LLC (Shanna Perez); 606 South 8th Street; Brainerd, MN 56401, has submitted a variance request to expand a nonconforming building into a required front yard setback area by adding a 5' deep by 8'6" wide covered porch onto a 6' deep by 8'6" wide foyer. The foyer is nonconforming because it and the house encroach 8'6" into the required 25' front yard building setback area. The 5' deep covered porch addition will increase the encroachment into the required front yard to 13'6".

The property is located in an R-2 (Medium Density Residential) District and Brainerd Zoning Ordinance SECTION 56-7 R-2, MEDIUM DENSITY RESIDENTIAL DISTRICT Minimum Lot Area and Setback Requirements specifies that a principal building have a twenty-five (25) foot front yard and setback from the street property line.

Zoning Ordinance SECTION 515-15-2: **General Provisions NON-CONFORMING LOTS, BUILDINGS, STRUCTURES AND USES** specifies that:

Any nonconformity, including the lawful use or occupation of land or premises existing at the time of adoption of an additional control under this Ordinance, may be continued in the same size and manner, including through repair, replacement, restoration, maintenance, or improvement, but not including expansion...

The property is legally described as follows:

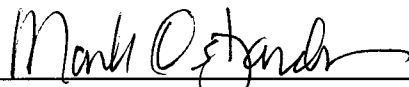
*Lots 9 and 10 Block 157, Town of Brainerd & 1st Addn to Brainerd
P.I.N. No. 09196157009Z009
Section 24 Township 45 Range 31*

Notice is further given that the Planning Commission of the City of Brainerd will meet in the Brainerd City Hall Council Chambers, 501 Laurel Street, at 6:00 p.m., Wednesday, October 9, 2013 to consider the request for the Variance.

A copy of the application is on file for review at the City Planning Department, 501 Laurel Street.

Any individual needing special accommodations please call (218) 828-2309.

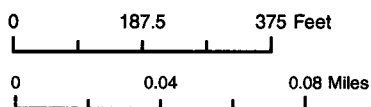
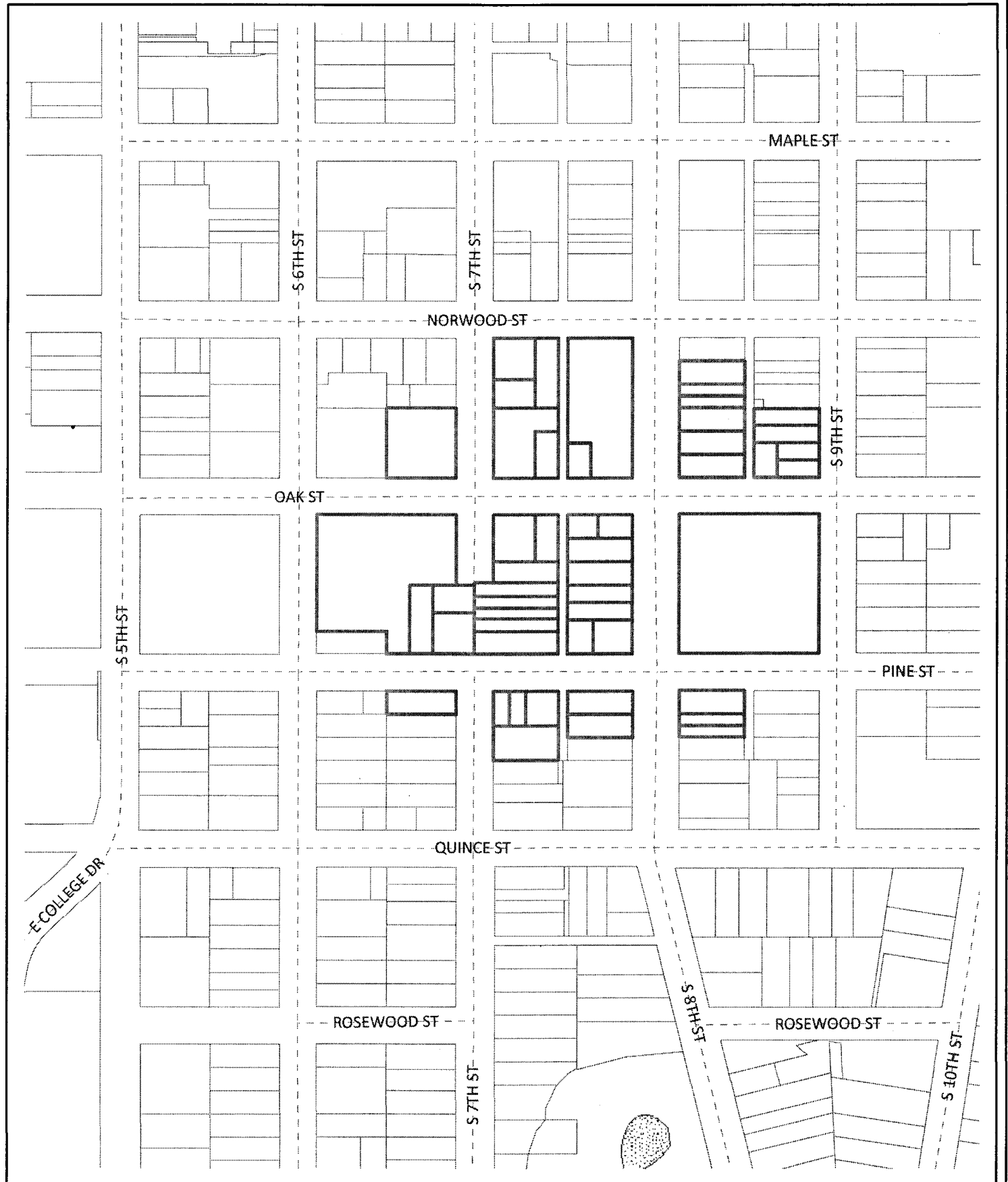
Dated this 25th day of September, 2013


