

BRAINERD PLANNING COMMISSION

Wednesday, February 18, 2015

6:00 p.m.

City Hall Council Chambers

1. Call to Order
2. Approval/Amendment of Agenda
3. Approval of minutes of the workshop and regular meeting of January 21, 2015
4. NEW BUSINESS
 - a. Brew pubs, microbreweries and taproom/tasting rooms
 - b. Outdoor areas for serving alcohol
 - c. Mobile food units
 - d. Complete Streets Policy Review
5. PUBLIC FORUM – Time allocated for citizens to bring matters not on the agenda to the attention of the Planning Commission – Time limits may be imposed.
6. OLD BUSINESS

None
7. Commissioners' Questions/Comments
8. City Planner Report
9. Adjournment

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

**Brainerd Planning Commission Workshop
January 21, 2015**

Vice Chairman James Norwood called the workshop of the Brainerd Planning Commission to order at 4:00 p.m. in City Hall Conference Room.

Present: Dave Pritschet, Sarah Hayden Shaw, James Norwood, and Rick Cole.

Others Present: City Planner Mark Ostgarden

a. Off-Street Parking Requirements

City Planner Ostgarden opened the meeting by discussing the current options to reduce or eliminate off-street parking.

It was mentioned that typical parking standards are based on holiday shopping demand. Commissioner Cole mentioned that it would be interesting to see what the parking vacancy is at big box stores most of the time. Commissioner Hayden-Shaw stated that big box stores are not something that can be accommodated in Brainerd and such a study would not be a good gauge of demand within the city.

Commissioner Hayden-Shaw went on to restate her position on wide deregulation of parking and gave examples of how this would help the city and particularly the Washington Street corridor by making development more feasible for businesses with less capital. Discussion was had about Jimmy John's purchase of the neighboring property for parking. Planner Ostgarden mentioned that the new auto parts store could have chosen to reduce parking but maintained that they had a desire to keep a larger parking lot.

The possibility of parking maximums was mentioned. The commissioners were not entirely opposed but were reluctant to the idea of such a restriction in any area outside of the central business district.

Commissioner Norwood advocated that minimums are reduced for business uses but are kept for multi-family residential. Commissioner Hayden-Shaw disagreed and supported a reduction for residential uses.

At the end of the meeting the commissioners generally agreed that minimums should be:

- Somewhat flexible in B2
- Much more lenient in B4-B6 with special consideration to Washington Street

Parking maximums would be supported in the B3.

The meeting adjourned at approximately 5:50 p.m.

Respectfully submitted

Mark Ostgarden AICP
City Planner

PLANNING COMMISSION

Wednesday, January 21, 2015

City Planner Ostgarden called the meeting of the Brainerd Planning Commission to order at 6:00 p.m. in the City Hall Council Chambers.

Noted present were Commissioners Pritschet, Hayden Shaw, Plantenberg, Norwood, Straw, and Cole. No Commissioner was noted absent. Also present was City Planner Ostgarden.

#2 Election of Chair and Vice Chair

City Planner Ostgarden requested nominations for the position of Chair. Commissioner Pritschet nominated Commissioner Hayden Shaw for position of Chair. There were no other nominations.

MOTION AND SECONDED BY COMMISSIONERS PRITSCHET AND PLANTENBERG, DULY CARRIED, TO ELECT COMMISSIONER HAYDEN SHAW AS CHAIRMAN OF THE BRAINERD PLANNING COMMISSION.

Chairman Hayden Shaw requested nominations for the position of Vice Chair. Commissioner Plantenberg nominated Commissioner Norwood for position of Vice Chair. There were no other nominations.

MOTION BY COMMISSIONERS PLANTENBERG AND PRITSCHET, DULY CARRIED, TO ELECT COMMISSIONER NORWOOD AS VICE CHAIRMAN OF THE BRAINERD PLANNING COMMISSION.

#3 Approval/Amendment of Agenda

City Planner Ostgarden requested to amend the agenda to add Brewpubs as item 5e.

MOTION AND SECONDED BY COMMISSIONERS PRITSCHET AND NORWOOD, DULY CARRIED, TO APPROVE THE AGENDA AS AMENDED.

#4 Approve minutes of the regular meeting of December 10, 2014

MOTION AND SECONDED BY COMMISSIONERS PRITSCHET AND NORWOOD, DULY CARRIED, TO APPROVE THE MINUTES FOR THE REGULAR MEETING OF DECEMBER 10, 2014.