Mark Ostgarden AICP
City Planner

Publication date: September 27, 2013

Variance - 606 S 8th St

APPRCL	TXNAME	TXADR1	TXADR2	TXADR3	PHYSADDR
09196129001Z889	POSITIVE REALTY & INVESTMENTS LLP	514 6TH ST S	BRAINERD, MN 56401		
09196131001X009	FIRST PRESBYTERIAN	CHURCH OF BRAINERD	512 S 8TH ST	BRAINERD MN 56401	710 NORWOOD ST
09196131001X009	FIRST PRESBYTERIAN	CHURCH OF BRAINERD	512 S 8TH ST	BRAINERD MN 56401	710 NORWOOD ST
09196131001Z009	SAMANDYS LLC	16111 TAMARAC TRAIL	BRAINERD, MN 56401		715 OAK ST
09196131013Z009	YOUTH INVESTMENT FOUNDATION	P O BOX 316	MADINA, MN 55340		704 NORWOOD LIGHT HSE
09196131016Z009	TAYLOR FUNERAL HOME PROPERTIES LLC	ATTN: TIM TAYLOR	850 EAST MAIN ST	ANOKA MN 55303	511 7TH ST S
09196131019Z009	TAYLOR FUNERAL HOME PROPERTIES LLC	ATTN: TIM TAYLOR	850 EAST MAIN ST	ANOKA MN 55303	703 OAK ST
09196131021Z009	LODERMEIER, NANCY LEA	711 OAK ST	BRAINERD MN 56401		711 OAK ST
09196133001Y009	BOSCH, MARTIN D & BEVERLY A	524 9TH ST S	BRAINERD, MN 56401		524 9TH ST S
09196133001Z009	HUNTLEY, CHARLES W & JEAN E	815 OAK ST	BRAINERD, MN 56401		815 OAK ST
09196133002Y009	PUERINGER, DAVID F	616 1/2 FRONT ST #11	BRAINERD, MN 56401		520 9TH ST S
09196133004Z009	OLIVIER, KELLY R	75 WINCHESTER ST	KALISPELL, MT 59901		518 9TH ST S
09196133005Z009	GATES, JANELLE L & DARLENE M	514 S 9TH ST	BRAINERD, MN 56401		514 9TH ST S
09196133015Z889	SUMMY, JIMMIE M	507 S 8TH ST	BRAINERD MN 56401		507 8TH ST S
091961330170009	LOEFFLER, TRAVIS & BEVERLY	7660 WHITE OVERLOOK DR	BREEZY POINT MN 56472		509 8TH ST S
091961330180009	NICKELS, DEBRA A	21370 S LAKE GEORGE DR NW	CEDAR, MN 55011-9136		511 8TH ST S
09196133019Z009	WELSAND, LOREN	7475 DOUGLAS DR	MINNEAPOLIS MN 55443		513 8TH ST S
09196133021Z009	HENDRICKSON, RYAN L	517 8TH ST S	BRAINERD, MN 56401		517 8TH ST S
09196133023Z889	VANLANDSCHOOT, ALLEN J & LAURA	12817 MOUNTAIN ASH DR	BAXTER, MN 56425		521 8TH ST S
09196155000Z009	IND SCHOOL DIST, # 181	804 OAK ST	BRAINERD, MN 56401		
09196157001Y009	PUERINGER, DAVID F PUERINGER INVEST	616 1/2 FRONT ST	BRAINERD, MN 56401		624 8TH ST S
09196157001Z009	IND SCHOOL DIST, # 181	804 OAK ST	BRAINERD, MN 56401		715 PINE ST
09196157004Z009	YOUNG MEN'S CHRISTIAN ASSOC OF BRD	602 OAK ST	BRAINERD MN 56401		618 8TH ST S
09196157005Z009	PICKAR, RICK & LINDA	9968 ST MATHIAS RD	BRAINERD MN 56401		614 8TH ST S
09196157007Z009	IND SCHOOL DIST, # 181	804 OAK ST	BRAINERD, MN 56401		612 8TH ST S
09196157009Z009	PEREZ, SHANNA PLACIDA	6697 MARYLAND RD	BAXTER, MN 56425		606 8TH ST S
09196157011Y009	STARKKA, CYNTHIA	18338 BADGER DR	GARRISON, MN 56450		602 8TH ST S
09196157011Z009	IND SCHOOL DIST, # 181	804 OAK ST	BRAINERD, MN 56401		714 OAK ST
09196157013Y009	RIEWER, KONRAD H	712 OAK ST	BRAINERD, MN 56401		712 OAK ST
09196157013Z009	BRODAL, HOLLY J & DEAN A HEIDMANN	704 OAK ST	BRAINERD MN 56401		704 OAK ST
09196157017Z009	HAGLIN, TIMOTHY M & LADONNA A	13754 TWO MILE RD	BRAINERD MN 56401		609 7TH ST S
09196157018Y009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196157020A009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196157021B009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196157021Y009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196157023Y009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196159001V009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196159001W009	Y M C A	602 OAK ST	BRAINERD MN 56401		602 OAK ST
09196159001Y009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196159004Y009	Y M C A	602 OAK ST	BRAINERD MN 56401		
09196187011Z009	BEMENT, HARRY S & ARLISS J	11279 ASH AVE	BRAINERD MN 56401		702 7TH ST S
09196189001Z009	MANGELSEN, ARDELL N & EDITH E	702 S 8TH ST	BRAINERD MN 56401		702 8TH ST S
09196189003Z009	GILBERT, CINDY L & RONALD C	708 8TH ST S	BRAINERD MN 56401		708 8TH ST S
09196189019Z009	PROGRESSIVE PROPERTY MGMNT	1511 NORTHERN PACIFIC RD #101	BRAINERD, MN 56401		709 7TH ST S
09196189022X009	DEROSIER, MITCHELL E II	708 PINE ST	BRAINERD, MN 56401-4100		708 PINE ST
09196189022Y009	KROTZER, WILLIE S & RACHELLE L	250 BROADWAY ST	AKELEY MN 56433		704 PINE ST
09196189022Z009	BACON, ALVIN	702 PINE ST	BRAINERD, MN 56401		702 PINE ST
091961910210009	ANDERSON, BRENDEN C	19045 COUNTY ROAD 10	DEERWOOD, MN 56444		707 8TH ST S
091961910220009	BEMENT, HARRY S & ARLISS J	11279 ASH AVE	BRAINERD MN 56401		705 8TH ST S
09196191023Z009	BEMENT, HARRY S & ARLISS J	11279 ASH AVE	BRAINERD MN 56401		701 8TH ST S





City Planning Department

City Hall - 501 Laurel Street

Brainerd, MN 56401

218-828-2309/Fax 218-828-2316

www.ci.brainerd.mn.us

Receipt # 8533
Check # 92518 1519
Date Paid: 9-23-13

CONDITIONAL USE/REZONING/VARIANCE APPLICATION

NATURE OF REQUEST (please check)

CONDITIONAL USE PERMIT _____ (\$190.00) REZONING _____ (\$250.00) VARIANCE _____ (\$220.00)

PROPERTY ADDRESS: 606 8th Street South

LEGAL DESCRIPTION: Lot(s): 9th 10 Block: 157 Addition: 1st Addition to Brainerd

LEGAL DESCRIPTION: Lot(s): _____ Block: _____ Addition: _____
(attach description if lengthy)

Property Owner Name: Shanna Perez

Street Address: 6697 Maryland Rd City: Baxter State: MN Zip Code 56425

Phone Number: 820-4426 Fax: N/A E-mail: shanna05@live.com

Applicant Name: (If different than Property Owner) _____

Street Address: _____ City: _____ State: _____ Zip Code: _____

Phone Number: _____ Fax: _____ E-mail: _____

Description of Request: To add 6 feet to the gable roof at the front door toward the sidewalk. This roof section will be supported by the same posts that will support the new landing and steps. Replacing the old deteriorated concrete one.

Shanna Perez
Property Owner Signature

Shanna Perez
(Please print name)

9/20/2013
Date

Applicant Signature

Date

(Please print name)

(OVER)

MEMO

TO: Planning Commission

FROM: Mark Ostgarden, City Planner *MO*

DATE: October 2, 2013

RE: Small Houses and Infill Development – Letter to Contractor and Realtors

Attached is a copy of the letter sent to contractors (25) and realtors (19) regarding small houses and infill development. Note the letter invites comment at the October 9th Planning Commission meeting. Since the date the letters were mailed, the Planning Department has not received any electronic or written communications about the issues.

September 18, 2013

Dear Contractor:

The City of Brainerd Planning Commission has developed the enclosed Zoning Ordinance amendment draft that is being sent to you for review and comment. Text additions are identified in all capital letters.

The draft language allows by Conditional Use Permit dwellings less than seven hundred fifty (750) square feet in residential districts. The proposed minimum dwelling size is three hundred fifty (350) square feet. The purpose for the small dwelling size is it provides for:

- Development of small vacant lots in the City where a small dwelling is the only construction option.
- An opportunity for those that might need or desire only a small space and do not like apartment living to have that opportunity within the City.

The draft also establishes minimum design standards for dwellings less than seven hundred fifty (750) square feet and for all infill residential development in the community. The design standards have been drafted because the Planning Commission thinks minimum standards are needed to ensure that a dwelling (small OR large) is compatible in the neighborhood where it is constructed. While compatibility is subjective, there are examples where the Planning Commission does not think a dwelling is compatible with other dwellings in the neighborhood where it was constructed.

The Planning Commission understands that the standards may add to construction costs; however it does not think they would be a significant cost addition. Remember the standards are for infill development where most dwellings have a square foot area fifteen hundred (1,500) square feet or less.

The Planning Commission would like to hear your thoughts about the small house draft and/or the infill standards. You are invited to submit your comments in writing or e-mail them to the City Planning Department at mostgarden@ci.brainerd.mn.us. You are also invited to attend the October 9, 2013 Planning Commission meeting to express your thoughts. That meeting begins at 6:00 p.m. in the Council Chambers at City Hall, 501 Laurel Street.

If you have any questions about the amendment draft please contact me at 828-2309.

On behalf of the City of Brainerd Planning Commission thank you for considering its request.

Cordially,

A handwritten signature in black ink, appearing to read "Mark Ostgarden". The signature is fluid and cursive, with the first name "Mark" and last name "Ostgarden" clearly distinguishable.