#5 NEW BUSINESS

a. Public Hearing – Variance Submitted by AutoZone Stores Inc for the property at 801 W Washington St – Sign Height and Sign Location

City Planner Ostgarden explained the property is zoned B-4 (General Commercial) District and has 300' of W Washington Street frontage which permits it to have two free standing signs. AutoZone desires to keep the existing 56' tall sign on the westerly side of the property which would be 274' from a sign planned for the east side for the property. Twenty-five foot tall free standing signs are permitted. The planned building elevation drawings and the illustration of the sign on the 56' tall sign were referenced.

The City Planner explained that the tall sign is not needed for this type of business. The purchases are not impulse type purchases and there are no buildings, structures or vegetation that blocks the view of the property along Hwy 210. He pointed out that the Tanner sign is 35' tall (by variance) and the McDonald sign 50' tall (legal non conformity.)

The Public Hearing was opened at 6:04 p.m.

AutoZone Stores Inc representative Brian Siddall advocated the approval of the variance, stating that it was vital to the approval of the site for development. He stated that if AutoZone is not permitted to use the tall sign it would not construct the store. He argued that AutoZone does have impulse purchases.

No written correspondence was received. No one else spoke in support of or in opposition to the request.

The Public Hearing was closed at 6:23 p.m.

The findings-of-fact were noted into the record as follows:

1. The property is located in B-4 (General Commercial) District.
2. The property has 300' of Washington Street (Hwy 210) frontage.
3. The request is part of a site redevelopment proposal for a new AutoZone which is an auto parts store.
4. The proposal is to reuse an abandoned fifty-six (56) foot tall sign structure. Twenty-five (25) feet is the maximum permitted freestanding sign height.
5. The property is permitted two free standing signs each can be 300 square feet in area and 300 feet apart.
6. The topography around the property does not create sight distance obstacles and there are no buildings or structures that obscure the sign locations.
7. The Tanner Motor sign is thirty-five (35) feet tall (allowed by variance) and the McDonald's sign is approximately fifty (50) feet (legal nonconforming).

The Commission agreed to add the following finding-of-fact: 8. The business representative spoke in support. There was no opposition.

The Commission agreed to add the following conditions: 1. The square footage as depicted in the illustration included in the January 21, 2015 Planning Commission packet cannot change. 2. Animation of the sign is not permitted.

MOTION AND SECONDED BY COMMISSIONERS PLANTENBERG AND COLE, DULY CARRIED, TO RECOMMEND APPROVAL OF THE SIGN HEIGHT AND SIGN LOCATION VARIANCE WITH THE EIGHT (8) FINDINGS-OF-FACT AND THE TWO (2) CONDITIONS.

b. Public Hearing – Rezoning – 2424 Business 371 South

City Planner Ostgarden explained that MATC is proposing a 13,928 sf addition to its building for class rooms, offices and short term stay. The conditional use permit review identified no issues of concern. No City departments had concerns. There is parking for approximately 94 vehicles sufficient to meet the off street requirements for the new addition along with the existing uses.

The Public Hearing was opened at 6:32 p.m.

Mr. Sam Anderson, representative for Minnesota Adult and Teen Challenge, answered questions and spoke regarding the addition to the building.

The Public Hearing was closed at 6:40 p.m.

The findings-of-fact were noted into the record as follows:

1. The property is 9.42 approximately acres located in a B-4 (General Commercial) District. Licensed Drug and Alcohol Treatment and Recovery Facilities are conditional uses in B-4 (General Commercial) Districts.
2. The proposal is to construct a 13,928 sf addition to the existing building.
3. The addition will provide offices class rooms for outpatient treatment and 20 inpatient beds for short term stay.
4. The addition we comply with Zoning Ordinance setback requirements.
5. The site has a parking lot capable of parking for approximately 94 vehicles, which meets off street parking requirements for the facility.
6. The addition will not affect site access or site circulation.
7. There are no City department concerns about the addition.
8. The addition is supported by the following Comprehensive Plan Goals and Strategies:

Comprehensive Plan

General Goal #1: Maximize Brainerd's potential as a thriving center for business, health care, industry, education and recreation, while maintaining and enhancing its livability.

Strategies

Protect both the general welfare and the individual choices of Brainerd residents. Insure that decisions that are made by the community reflect the needs of current residents and business owners.

Protect both the general welfare and the individual choices of Brainerd residents. Insure that decisions that are made by the community reflect the needs of current residents and business owners.

General Goal #3: Promote community spirit and unity and enhance Brainerd's character and identity.

Strategy

Seek partnerships with coalitions and interest groups to share resources and energies in order to address community problems and opportunities.

LAND USE GOAL #5: Support development that enhances community character and identity.

Strategy

Support the redevelopment of vacant and abandoned sites within the urban core.