Mark Ostgarden AICP
City Planner

Enclosure

Cc: Planning Commission

September 18, 2013

Dear Realtor:

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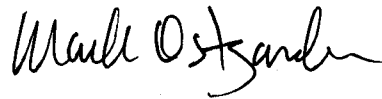
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Mark Ostgarden AICP
City Planner

Enclosure

Cc: Planning Commission

MEMO

TO: Planning Commission

FROM: Mark Ostgarden, City Planner



DATE: October 2, 2013

RE: Vacant Lot Information – Owned/Not Owned by Adjacent Property Owner

At the August 2013 Planning Commission meeting, the Planning Department presented information about the number and size of vacant city lots. Following a discussion about the information the Planning Commission requested information about whether vacant lots were owned by the adjacent property. The attached spreadsheet divides the community into areas and identifies the adjacent ownership.

One hundred twenty three (123) properties are listed, forty-eight (48) are not owned by the adjacent property owner and seventy-five (75) are owned by the adjacent property owner.

<u>Lot Size</u>	<u>Adjacent Street</u>	<u>Property Owner</u>	<u>Adjacent Ownership</u>	<u>Location</u>
<u>NE BRAINERD</u>				
100x140	7th Ave NE	Michael & Jody Crocker	Not owned by adjacent property owner	west side between L St and M St
50x125	7th Ave NE	Michael & Jody Cluever	Not owned by adjacent property owner	west side between G St and H St
100x140	8th Ave NE	Benson Enterprises	Not owned by adjacent property owner	west side between F St and G St
50x105	Mill Ave	Brent Doshan	Not owned by adjacent property owner	west side between I St and J St
70x140	8th Ave NE	William & Joan Grunewald	Not owned by adjacent property owner	west side between O St and P St
44x140	9th Ave NE	Michael & Cheri Alholm	Not owned by adjacent property owner	west side between N St and O St
50x140	9th Ave NE	Lakes Area Habitat for Humanity	Not owned by adjacent property owner	west side between L St and J St
50x140	9th Ave NE	Stanley Weiser	Not owned by adjacent property owner	east side between I St and J St
75x312	10th Ave NE	Wayne & Rosalie Mattson	Not owned by adjacent property owner	east side between O St and P St
50x140	L St NE	Terry & Marvin James	Not owned by adjacent property owner	north side between 11th Ave and 12th Ave
100x132	15th Ave NE	Douglas & Mary Kay Meuwissen	Not owned by adjacent property owner	east side north of L St NE
100x132	15th Ave NE	Craig & Dolores Engelhart	Not owned by adjacent property owner	east side north of L St NE
21x140	8th Ave NE	Mike Degen	Owned by adjacent owner at 1405 8th Ave NE	west side between N St and O St
50x140	N St NE	Chad Price & Amy Wallin	Owned by adjacent owner at 1410 N St NE	south side of N St between 13th Ave and 14th Ave
119x72	Gillis Ave	Beth Dalbec	Owned by adjacent owner at 215 Gillis Ave	west side between B St and C St
50x65	3rd Ave NE	Harry & Arliss Bement	Owned by adjacent owner at 311 H St NE	east side between H St and I St
50x140	9th Ave NE	Gerald & Lesley Baker	Owned by adjacent owner at 523 9th Ave NE	west side between E St and F St
50x140	1st Ave NE	Harold & Mona Warren	Owned by adjacent owner at 616 1st Ave NE	east side between F St and G St
50x140	13th Ave NE	Roger & Barbara Moilanen	Owned by adjacent owner at 903 13th Ave NE	west side between I St and J St
50x140	5th Ave NE	Smith Properties Group LLC	Owned by adjacent owner at 916 5th Ave NE	east side between I St and J St
50x150	13th Ave NE	Mielkemark LLC	Owned by adjacent owner on 14th Ave NE	east side between I St and J St
<u>NORTH BRAINERD</u>				
25x100	Ivy St	Ed Shaw & Mary Aegerter	Not owned by adjacent property owner	Southeast corner of Ivy & N 10th St
50x140	N 8th St	St Fancis Catholic Church	Owned by adjacent owner at 817 Juniper	East side of N 8th St between Juniper St and Ivy St
80x216	Bluff Ave	Danny & Barbara Johnson	Owned by adjacent owner of vacant lot	north side of Bluff between N 6th & N 7th
24x209	Bluff Ave	Danny & Barbara Johnson	Owned by adjacent owner of vacant lot	north side of Bluff between N 6th & N 7th
50x140	Bluff Ave	Lakes State Bank	Owned by adjacent owner of vacant lot	NE Side of Bluff Ave between Terrace and Fir
50x140	Bluff Ave	Lakes State Bank	Owned by adjacent owner of vacant lot	NE Side of Bluff Ave between Terrace and Fir
<u>NORTHWEST BRAINERD</u>				
140X150	NW 4th St	Craig & Clare Williams	Not owned by adjacent property owner	East side of NW 4th between James St and Jackson St
80x100	Tyrol Dr	Gustafson Properties of Brd LLC	Owned by adjacent owner to the south	Corner of Tyrol Dr and NW 2nd St
<u>WEST BRAINERD</u>				
50x140	SW 5th St	Douglas Wheeler	Not owned by adjacent property owner	East side of SW 5th St between Ethel St & Cora St
140x150	SW 5th St	Robert Lane	Not owned by adjacent property owner	East side of SW 5th St between May St and Ethel St
50x140	SW 6th St	Kathleen Lutz	Not owned by adjacent property owner	East side of SW 6th St between May St and Ethel St
94x148	Hawkins Dr	Gary & Gloria Pierson	Not owned by adjacent property owner	North Side of Hawkins
92x212	Hawkins Dr	Gregg & Jayne Struss	Not owned by adjacent property owner	South side of Hawkins

<u>Lot Size</u>	<u>Adjacent Street</u>	<u>Property Owner</u>	<u>Adjacent Ownership</u>	<u>Location</u>
19x158	Hawkins Dr	Roy & Karolyn Potter	Owned by adjacent owner at 323 Hawkins Dr	North Side of Hawkins
117x130		Constance Shivers	Owned by adjacent owner at 706 Katie Ln	
92x150	SW 9th St	Milton & Marlene Sarff	Owned by adjacent owner of vacant lot	Corner of SW 9th & West Laurel
50x150	SW 9th St	Milton & Marlene Sarff	Owned by adjacent owner of vacant lot	East side of SW 9th St
77x170	Hawkins Dr	Jerry & Patricia Ring	Owned by adjacent owner of vacant lot	South side of Hawkins
38x212	Hawkins Dr	Jerry & Patricia Ring	Owned by adjacent owner of vacant lot	South side of Hawkins
<u>SOUTH BRAINERD</u>				
50x150	Norwood St	Michael Murphy	Not owned by adjacent property owner	North side of Norwood St between S 9th St & S 10th St
38x150	S 9th St	Shipman Propeties LLC	Not owned by adjacent property owner	East side of S 9th St between Oak St & Norwood St
50x140	S 8th St	ISD 181	Not owned by adjacent property owner	West side of S 8th St between Pine St & Oak St
36x90	S 5th St	Cheryl Seevers	Not owned by adjacent property owner	East side of S 5th St between Quince St & Pine St
50x150	S 5th St	ISD 181	Not owned by adjacent property owner	East side of S 5th St between Quince St & Pine St
50x150	S 6th St	Kenneth & Rosemary Kramer	Not owned by adjacent property owner	West side of S 6th St between Sycamore St & Rosewood St
76x150	S 5th St	Jeffrey & Terri Kramer	Not owned by adjacent property owner	East side of S 5th St south of College Dr
49x147	S 7th St	MTM of Baxter Inc	Not owned by adjacent property owner	East side of S 7th St south of between Tamarac & Sycamore
115x123	Park St	Marcellene Kraemer	Not owned by adjacent property owner	East side of Park St between Mary St & Willow St
117x132	Mary St	Gregory & Margaret Rosenberg	Not owned by adjacent property owner	East side of Mary St between Cedar St & Park St
74x156	S 10th St	Central MN Senior Care Properties	Owned by adjacent owner at 1008 S 10th St	West side of S 10th St between Lake St & Rosewood St
100x140	Graydon Ave	June Persons	Owned by adjacent owner at 1933 Graydon	South side of Graydon between Woodcrest & Birchridge
96x140	Graydon Ave	June Persons	Owned by adjacent owner at 1933 Graydon	South side of Graydon between Woodcrest & Birchridge
38x140	S 9th St	Michael Murphy	Owned by adjacent owner at 401 S 9th St	East side of S 9th St between Norwood St & Maple St
25x140	S 9th St	Jean Haurum	Owned by adjacent owner at 508 S 9th St	West side of S 9th St between Oak St & Norwood St
25x174	S 10th St	Michael & Margaret Barthel	Owned by adjacent owner at 918 S 10th St	West side of S 10th St between Lake St & Rosewood St
25x178	S 10th St	Michael & Margaret Barthel	Owned by adjacent owner at 918 S 10th St	West side of S 10th St between Lake St & Rosewood St
50x140	S 6th St	Gary & Janet Grevillius	Owned by adjacent owner of vacant lot	West side of S 6th St between Willow St & Vine St
40x140	S 6th St	Gary & Janet Grevillius	Owned by adjacent owner of vacant lot	West side of S 6th St between Willow St & Vine St
125x130	Linden Ln	Barbara Bonin & Lewis Haberman	Owned by adjacent owner of vacant lot	East side of Linden Ln
130x142	Graydon Ave	Barbara Bonin & Lewis Haberman	Owned by adjacent owner of vacant lot	West side of Graydon Ave
91x140	Spruce Dr	Edgewood Homes	Owned by adjacent owner of vacant lot	North Side of Spruce St between Birchridge & S 6th
88x140	Spruce Dr	Edgewood Homes	Owned by adjacent owner of vacant lot	North Side of Spruce St between Birchridge & S 6th
115x150	S 5th St	Mrs Obert Benson	Owned by adjacent property owner at 1002 S 6th st	East side of S 5th St south of College Dr
<u>SOUTHEAST BRAINERD</u>				
75x150	Maple St	Cluever Construction	Not owned by adjacent property owner	North side of Maple St between 14th St SE & 15th St SE
100x150	Laurel St	James & Aurora Burgstaler	Not owned by adjacent property owner	South side of Laurel St between 16th St SE & 17th St SE
50x150	Maple St	James & Aurora Burgstaler	Not owned by adjacent property owner	North side of Maple St between 16th St SE & 17th St SE
50x150	Maple St	James & Aurora Burgstaler	Not owned by adjacent property owner	North side of Maple St between 16th St SE & 17th St SE
50x150	Maple St	Robert & Gregg Miller	Not owned by adjacent property owner	Southeast corner of Maple St & 15th St SE
50x150	Maple St	Cluever Construction	Not owned by adjacent property owner	South side of Maple St between 15th St SE & 16th St SE
50x150	Maple St	Andrew & Annette Moser	Not owned by adjacent property owner	South side of Maple St between 15th St SE & 16th St SE
50x95	Norwood St	Gaylan & Marlene Pegel	Not owned by adjacent property owner	Northeast corner of Norwood St & 12th St SE
25x140	Oak St	Clifton Hereid	Not owned by adjacent property owner	South side of Oak St between 14th St SE & 15th St SE
70x180	Pine St	Beatrice Kisor	Not owned by adjacent property owner	South side of Pine St between Walnut St & Beech St

Lot Size	Adjacent Street	Property Owner	Adjacent Ownership	Location
60x150	Pine St	Russell Pulak & Audrey Colton	Not owned by adjacent property owner	North side of Pine St between Walnut St & Beech St
50x150	Beech St	Cluever Construction	Not owned by adjacent property owner	West side of Beech St South of Oak St
65x300	28th St SE	Habitat of Humanity	Not owned by adjacent property owner	West side of 28th St SE south of Oak St
50x140	Quince St	Joel Lindroth	Not owned by adjacent property owner	Southeast corner of Quince St & 11th St SE
70x150	Chicago Ave	Carole & Dennis Bollig	Not owned by adjacent property owner	South side of Chicago between the trail & 11th St SE
100x140		Roger & Barbara Moilanen	Not owned by adjacent property owner	East of 11th St SE between Chicago & Willow
100x132	13th St SE	Timothy & Tracy Peabody	Not owned by adjacent property owner	West side of 13th St SE south of Willow St
50x132	13th St SE	Beryl Bourassa	Not owned by adjacent property owner	West side of 13th St SE south of Willow St
100x132	13th St SE	Timothy & Tracy Peabody	Not owned by adjacent property owner	West side of 13th St SE south of Willow St
50x150	Norwood St	RZ Holdings LLC	Owned by adjacent owner 1401 Norwood St	North side of Norwood St between 14th St SE & 15th St SE
50x140	Chicago Ave	Kyle Boie	Owned by adjacent owner at 1011 Chicago	North Side of Chicago between the trail & 11th St SE
25x140	Willow St	Ronald & Susan Kowalczyk	Owned by adjacent owner at 1021 Willow St	North side of Willow St between the trail & 11th St SE
90x152	Norwood St	Robert Baker	Owned by adjacent owner at 1102 Norwood St	South side of Norwood St between S 11th St & 12th St SE
25x150	Norwood St	Travis & Beverly Loeffler	Owned by adjacent owner at 1110 Norwood St	South side of Norwood St between S 11th St & 12th St SE
25x150	Norwood St	Dwayne Eilers	Owned by adjacent owner at 1114 Norwood St	South side of Norwood St between S 11th St & 12th St SE
25x150	Oak St	Milton & Marlene Sarff	Owned by adjacent owner at 1601 Oak St	North side of Oak St between 16th St SE & 17th St SE
50x150	Laurel St	Kurt Bourassa	Owned by adjacent owner at 1614 Laurel st	South side of Laurel St between 16th St SE & 17th St SE
60x150	Oak St	Larry & Kathy Erickson	Owned by adjacent owner at 2616 Oak St	Southwest corner of Oak St & Beech St
60x150	Pine St	Joseph & Brenda Goble	Owned by adjacent owner at 624 Beech St	North side of Pine St between Walnut St & Beech St
110x157	Beech St	L Peterson Investments LLC	Owned by adjacent owner at 901 Beech St	East side of Beech St south of Oak St
50x140	13th St SE	Thomas Erickson	Owned by adjacent owner at 905 13th St SE	Southeast corner of 13th St SE & Rosewood St
71x140	14th St SE	Thomas Erickson	Owned by adjacent owner at 905 13th St SE	West side of 14th St SE south of Rosewood St
24x140	14th St SE	Thomas Erickson	Owned by adjacent owner at 905 13th St SE	West side of 14th St SE south of Rosewood St
50x150	Maple St	Lakes Area Habitat for Humanity	Owned by adjacent owner of vacant lot	North side of Maple St between 15th St SE & 16th St SE
100x150	Maple St	Lakes Area Habitat for Humanity	Owned by adjacent owner of vacant lot	North side of Maple St between 15th St SE & 16th St SE
90x140	Oak St	Luke Shipman	Owned by adjacent owner of vacant lot	North side of Oak St between 19th St SE & 28th St SE
90x140	Oak St	Luke Shipman	Owned by adjacent owner of vacant lot	North side of Oak St between 19th St SE & 28th St SE
60x120	Oak St	Spectrum Housing with Services	Owned by adjacent owner of vacant lot	North side of Oak St between 19th St SE & 28th St SE
120x120	Oak St	Spectrum Housing with Services	Owned by adjacent owner of vacant lot	North side of Oak St between 19th St SE & 28th St SE
120x120	Oak St	Spectrum Housing with Services	Owned by adjacent owner of vacant lot	North side of Oak St between 19th St SE & 28th St SE
120x120	Oak St	Spectrum Housing with Services	Owned by adjacent owner of vacant lot	North side of Oak St between 19th St SE & 28th St SE
125x140	Chicago Ave	Roger & Barbara Moilanen	Owned by adjacent owner of vacant lot	South side of Chicago between the trail & 11th St SE
70x100	Chicago Ave	James Vandeputte	Owned by adjacent owner of vacant lot	South side of Chicago east of 13th St SE
25x140	Chicago Ave	VH Partnership	Owned by adjacent owner of vacant lot	South side of Chicago east of 13th St SE
50x140	Chicago Ave	Scott, Teresa, Allan Watland	Owned by adjacent owner of vacant lot	South side of Chicago east of 13th St SE
80x140	Chicago Ave	Scott, Teresa, Allan Watland	Owned by adjacent owner of vacant lot	South side of Chicago east of 13th St SE
25x140		John Volkl	Owned by adjacent owner of vacant lot	Adjacent to trail south east of 11th between Chicago & Willow
25x140		John Volkl	Owned by adjacent owner of vacant lot	Adjacent to trail south east of 11th between Chicago & Willow
25x140		John Volkl	Owned by adjacent owner of vacant lot	Adjacent to trail south east of 11th between Chicago & Willow
25x140		John Volkl	Owned by adjacent owner of vacant lot	Adjacent to trail south east of 11th between Chicago & Willow
25x140		John Volkl	Owned by adjacent owner of vacant lot	Adjacent to trail south east of 11th between Chicago & Willow
25x140		John Volkl	Owned by adjacent owner of vacant lot	Adjacent to trail south east of 11th between Chicago & Willow
25x140		John Volkl	Owned by adjacent owner of vacant lot	Adjacent to trail south east of 11th between Chicago & Willow
25x140		John Volkl	Owned by adjacent owner of vacant lot	Adjacent to trail south east of 11th between Chicago & Willow