The Commission agreed to add the follow findings-of-fact: 9. A representative of Minnesota Adult and Teen Challenge spoke in support. There was no opposition.

MOTION AND SECONDED BY COMMISSIONERS PRITSCHET AND PLANTENBERG, DULY CARRIED, TO RECOMMEND APPROVAL OF THE CONDITIONAL USE PERMIT SUBMITTED BY MINNESOTA ADULT AND TEEN CHALLENGE TO CONSTRUCT AN ADDITION ON THEIR FACILITY LOCATED AT 2424 BUSINESS 371 WITH THE NINE (9) FINDINGS-OF-FACT.

c. Public Hearing – Zoning Text Amendment – Testing Labs in B-4 (General Business) District

City Planner Ostgarden explained the B-4 district permits only medical labs. An inquiry has been made about whether water testing labs in a B-4 District are allowed, but based on current language they are not allowed. The City Planner suggested that there could be additional testing labs appropriate for the district. The proposed amendment is to expand the types of labs permitted to include, water, soil, rocks and air.

Commissioner Plantenberg inquired about odors/fumes associated with testing labs. City Planner suggested that this should not be an issue for these types of labs.

The public hearing was opened at 6:44 p.m.

Owner of testing lab, which would be influenced by the change in zoning, addressed the commission and stated that she could not speak for other types of environmental testing but her uses would not create noxious odors.

The Public Hearing was closed at 6:52 p.m.

MOTION AND SECONDED BY COMMISSIONERS COLE AND PRITSCHET, DULY CARRIED, TO RECOMMEND A ZONING TEXT AMENDMENT TO INCLUDE TESTING LABS IN THE B-4 (GENERAL BUSINESS) DISTRICT.

d. Public Hearing – Rezoning – Property located on the westerly side of the Mississippi River adjacent to the Brainerd Public Utility Hydroelectric Dam

City Planner Ostgarden explained the property has been annexed and a city zone needs to be applied to the property. The proposed zone is an R-A (Rural Agriculture) District. City Planner Ostgarden explained that the minimum lot size in an R-A District is 20,000 square feet. He described characteristics of the property explaining the topography is quite steep which makes development unlikely. The property is located in the Mississippi River Shoreland Management Zone which has its own set of regulations. The Mississippi Headwater board supports the zoning.

The Public Hearing was opened at 7:04 p.m.

The resident of 16044 Ahrens Hill Rd and the resident of 15674 Sandhill Circle expressed concerns about possible development and their impression is the property was not well suited to agriculture.

The Public Hearing was closed at 7:12 p.m.

The findings-of-fact were noted into the record as follows:

1. The property is a 37 acres +/- acre vacant parcel annexed to the city in 2014.
2. The property is adjacent to the Brainerd Public Utility dam and is owned by the City of Brainerd.
3. The proposed zoning is R-A (Rural Agriculture) which limits minimum lots size to 20 acre.
4. Due to the site topography only an area on the north end of the property appears to have development potential.
5. The Mississippi Headwaters Board supports the R-A zoning.
6. The Future Land Use Map identifies the property as Low to Medium Density Residential Land Use.
7. The proposed zoning is supported by the following Comprehensive Plan Goals and Strategies:

Goal

PLAN FOR THE ORDERLY, EFFICIENT AND FISCALLY RESPONSIBLE GROWTH OF COMMERCIAL AND INDUSTRIAL DEVELOPMENT IN BRAINERD.

Strategies

1. *Locate and design industrial and commercial developments to provide good access and road service, while avoiding the routing of traffic through residential neighborhoods.*
2. *Require new commercial and industrial developments to have access to adequately sized and designed public roads.*
3. *Encourage the development of additional commercial and industrial areas within the city in accordance with the land use plan.*

LAND USE GOAL #1

Support the efficient and orderly growth of all urban development, including residential, commercial and industrial areas. Strengthen the distinction between the urban city and the rural countryside with well-planned and carefully coordinated services appropriate to the distinct needs of each.

Strategy

Identify areas of significant natural resource benefit and protect these areas from premature or incompatible development.

LAND USE GOAL #2

Plan for the orderly, efficient and fiscally responsible growth of commercial and industrial development in Brainerd.

Strategy

Buffer commercial and industrial developments from environmentally sensitive areas, residential neighborhoods and other incompatible land uses within the community.

PARKS AND OPEN SPACE GOAL

Provide and maintain adequate community parks and open space to meet the future needs of the community.

Strategy

Strongly support the expansion of parks, trails, and open space along the Mississippi River and Gilbert Lake

8. The residents of 16044 Ahrens Hill Road and the resident of 15674 Sandhill Circle expressed concerns about possible development and their impression is the property was not well suited to agriculture.

MOTION AND SECONDED BY COMMISSIONERS COLE AND HAYDEN SHAW, DULY CARRIED, TO RECOMMEND ZONING THE PROPERTY LOCATED ON THE WESTERLY SIDE OF THE MISSISSIPPI RIVER ADJACENT TO THE BRAINERD PUBLIC UTILITY HYDROELECTRIC DAM TO R-A (RURAL AGRICULTURAL) DISTRICT.

e. Discussion on Brewpubs

City Planner Ostgarden explained current Zoning Ordinance language does not permit brew pubs Downtown in the B-3 (Central Business) District. Although the current language can be interpreted to allow them in some commercial and industrial districts, should the Commission desire to allow them in the B-3 and other districts, the language should be clearer about where they are allowed.

The Planning Commission desires to allow brewpubs within B2-B6, MU, I-1, I-2 Districts and it requested language for the next meeting to review permitting them in the districts identified.

#6 **PUBLIC FORUM** – Time allocated for citizens to bring matters not on the agenda to the attention of the Planning Commission – Time limits may be imposed.

#7 **OLD BUSINESS**

NONE

#8 **Commissioners' Questions/Comments**

None

#9 **City Planner's Report**

City Planner Ostgarden updated the Commission on the riverfront design process

#10 **Adjournment**

As there was no further business the meeting adjourned at 7:42 p.m.

Respectfully submitted,

Mark Ostgarden AICP
City Planner

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MEMO

TO: Planning Commission

FROM: Mark Ostgarden, City Planner

DATE: February 9, 2015

RE: Zoning Ordinance Text Amendment – Brew Pubs, Micro-Breweries and Taproom/Tasting Rooms

Attached is a copy of the Zoning Ordinance B-3 Central Business District text that has been modified to include language that, if approved, will allow, as a permitted use, brew pubs, micro-breweries and taproom/tasting rooms and the parameters under which the uses is allowed.

Background

In the past several years there have been many new breweries, taprooms, and micro distilleries that have been proposed or have begun operating in Minnesota. In 2011, Minnesota Statutes were revised to allow breweries to sell pints of beer at the brewery in areas called “taprooms.” In the past, brew pubs were permitted to sell pints for consumption on the premises if the brew pubs also served food; while breweries were not allowed to sell alcoholic beverages on-site. The law change also permitted breweries that produce less than 23,500 barrels per year to sell “growlers” (64 ounce containers) and sealed 750 milliliter bottles of beer for consumption off premises.

Current City of Brainerd Requirements

Currently in our commercial districts, light industry districts (limited areas) and the mixed use district allow restaurants and bars as either permitted or conditional uses. The B-4 General Business District allows light manufacturing by Conditional Use Permit, therefore it can be argued that distilling and serving beer is allowed in B-4 Districts and in Light Industry Districts and distilling beer in our General Industry Districts.

Amendments to permit Brew Pubs, Micro-Breweries and Taproom/Tasting Rooms
Should we desire to permit brew pubs, micro-breweries and/or taps rooms/tasting rooms in other zoning districts, the Zoning Ordinance will need to be amended.

Definitions

To clarify our definitions of these uses the following definitions are suggested to be added to the Zoning Ordinance Definition section:

1. Brew Pub – a restaurant and brewery that brews less than 3,500 barrels of beer per year for sales on the premises provided the beer is sold for consumption on the premises and not sold to other bars, restaurants or wholesalers, except that an establishment licensed under Minn. Stat. §304A.301, Subd. 6(d) may sell “growlers” off-sale with appropriate City licenses.
2. Micro-brewery – a facility for brewing beer that produces less than 3,500 barrels per year. It may include a tap room and retail space to sell beer to patrons on the site.
3. Taproom/Tasting Room – a facility on the premises of and accessory to a licensed brewery intended for the on-sale consumption and limited off-sale beer produced by the brewer as authorized by Minnesota Statutes Section 340A.301 Subdivision 6b.

Zoning Districts to Permit Brew Pubs, Micro-Breweries and Taproom/Tasting Rooms

In addition to the B-3 District, the following districts can be considered for allowing these uses:

- B-2 Neighborhood Business
- B-4 General Business
- B-5 Commercial Amusement
- B-6 Washington Street Commercial

Should the uses be allowed, they could be considered in B-4, B-5, B-6 and the Mixed Use District permitted uses. It is suggested they be allowed as conditional uses in the B-2 Districts. The brew pubs could be allowed in I-1 Districts as specified in the Zoning Ordinance. The B-4 District allows light manufacturing, bars and restaurants. Micro-breweries of any size are permitted in the I-1 Districts.