Lot Size	Adjacent Street	Property Owner	Adjacent Ownership	Location
25x140		John Volkl	Owned by adjacent owner of vacant lot	Adjacent to trail south east of 11th between Chicago & Willow
25x140		John Volkl	Owned by adjacent owner of vacant lot	Adjacent to trail south east of 11th between Chicago & Willow
25x140		John Volkl	Owned by adjacent owner of vacant lot	Adjacent to trail south east of 11th between Chicago & Willow
25x140		John Volkl	Owned by adjacent owner of vacant lot	Adjacent to trail south east of 11th between Chicago & Willow
140x150	Laurel St	James & Aurora Burgstaler	Owned by property owner at 317 19th St SE	East side of 19th St SE at north end



Photos by JEFF WHEELER • jwheeler@startribune.com

Laura Culbertson prefers small spaces, so the 495-square-foot studio apartment she rents in the Mill District suits her.

A BOOST FOR LIVING SMALL?

• Minneapolis considers a proposal that would allow more units.

By ERIC ROPER • eric.roper@startribune.com

Laura Culbertson doesn't need a lot of space to live large in Minneapolis. The 34-year-old account executive for the Minnesota Vikings lives in a 495-square-foot apartment downtown near the Mississippi River, with plans to move to an even smaller one this fall. The lack of space is made up for by a ton of building amenities, plus proximity to an urban core.

"I pack my life, my schedule, with fun things

to do," she said. "So I'm rarely home."

Development officials at Minneapolis City Hall are now considering a rule change that could help bring denser housing projects with smaller living spaces to neighborhoods outside of downtown, as city leaders strive to boost the city's population. The proposal coincides with national trends toward so-called micro-apartments on the coasts, which haven't taken hold in Minneapolis but did inspire a project here with studios as small as 370 square feet.

Density continues on B7 ►

« We don't want a situation where only the very well off can afford to live in the center of the city. »

Ted Tucker, president of the planning commission



A rendering of 628 University Av., where some studios will be as small as 370 square feet.

A BOOST FOR LIVING SMALL?

◀ DENSITY FROM B1

The change, slated for discussion at the city planning commission Monday night, would eliminate a provision that restricts the number of units in a building by defining how many can fit on a given plot of land. The provision, which doesn't apply downtown, is one of several restrictions on residential density built into the city's zoning code.

Restricting the number of units sometimes has strange consequences. The city might approve a building with 50 two-bedroom apartments, for example, but not the same building with 100 one-bedroom units.

"[The change] allows higher density in the city," said Ted Tucker, president of the planning commission, an influential citizen advisory board. "But it also allows for smaller units to be developed affordably. We don't want a situation where only the very well off can afford to live in the center of the city."

The planning commission determined that the change was necessary after repeatedly granting developers exemptions from the rule, known technically as "minimum lot area per dwelling unit" or MLA.

Planning staff estimated that about 20 percent of major projects have received variances in the last four years.

Other limitations on density would remain in place. They include height restrictions (often between two and six stories outside downtown), requirements to build resident parking, and a ratio of total floor area to lot size that limits the bulk of the building. Less dense housing zones would also retain the MLA limita-

WHAT'S NEXT

MONDAY: The city planning commission takes a nonbinding vote on the change.

LATER: City Council's zoning and planning committee for preliminary approval.

tions, aligning with practices in St. Paul, where no such requirement exists in business districts or most neighborhood districts.

"The intended effect is to allow a little bit more flexibility in the market for deciding how big of dwelling units to provide," said city planning manager Jason Wittenberg, adding that it will also streamline the city's development process.

Council Member Gary Schiff, the author of the change, said it is part of a larger effort to adopt a zoning code that focuses more on the exterior of the building — its height, shadows and relationship to the street. Schiff said growing density was not driving the change, since that would be better accomplished by rezoning areas of the city.

"By not obsessing on how the inside of the building is used, we pay attention more to the way that the building affects development patterns in the neighborhood and affects the overall livability of the neighborhood," said Schiff, chair of the city's zoning and planning committee.

'Winnebago' to 'Airstream'

The poster child for the smaller unit developments is taking shape in the Marcy-Holmes neighborhood at 628 University Av. SE. Developers are building a four-story building with 39 units aimed primar-

ily at University of Minnesota students. The average size is about 500 square feet, with studios clocking in at 370 square feet — just 20 square feet more than the city's minimum.

To make the units more versatile, architects are examining smaller kitchen appliances, Murphy beds that become couches and tables that fold down to save space.

"Instead of buying the 50-foot Winnebago, they're buying the 25-foot Airstream ... and having the same types of living environments because of the convertibility of the interior," said Aaron Roseth, an architect on the project. Because of the MLA restriction, developers needed a higher-density zoning classification for the land — a move City Hall does not take lightly.

Kelly Doran, a developer involved with many new projects near the University of Minnesota, said the MLA requirement prevented him from building about 75 smaller units — despite having the same number of bedrooms — at a project called The Knoll just west of Dinkytown.

"You're forcing people to build bigger units," he said. "Which isn't necessarily what the community wants or market wants."

Of course, smaller living isn't for everyone. While Culbertson is happy living in a small apartment for now, she would likely have to make a change when she gets a family. Her friends who gotten married have been buying condos in the North Loop area.

"That's probably the next logical step," Culbertson said.

PL

Should We Be Embracing Golf Carts as a Cheaper Alternative to Electric Vehicles?

- ERIC JAFFE



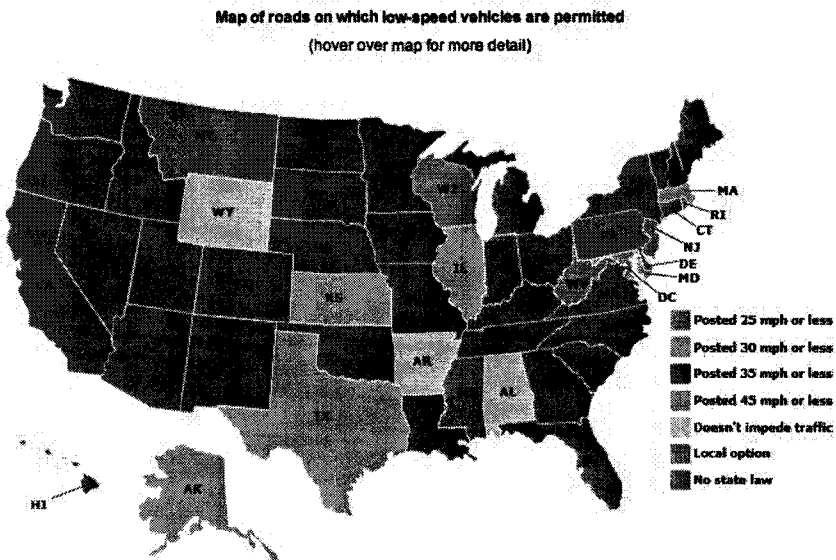
Shutterstock

If you live in Kentucky, you may have noticed lately that a fair number of golf carts have strayed quite a bit from the course. These aren't poor golfers looking for an errant shot — at least, not exclusively. The Associated Press reports that multiple Kentucky municipalities have recently passed or are actively considering laws allowing golf carts on city streets.