The Planning Commission may want to consider allowing tap rooms/tasting rooms as an accessory to a brewery in I-1 Districts.

REVISED DRAFT

DEFINITIONS

1. BREW PUB – A RESTAURANT AND BREWERY THAT BREWS LESS THAN 3,500 BARRELS OF BEER PER YEAR FOR SALES ON THE PREMISES PROVIDED THE BEER IS SOLD FOR CONSUMPTION ON THE PREMISES AND NOT SOLD TO OTHER BARS, RESTAURANTS OR WHOLESALERS, EXCEPT THAT AN ESTABLISHMENT LICENSED UNDER MINN. STAT. §304A.301, SUBD. 6(D) MAY SELL “GROWLERS” OFF-SALE WITH APPROPRIATE CITY LICENSES.
2. MICRO-BREWERY – A FACILITY FOR BREWING BEER THAT PRODUCES LESS THAN 3,500 BARRELS PER YEAR. IT MAY INCLUDE A TAP ROOM AND RETAIL SPACE TO SELL BEER TO PATRONS ON THE SITE.
3. TAPROOM/TASTING ROOM – A FACILITY ON THE PREMISES OF AND ACCESSORY TO A LICENSED BREWERY INTENDED FOR THE ON-SALE CONSUMPTION AND LIMITED OFF-SALE BEER PRODUCED BY THE BREWER AS AUTHORIZED BY MINNESOTA STATUTES SECTION 340A.301 SUBDIVISION 6B.

SECTION 62

B-3, CENTRAL BUSINESS DISTRICT

Section:

- 515-62-1: Purpose and Intent
- 515-62-2: Permitted Uses
- 515-62-3: Accessory Uses
- 515-62-4: Uses by Administrative Permit
- 515-62-5: Interim Uses
- 515-62-6: Conditional Uses
- 515-62-7: Lot Area and Setback Requirements
- 515-62-8: Building Height
- 515-62-9: Exterior Building Standards
- 515-62-10: Residential Restriction

Restaurant

515-62-1: Purpose and Intent. The purpose of this district is to encourage the continuation of a viable, traditional downtown area by allowing retail, service, office and entertainment

facilities and public and semi-public uses as well as the allowance of second-story dwelling units located above such uses.

515-62-2: Permitted Uses.

- A. Government and public buildings, utilities and/or structures.
- B. Financial institutions such as banks and credit unions.
- C. Hospitality businesses limited to hotels, motels, conference/convention/reception facilities. Extended stay hotels and motels provided that:
 - a. The City of Brainerd will be notified prior to becoming an extended stay facility.
 - b. Stays are limited to 90 consecutive days.
 - c. All guest rooms which have facilities for both storage and food preparation less than 300 square feet of floor area are limited to a maximum of two (2) persons per room; however, for all such guest rooms greater than 300 square feet, one additional person shall be allowed per each 75 square feet of floor area up to a maximum of four (4) persons.
 - d. Kitchen facilities including a stove and oven are provided.
 - e. Each hotel and motel shall maintain daily written records reflecting the renting, letting, or other provisions of any of its rooms including check in and check out dates of each person over 18 years of age that rents, lets or is otherwise provided a room or occupies a room on an overnight basis. Such records shall be made available to the City of Brainerd upon request
- D. Liquor sales, on and off sale.
- E. Office business – clinic such as general medical clinics, medical labs, mental health providers, chiropractors, dentists, orthodontia, oral surgeons, opticians, physical therapy and other out-patient treatment.
- F. Office business – general such as professional administrative or clerical service operations such as attorneys, financial advisors, insurance, travel and real estate.
- G. Personal services limited to barber shops, beauty salons, nail salons, tanning salons, therapeutic massage, spas, tattooing, tailoring/alterations, and schools/training centers for such uses.
- H. Recreational businesses - indoor.
- I. Restaurants – sit down, take out or delivery.
- J. Retail businesses contained within a principal building.

- K. Decorating and photography studios.
- L. Business, vocational, colleges, and universities located above first floor.
- M. Business when conducted entirely within a building.
- N. Theaters – except drive-in.
- O. Cultural facilities such as museums, art centers or art institutes.
- P. Repair services limited to jewelry and radio and television/small appliance repair shops, household items, electronics, shoe repair, upholstery or locksmith.
- Q. On-site service businesses limited to tailoring, dry cleaners, self-service laundry and copy centers.
- R. Music, art, decorating, photography and dance studios.
- S. Health clubs.
- T. Essential services as regulated by Section 36 of this Ordinance.
- U. Self-service Laundromat with dry cleaning pick up and drop off.
- V. **BREW PUBS SUBJECT TO:**
 - 1. NO OUTDOOR STORAGE.
 - 2. COMPLY WITH THE REQUIREMENTS OF 515-62-6B. FOR OUTDOOR SERVING.
 - 3. THE OWNER OF THE BREW PUB QUALIFIES FOR AND RECEIVES ALL FEDERAL, STATE AND CITY LICENSES NECESSARY FOR THE OPERATION OF THE FACILITY, INCLUDING A BREWERS LICENSE FROM THE STATE OF MINNESOTA, ACCORDING TO MINNESOTA STATUTES SECTION 340A.
 - 4. BEER SALES IN THE FORM OF GROWLERS SHALL REQUIRE A LICENSE FOR OFF-SALE OF MALT LIQUOR ACCORDING TO CITY CODE SECTION XII. A LICENSE FOR ON-SITE SALE OF BEER, WINE AND/OR SPIRITS IS REQUIRED IN ACCORD WITH MINNESOTA STATE STATUTES AND BRAINERD CITY CODE XII.
 - 5. NO ODORS FROM THE MICRO-BREWERY SHALL BE PERCEPTIBLE BEYOND THE PROPERTY LINE. THE MICRO-BREWERY OPERATOR SHALL TAKE APPROPRIATE MEASURES TO REDUCE OR MITIGATE ANY ODORS GENERATED FROM THE OPERATION AND BE IN COMPLIANCE WITH ANY APPLICABLE MINNESOTA POLLUTION CONTROL STANDARDS.
 - 6. MICRO-BREWERY OPERATION HOURS SHALL BE LIMITED TO THE HOURS SPECIFIED IN MINNESOTA STATUES CHAPTER 340A FOR OFF-SALE INTOXICATING LIQUOR.

W. MICRO-BREWERIES WITH TAPROOMS SUBJECT TO:

1. NO OUTDOOR STORAGE.
2. THE OWNER OF THE MICRO-BREWERY QUALIFIES FOR AND RECEIVES ALL FEDERAL, STATE AND CITY LICENSES NECESSARY FOR THE OPERATION OF THE FACILITY, INCLUDING A BREWERS LICENSE AND A MALT LIQUOR WHOLESALE LICENSE (IF WHOLESALE OF MALT LIQUOR IS AN INTENDED ACTIVITY); FROM THE STATE OF MINNESOTA, ACCORDING TO MINNESOTA STATUTES SECTION 340A.
3. ON-SALE BEER SHALL REQUIRE A LICENSE FROM THE CITY OF BRAINERD, ACCORDING TO CITY CODE SECTION XII.
4. BEER SALES IN THE FORM OF GROWLERS SHALL REQUIRE A LICENSE FOR OFF-SALE OF MALT LIQUOR, ACCORDING TO CITY CODE SECTION XII. ON-SALE WINE OR SPIRITS IS PROHIBITED.
5. MICRO-BREWERY FACILITIES SHALL NOT EXCEED 3,500 BARRELS OF MALT LIQUOR ANNUALLY. MICRO-BREWERIES SHALL ANNUALLY SUBMIT BREWERY REPORTS TO THE CITY WITH THE REQUEST TO RENEW A BREWERY TAPROOM OR OFF-SALE MALT LIQUOR LICENSE.
6. NO ODORS FROM THE MICRO-BREWERY SHALL BE PERCEPTIBLE BEYOND THE PROPERTY LINE. THE MICRO-BREWERY OPERATOR SHALL TAKE APPROPRIATE MEASURES TO REDUCE OR MITIGATE ANY ODORS GENERATED FROM THE OPERATION AND BE IN COMPLIANCE WITH ANY APPLICABLE MINNESOTA POLLUTION CONTROL STANDARDS.
7. MICRO-BREWERY OPERATION HOURS SHALL BE LIMITED TO THE HOURS SPECIFIED IN MINNESOTA STATUTES CHAPTER 340A FOR OFF-SALE.

515-62-3: Accessory Uses.

- A. Uses incidental to the principal uses such as off-street parking as regulated by Section 17 of this Ordinance.
- B. Loading and unloading areas subject to the provisions of Section 23 of this Ordinance.
- C. Signs as regulated by Section 37 of this Ordinance.
- D. Fences as regulated by Section 19 of this Ordinance.
- E. Radio and television receiving antennas, satellite dishes, TV Receive Only (TVRO) three (3) meters or less in diameter, short-wave radio dispatching antennas, or those necessary for the operation of electronic equipment including radio receivers, ham radio transmitters and television receivers as regulated by Section 35 of this Ordinance.

515-62-4: Uses by Administrative Permit.