The trend began back in 2008, when the state legislature awarded local governments the right to award golf carts the right to certain public roads. Initially there was a provision keeping the carts within 5 miles of a golf course, but that restriction was dropped in 2010. Now the permissible area has expanded to any road with a speed-limit of 35 miles per hour.

Kentucky is not exactly in uncharted waters here. In 1998, responding to growing concerns about golf carts on roads, the federal government created safety standards for a new class of vehicles called "low-speed vehicles." Those rules required LSVs to have basic safety equipment like headlights and seatbelts. (Oddly enough, the standards didn't apply to golf carts, since most didn't travel 20-25 m.p.h.)

Still, states had the final say where LSVs could go. While the initial idea was for this new class of vehicles to make a short trip into town, traveling primarily around communities (especially retirement communities) properly planned for LSV traffic, today all but four states allow LSVs to mix with traffic on regular roads — with relatively few restrictions:



Some Kentucky officials seem properly concerned about letting golf carts travel beside, say, Ford F-150s. The Insurance Institute for Highway Safety believes all LSV drivers face significant risks on the road; in one crash test conducted a few years ago, the dummy in an LSV received fatal injuries when rammed by the equivalent of a pick-up going just 31 m.p.h. An actual golf cart, which barely provides sufficient protection from a well-struck golf ball, would no doubt fare far worse.

So why are so many people in Kentucky cities — and beyond — risking personal safety by cruising regular roads in golf carts and their kind? Well the simplest answer is money: the AP reports that Kentuckians have turned to golf carts as a way to avoid rising gas prices. But if that's the case, then why aren't these same people just buying full-sized electric vehicles?

The answer may still be money. One top-selling golf cart-style vehicle in the United States, the Polaris GEM, costs anywhere from \$8,000 for the basic model to \$15,000 for a six-seater. By comparison, the Nissan Leaf and Chevy Volt run about \$30,000 and \$35,000, respectively — and that's with big recent slashes to their sticker costs.

But money can't be the whole story. A few years ago, the *Wall Street Journal* reported that people who drove LSVs used them for quick errands while keeping a primary car at home for longer trips. In other words, each golf cart-style vehicle is really a package with a conventional car; when you add the two together, you surely exceed the cost of the Leaf or the Volt, even before considering gas costs for the primary car.

Most likely the choice has more to do with the American love affair with fast and/or large cars. That's not going away anytime soon, but it can be nudged in a better

direction by bundling EVs with buyer access to conventional cars. What the golf cart trend demonstrates is a broad awareness of the need to balance occasional SUV/luxury/pick-up demand with everyday EV use. That's something car companies themselves can offer, but it's also something that cities could encourage through partnerships with local car-share services.

Which brings up one more reason some city residents might turn to golf carts: local governments aren't doing enough to promote standard EVs.

Recently some policymakers from across Europe gathered at a workshop in the Netherlands to exchange ideas for encouraging EV use in cities. Their approaches fell into two general categories: politically difficult measures and rather quick "no-regret" policies. The latter included simple things like removing regulatory barriers to EV infrastructure, using EVs for the municipal fleet, and creating electric-only parking areas.

If city residents really just want to ride golf carts everywhere, then officials should help them do this as safely as possible. But if they only want to ride golf carts because there are too many barriers to full-sized EV use, then it's probably time — pardon the expression — to help them reach the green.

Map via the Insurance Institute for Highway Safety.

Top image: nattio / Shutterstock.com



Eric Jaffe is a contributing writer to The Atlantic Cities and the author of *The King's Best Highway: The Lost History of the Boston Post Road, the Route That Made America*. He lives in New York.

NationalJournal

Friday, September 27, 2013

SEARCH

The Nation's Future Depends on Its Cities, Not on Washington

To avoid Detroit's fate, cities need to turn back the clock. City-states will be the future of the global economy.

by Michael Hirsh
August 28, 2013 | 5:21 p.m.

The residents of Minneapolis-St. Paul suffer, collectively, from a serious insecurity complex. They're always talking about how no one knows anything about their "twin" cities on the upper Mississippi River. Young professionals never want to live there, complains local author Jay Walljasper, who did a study of where those sought-after Gen X-ers and Y-ers want to go. "They all had aspirations for Toronto, Chicago, Pittsburgh, Washington, Montreal. I kept waiting for them to mention Minneapolis-St. Paul," he says. "But we were not on the radar."

To the extent that anybody pays attention at all, people tend to make fun of "MSP" (the preferred abbreviation; the cities' collective name is as ungainly as its reputation)—even homeys such as Garrison Keillor, who's made a career out of Minnesotan self-deprecation. Some "Twin Citians" (many hate that nickname, too) grimly joke that the last thing that brought them national attention was *The Mary Tyler Moore Show*, the 1970s sitcom about a thirtysomething TV reporter based there. As if to drive home just how deep the insecurity runs, the middle of downtown Minneapolis features a slightly ridiculous bronze statue of the actress throwing her "tam," as in the opening credits of her long-ago show.

And yet in an odd way, the Twin Cities' identity crisis has also proven to be one of their greatest economic strengths. One can't quite put one's finger on exactly what's there because, well, there's an awful lot there. Diversity, in a word, is the secret sauce that creates urban success. Though once known as a grain-milling capital, MSP lost that title to Buffalo in the 1930s, and now a slew of *Fortune* 500-sized companies with a vast variety of businesses are headquartered in the region, including Cargill, General Mills, 3M, Target, and U.S. Bancorp. And driven by all that ambition to put themselves on the map, Twin Citians display a civic pride that has prompted constant reinvention and inspired regional cooperation. As a result, MSP today enjoys the lowest unemployment rate (5.1 percent) of any major metropolitan area in the nation, and its population is surpassing Detroit as the second largest in the Midwest, after Chicago. Minneapolis-St. Paul has also enjoyed more economic stability since World War II—with fewer ups and downs, and steadier growth—than most other American cities. "We don't know what we are," says former Minneapolis *Star Tribune* columnist Steve Berg. "But it's still a great place to live."

Detroit, of course, never suffered an identity crisis. Everyone always knew what the Motor City stood for: the Big Three automakers. So much so that "Detroit" has been as much a synonym for America's chronically ailing auto industry as "Washington" is for the federal government. And that, in sum—a lack of diversity—was one of Detroit's biggest problems, contributing to last month's largest- ever bankruptcy filing by a city in U.S. history. The city's entire socioeconomic system was built around autos, with an "industrial middle class" nurtured by the United Auto Workers. When the auto industry fell on hard times, everything went with it. The blue-collar working class—non-college-educated, trained only to build and service cars—drifted into poverty with no recourse. For cities, economic diversity is as important as maintaining a broad portfolio of stocks is for investors.

What also sank Detroit was that its leaders failed to connect with the sprawl around it and turn the suburbs into part of a unified economic base. That is another feature of Minneapolis-St. Paul's success: It established a tax-sharing plan with scores of suburban communities. In the Detroit area, by contrast, the city and suburbs became virtual enemies. A similar dynamic led to other failed cities, such as Newark, N.J., once the haven (and inspiration) of a large Jewish population, including Philip Roth, who fled to the suburbs and never looked back. There was, on one hand, a desperate inner city that led to "white flight," and on the other an affluent, largely Caucasian suburbia that did everything but put up walls against the city that engendered it. In today's world, that is a recipe for ruin.

"Detroit was dealt a fairly bad hand, at least in recent years. The decline of manufacturing and real hourly wages in the United States had made it a tough 40 or 50 years for the demographic that Detroit depends on," says Mark Funkhouser, the former mayor of Kansas City, Mo., and an urban consultant based in Washington. "On the other hand, they played that hand fairly badly. The thing to do in a really harsh economic environment is to enhance competitiveness and compete for a larger tax base. Detroit did the opposite. Under Coleman Young [Detroit's first black mayor, who served from 1974 to 1994], everything was done for political reasons. Every time another white family left Detroit he lost some opposition votes. So he had no interest in reaching out to suburban communities. He benefited from white flight." Detroit went from being more than 80 percent white in 1950 to more than 80 percent African-American today.