A. Temporary/seasonal outdoor promotional events and sales provided that:

1. Such activity is targeted toward the general public and includes grand openings, warehouse sales, sidewalk sales, inventory reduction and liquidation sales, and seasonal merchandise sales.
2. The maximum term of the event shall not exceed fourteen (14) consecutive days, with a maximum of four (4) permits per calendar year for each use. Consecutive permits may be issued.
3. Parking and display areas associated with the use shall not distract or interfere with existing business operations or traffic circulation patterns.
4. The site shall be kept in a neat and orderly manner and display of items shall be as compact as possible so as to not interfere with existing business, parking or driveway operations.
5. Sales products, trailers, temporary stands, etc. shall be located on an asphalt or concrete surface as approved in the Administrative Permit.
6. Temporary outdoor seasonal sales uses (with a valid Administrative Permit) may have one (1) on-site temporary sign not to exceed twenty-four (24) square feet in area and not more than six (6) feet in height.
7. A daily clean up program shall be presented as part of the Administrative Permit application.

B. Personal wireless service antennas as regulated by Section 35 of this Ordinance.

515-62-5: Interim Uses.

A. None.

515-62-6: Conditional Uses.

A. Residential and non-residential uses within one (1) building provided that:

1. Residential and non-residential uses shall not be contained on the same floor and no residential use shall be located on the first floor.
2. Residential and non-residential uses shall have separate entrances and exits.

B. Outdoor dining facilities accessory to a restaurant provided that:

1. The applicant submits a site plan and other pertinent information demonstrating the location and type of all tables, refuse receptacles, and wait stations.
2. Access to the dining area to be provided only via the principal building if the dining area is full service restaurant, including table waiting service.
3. The size of the dining area is restricted to thirty (30) percent of the total customer floor area within the principal structure.
4. The dining area is screened from view from adjacent residential uses in accordance with Section 20 of this Ordinance.
5. All lighting shall be hooded and directed away from adjacent residential uses in accordance with Section 18 of this Ordinance.
6. The applicant demonstrates that pedestrian circulation is not disrupted as a result of the outdoor dining area by providing the following:
 - a. Outdoor dining area shall be segregated from through pedestrian circulation by means of temporary fencing, bollards, ropes, plantings, or other methods, and shall be subject to review and approval by the City Council.
 - b. Minimum clear passage zone for pedestrians at the perimeter of the restaurant shall be at least five (5) feet without interference from parked motor vehicles, bollards, trees, tree gates, curbs, stairways, trash receptacles, street lights, parking meters, or the like.
 - c. Overstory canopy of trees, umbrellas or other structures extending into the pedestrian clear passage zone or pedestrian aisle shall have a minimum clearance of seven (7) feet above sidewalk.
7. The dining area is surfaced with concrete, bituminous or decorative pavers or may consist of a deck with wood or other flooring material that provides a clean, attractive, and functional surface.
8. Storage of furniture shall not be permitted outdoors between November 1 and March 31. Outdoor furniture that is immovable or permanently fixed or attached to the sidewalk shall not be subject to the storage prohibition of this section. However, any immovable or permanently fixed or attached furniture shall be approved as part of the administrative permit application.
9. Additional off-street parking may be required pursuant to the requirements set forth in Section 22 of this Ordinance based on the additional seating area provided by the outdoor dining area.
10. Refuse containers are to be provided for self-service outdoor dining areas.

- C. Planned Unit Developments (PUDs) without first floor residential, as regulated by Section 11 of this Ordinance.
- D. Private clubs and lodges provided that:
 - 1. Off-street parking and access is provided in compliance with Section 22 of this Ordinance.
 - 2. Off-street loading and service entrances are provided as regulated by Section 23 of this Ordinance.
- E. Places of worship above the first floor.
- F. Commercial day care facilities are regulated by Section 29 of this Ordinance.
- G. Parking structures provided that the first floor contains a business use.

515-62-7: Lot Area and Setback Requirements. Minimum lot area, width, setback, and height requirements are not applicable. A thirty (30) foot setback shall be required for buildings located adjacent to residentially zoned property.

515-62-8: Building Height: Not more forty-five (45) feet unless otherwise granted under a Conditional Use Permit.

515-62-9: Exterior Building Standards. As regulated in Section 17 of this Ordinance.

515-62-10: Residential Restriction: First floor/street level residential uses are prohibited.