This is also the great negative lesson for cities and regions that want to avoid Detroit's fate, because to a great extent the future belongs to successful cities and, even more, to the metropolitan areas for which they serve as hubs.

Ironically, given the nature of our high-tech, super-connected age, the future will look more and more like the city-states that ruled the world for millennia, from the days of Athens, Sparta, Carthage, and Rome, and that were last dominant 500 years ago, in such places as Venice and Florence, before the formation of most modern nation-states. Today, the shining example is Singapore,

the city-state of 5.2 million people that, all by itself, has become an Asian tiger. The city-state of the future will not be sovereign, of course, but instead will act largely independently. "What we are experiencing is a metro-centered driving force of change. This is the center of the economic universe," says James Brooks, program director of the National League of Cities. "The United States is not one national economy but a series of smaller metropolitan economies."

The future, in other words, is going medieval.

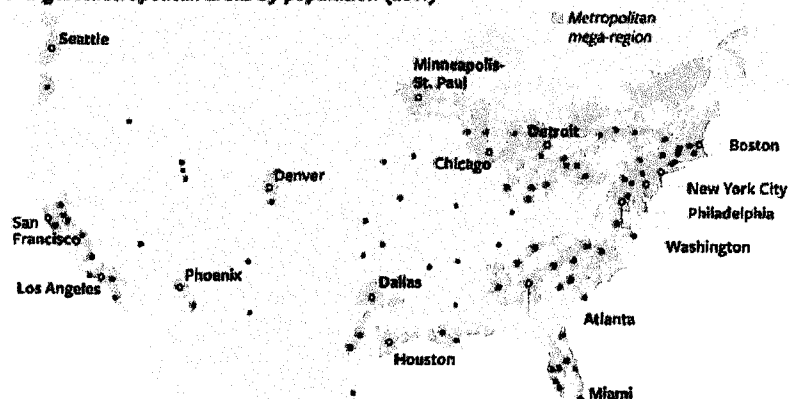
WHY CITIES WORK

The rise of the city-state has been a long-term trend, but it's gaining speed. Today, the 388 metro areas in the United States make up 84 percent of the nation's population and an astonishing 91 percent of gross domestic product. The top 100 metro areas alone total two-thirds of the U.S. population and three-quarters of GDP. And the world is catching up. "Today's roughly 50 percent urban population will climb to nearly 60 percent, or 4.9 billion people, in 2030. Africa will gradually replace Asia as the region with the highest urbanization growth rate," according to a recent report by the government's National Intelligence Council. Urban centers are estimated to generate 80 percent of economic growth in the world, and the percentage may be growing because of the way well-built urban areas with good infrastructure—including state-of-the-art Internet and telecom pipelines—can better apply resources and make more efficient use of tight public funds.

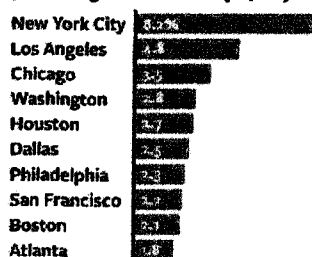
Thinking Regionally

The 100 largest metropolitan areas by population make up 72 percent of the nation's gross domestic product, and 65 percent of its population. The 10 largest metros by GDP account for a third of national GDP, and anchor urban "mega-regions."

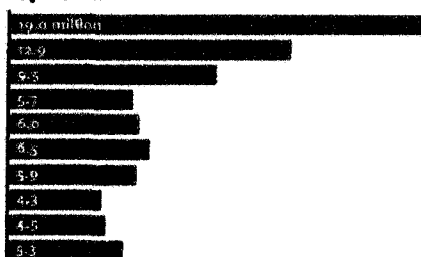
100 largest metropolitan areas by population (2011)



Metropolitan-area GDP as a percentage of U.S. GDP (top 10)



Population



Sources: U.S. Census Bureau; Bureau of Economic Analysis; Tim Guiden/George Mason University; Richard Florida

Perhaps that's why, in his new book *Antifragile: Things That Gain From Disorder*, the trader-turned-philosopher Nassim Nicholas Taleb writes that the city-state is more adaptable and therefore more durable than the nation-state. Consider the political paralysis at the national level in the United States and Europe—in part the result of governments that are just too huge, sclerotic, and cumbersome—and the potential fracturing of states in the Middle East even as cities such as Baghdad or Damascus will likely remain intact. For multinational companies, thriving metropolitan regions are increasingly the basic macroeconomic unit. "A city is too small, and a country is too big," Funkhouser says. "Countries are too blunt an instrument in which to compete."

Critically, the politics works better at the metro level as well: Republican and Democratic mayors in metropolitan areas tend to cooperate more than their counterparts at the national level, says Scott Smith, the Republican mayor of Mesa, Ariz., and president of the U.S. Conference of Mayors. Why? "Because they have to solve problems. In Washington they don't sense this need," Smith told *National Journal*. "I still have to pick up the garbage on Thursday. When someone dials 911, I have to make sure the police show up." Smith adds: "There is no such thing as national economies anymore. That's why you see the big business deals done not so much between commerce secretaries any more as between mayors, like the mayor of Shanghai and the mayor of Los Angeles."

The smartest city leaders have long since recognized these trends. Consider the story of Mike Bell, the mayor of Toledo, Ohio, a seemingly typical Midwestern Rust Belt city. Because the fate of Toledo, like that of Detroit, was linked to the auto industry, as soon as he was elected in 2010, Bell began carefully studying his much larger sister city's ailments. And he acted to prevent Toledo from suffering the same fate: Since 2010, Toledo has gone from a \$48 million budget deficit to a \$5 million surplus, without raising taxes or laying off city workers. How? One key to his success, Bell says, was to realize that his role as both mayor and salesman-in-chief isn't limited to Toledo proper; he needed to pitch his subregion as far away as China. "I'm a regional mayor, and I'm also a global mayor," Bell explained in an interview.

When talking to potential foreign investors, he would draw a circle around Toledo showing that if you moved out from the city 500 miles in every direction, you could reach 60 percent of the entire Midwestern population. "A picture is worth a thousand words," Bell says. He took that putatively ancient Chinese wisdom directly to investors in Shenzhen, winning a surprising amount of investment in businesses as diverse as restaurants and sheet metal. All of his missions have included other mayors and Port Authority officials from the region. In the end, according to a study by the McKinsey Global Institute, Bell has given Toledo an outsized reputation considering that it ranked only 182nd in *Forbes'* "2012 Best Places for Business and Careers."

Funkhouser says officials such as Bell have it right. "When I was mayor, I told my officials that the Kansas City region competes against the Denver region—but also the Shanghai region. That's really the way the economy works now. If you are a fragmented dysfunctional region, if the center city doesn't get along with the suburbs, then you lose the critical mass you need." Detroit, once again, provides a doleful counterexample where growth was ungoverned and not underpinned by effective mass transit or infrastructure. "The level of job sprawl in Detroit is staggering," says Bruce Katz, an urban expert at the Brookings Institution. "About 80 percent of the jobs are located more than 10 miles away from the central business district. The average for the country is about 40 percent."

The Information Age characterized by hyper-connectedness and competition among centers of innovative activity has, ironically, tended "to reward those places where innovation happens in closed spaces," Katz says. The more integrated and "thicker" the economy—the more densely layered it is with an agglomeration of companies and researchers—the greater the rewards. Just last week, the National Science Foundation published a report concluding that a quarter of all America's scientists and engineers live in just five metropolitan areas in California, New York, and Texas.

Interestingly, the new metro age once again puts the U.S. at a competitive advantage with the world, Katz says. "In part, our success is that we are the quintessential metropolitan nation—more metropolitan than Europe or rising countries like China or

Brazil. Even in Europe, it's a smaller portion of the population that lives in cities, though they are urbanizing now."

Global Urbanization

By 2025, almost 60 percent of the world's population—or 4.6 billion people—will live in urban areas. About 630 million of them will live in one of 37 megacities, those with populations greater than 10 million.

Population living in urban areas in 2025

North America	55%
Latin America	53
Europe	76
Oceania	71
World	58
Asia	53
Africa	45



United Nations, Department of Economic and Social Affairs, Population Division

HEEDING DOLLY PARTON

Urban experts say it's important for city planners to get the proper blend of investment and resources for each particular city and metro area, because each has a unique profile. "Dolly Parton, a great economist, once said, 'Find out who you are, and do it on purpose,' " Katz jokes. That applies to cities as well, which are constantly overreaching in their efforts to reinvent themselves—and grow fast. Everyone, it seems, wants to be the next Silicon Valley, and that won't work. The rush to build cluster-like industrial or research parks can misfire if the right combination of investments isn't achieved. "Sixty to 70 percent of clusters fail; even if you do build them, it can take 20 years to find out," says Jonathan Woetzel of the McKinsey Global Institute, who recently coauthored a report called "How to Make a City Great."

One admonitory tale is the rise and relative decline of Research Triangle Park, the vast complex that lies between Raleigh, Durham, and Chapel Hill in North Carolina. Considered state-of-the-art thinking when it was built in 1959, the park helped to bring North Carolina into the Internet age. But its visionaries failed to keep pace with the new cachet of cities. IBM sold its computer business, and jobs moved out. Worst of all, it became uncool. "The current generation of tech workers doesn't want to toil in the soulless Office Space complexes surrounded by moats of parking that dot Research Triangle Park's sprawling vastness," wrote Lydia Depillis in *The New Republic* last year. Now the park is trying to give itself a new "urban living" image in an attempt to achieve more "density."

"Over the past couple of decades, what we saw were a lot of cities that were copycatting, essentially," Katz says. "They were particularly focused on the consumption economy: stadium building, convention-center expansion. You'd go from one city to another and see pretty much the same thing. What they weren't focused on was the portion of their economy that drives everything else. What goods do you make? What do you trade, who do you trade with, both domestically and globally?"

Stadiums and big-league teams add allure, but the more sustainable need is for "economic gardening" for grassroots

growth, Woetzel says. Let the private sector make most of the decisions, and don't succumb to the temptation to overplan. Above all, don't stray too far from your city's *raison d'être*. "In Kansas City, the city fathers and mothers are embarrassed about the image of a cow town, and they run away from it, which is absolutely absurd," Funkhouser says. "The reason for Kansas City's existence is that it was as far north as you went to put cattle into cars to go to Chicago," where they were slaughtered. As a result, today Kansas City is a logistical hub, with the second-largest freight-rail system in the country after Chicago. And that, Funkhouser says, is also the source of its future viability. "Instead of running around trying to create entertainment districts and things like that, the livestock, agribusiness stuff ought to be what they focus on. On one hand, you want diversity. On the other hand, you don't want to do a whole lot of 'me-toos.' What is your natural strength? One of the criticisms of Michael Bloomberg in New York was how much he embraced Wall Street. Well, hell, that is the main driver of New York City's economy."

Mayor Smith of Mesa says city planners must resist the temptation to simply follow the most glamorous trend. "There was a time when biomed was popular," he says. "If Mesa went after biomed, that would be a fool's errand because we don't have biomed." Instead, Smith set about figuring out what his city's organic growth centers were and came up with a bumper sticker: HEAT, which stands for health care, education, aerospace, and tourism and technology. He decided his city should try to attract small liberal-arts colleges of the kind that are still too rare in the Southwest.

Healthy growth should also be well paced. Growth that happens too fast can lead to problems such as Beijing's horrific air pollution or to the kind of ungoverned sprawl that outpaces infrastructure or mass transit. That eventually fragments urban areas, as happened in Detroit. Portland, Ore., considered by many to be a model of how to take an old city into a new era, has even controversially laid down a "regional growth boundary." True, Portland had the luck of being situated between the Silicon Valley and Seattle—and the legacy of headquartering Intel and Tektronics—but it also developed a vision for sustainable development and export strategies with Asia.

Brooks says the obstacles holding back growth can sometimes be as simple as getting the city charter right. "The Detroit city charter is very different from other charters. It's very specific about what is required by the city government and what can't be done," he says. "For example, it's very difficult to contract out its services. The charter doesn't allow that. That constrained the flexibility of the city government. Governments have to be nimble."

THE SECRETS OF SUCCESS

The National League of Cities' Brooks and other urban experts point to four ingredients essential to metropolitan success.

Consistent vision. Because successful city planning can take decades to pan out, patience and steadiness are required. Consider Chattanooga, Tenn., where its leaders are still putting in place a 45

-year plan that has transformed the city from one of the most polluted in America to a highly livable and sought-after place, attracting huge amounts of foreign investment. Today beleaguered cities such as Cleveland, once derided as "the mistake on the lake," are pursuing new strategies. For Cleveland, it is to become the "green city on a blue lake," as its "Sustainable Cleveland 2019" strategy puts it.

Leadership. Hand in hand with vision comes leadership that is consistent and public-minded. Above all, as in the case of Chattanooga and Portland, a city must have a strong culture that promotes such leaders in the private and public sectors. New York has avoided the image of a has-been city and remained the most competitive because its mayors are constantly reinventing it, as Rudy Giuliani did with his tough anticrime agenda and Michael Bloomberg has done by investing in R&D and "green" innovation.

Public-private partnerships. Business, civic, and government leaders must act as a team. In Pittsburgh, for example, philanthropic efforts by the Carnegies and the Mellons helped the city enormously in making the transition from Rust Belt steel city to educational and medical hub.

Regional thinking. This is the new *sine qua non* for cities. In the future, none will succeed without it. Like Toledo's Bell, Colorado Gov. John Hickenlooper, when he was mayor of Denver, created a "caucus" of more than 30 area mayors who met regularly and helped jointly develop a regional light-rail system. Officials behind the Greater Houston partnership have made similar efforts. "You can develop regional collaboration in lots of ways," Funkhouser says. "Tax-base sharing, shared-services agreements. But, primarily, it really starts with the relationship between elected leaders. They have to be on the same page. Cities and metro areas are governed essentially as a regime."

All these factors can breed a critical survival trait for successful cities and their metro areas: resilience. Consider the contrasting examples of Stockton, Calif., and Charlotte, N.C. Stockton filed for Chapter 9 bankruptcy a year before Detroit did, a victim of too much dependence on one industry—construction—that collapsed in a matter of months after the subprime-mortgage-generated financial crash in 2008. In Stockton, descendants of California's agricultural workers flocked to home-construction jobs, building houses for middle-class families who worked an hour or two away in the San Francisco Bay Area. The city boomed. But that industry disappeared virtually overnight, and Stockton had nothing to replace it. Today it is a nightmare of boarded-up downtown buildings and rampant crime.

As the home to two major banks—Bank of America and Wachovia—that made disastrous choices during the subprime bubble, Charlotte was also hard-hit. But the city has come out of it strongly. Like Minneapolis-St. Paul, Charlotte is a far more economically diverse city than Detroit, with a lot of civic support from its citizens, and its government has invested heavily in infrastructure (former Mayor Anthony Foxx just became President Obama's Transportation secretary). Ultimately, despite its travails,

Charlotte was selected over several other finalists (including Minneapolis-St. Paul) to host the 2012 Democratic convention.

There is always room for improvement, as all those self-conscious, self-doubting Twin Citians know all too well. Minneapolis-St. Paul still has many problems, some of them caused by the exodus from Detroit. It suffers an unusually high "achievement gap," for example, between its black and white populations. On this point, the Taleb thesis on fragility will be sorely tested in MSP: How will a metro area that was once largely Scandinavian and Western European in ethnic character handle a large influx of Hispanics and blacks?

But cities are hardy creatures. There may even be hope for Detroit, if it survives its bankruptcy. Thanks to the city's economic plight, rental rates in Detroit's downtown core are super low, and that is already fostering a boomlet of entrepreneurial businesses. A renewal of civic pride, and a new regional approach begun by former Mayor Dennis Archer—leading to the construction of a bridge across the Detroit River to Canada—is helping as well. "Detroit is like an undervalued stock," says Brookings' Katz. "I think the core is going to come back a lot faster than people think."

Yet in the end, if a new Detroit is to rise, it will have to embrace a very different future. It will have to go medieval.

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