MEMO

TO: Planning Commission

FROM: Mark Ostgarden, City Planner

DATE: February 9, 2015

RE: Zoning Ordinance Text Amendment – Outdoor Alcohol Service

Attached is a copy of the Zoning Ordinance B-3 Central Business District text that has been modified to include language that, if approved, will permit serving alcohol outside as a conditional use and parameters under which the service is allowed. Allowing outdoor serving can be permitted in the following districts:

- B-2 Neighborhood Business
- B-3 Central Business
- B-4 General Business
- B-5 Commercial Amusement
- B-6 Washington Street Commercial
- I-1 Light Industry (limited area)

An issue associated with allowing alcohol in non-enclosed areas is whether non-enclosed areas should be permitted for a bar that does not serve food.

All the districts text would be amended as shown in the B-3 District to allow it as a conditional use.

The City Attorney has reviewed the outline and found it acceptable. The Planning Commission has the ability to add, delete or change any of the conditions it deems necessary.

Should the Planning Commission find the amendments acceptable or should it desire changes, a public hearing to consider the amendments can occur at its March 18, 2015 meeting.

SECTION 62
B-3, CENTRAL BUSINESS DISTRICT

Section:

- 515-62-1: Purpose and Intent
- 515-62-2: Permitted Uses
- 515-62-3: Accessory Uses
- 515-62-4: Uses by Administrative Permit
- 515-62-5: Interim Uses
- 515-62-6: Conditional Uses
- 515-62-7: Lot Area and Setback Requirements
- 515-62-8: Building Height
- 515-62-9: Exterior Building Standards
- 515-62-10: Residential Restriction

515-62-1: Purpose and Intent. The purpose of this district is to encourage the continuation of a viable, traditional downtown area by allowing retail, service, office and entertainment facilities and public and semi-public uses as well as the allowance of second-story dwelling units located above such uses.

515-62-2: Permitted Uses.

- A. Government and public buildings, utilities and/or structures.
- B. Financial institutions such as banks and credit unions.
- C. Hospitality businesses limited to hotels, motels, conference/convention/reception facilities. Extended stay hotels and motels provided that:
 - a. The City of Brainerd will be notified prior to becoming an extended stay facility.
 - b. Stays are limited to 90 consecutive days.
 - c. All guest rooms which have facilities for both storage and food preparation less than 300 square feet of floor area are limited to a maximum of two (2) persons per room; however, for all such guest rooms greater than 300 square feet, one additional person shall be allowed per each 75 square feet of floor area up to a maximum of four (4) persons.
 - d. Kitchen facilities including a stove and oven are provided.
 - e. Each hotel and motel shall maintain daily written records reflecting the renting, letting, or other provisions of any of its rooms including check in and check out dates of each person over 18 years of age that rents, lets or is otherwise provided a room or occupies a room on an overnight basis. Such records shall be made available to the City of Brainerd upon request
- D. Liquor sales, on and off sale.

- E. Office business – clinic such as general medical clinics, medical labs, mental health providers, chiropractors, dentists, orthodontia, oral surgeons, opticians, physical therapy and other out-patient treatment.
- F. Office business – general such as professional administrative or clerical service operations such as attorneys, financial advisors, insurance, travel and real estate.
- G. Personal services limited to barber shops, beauty salons, nail salons, tanning salons, therapeutic massage, spas, tattooing, tailoring/alterations, and schools/training centers for such uses.
- H. Recreational businesses - indoor.
- I. Restaurants – sit down, take out or delivery.
- J. Retail businesses contained within a principal building.
- K. Decorating and photography studios.
- L. Business, vocational, colleges, and universities located above first floor.
- M. Business when conducted entirely within a building.
- N. Theaters – except drive-in.
- O. Cultural facilities such as museums, art centers or art institutes.
- P. Repair services limited to jewelry and radio and television/small appliance repair shops, household items, electronics, shoe repair, upholstery or locksmith.
- Q. On-site service businesses limited to tailoring, dry cleaners, self-service laundry and copy centers.
- R. Music, art, decorating, photography and dance studios.
- S. Health clubs.
- T. Essential services as regulated by Section 36 of this Ordinance.
- U. Self-service Laundromat with dry cleaning pick up and drop off.

515-62-3: Accessory Uses.

- A. Uses incidental to the principal uses such as off-street parking as regulated by Section 17 of this Ordinance.

- B. Loading and unloading areas subject to the provisions of Section 23 of this Ordinance.
- C. Signs as regulated by Section 37 of this Ordinance.
- D. Fences as regulated by Section 19 of this Ordinance.
- E. Radio and television receiving antennas, satellite dishes, TV Receive Only (TVRO) three (3) meters or less in diameter, short-wave radio dispatching antennas, or those necessary for the operation of electronic equipment including radio receivers, ham radio transmitters and television receivers as regulated by Section 35 of this Ordinance.

515-62-4: Uses by Administrative Permit.

- A. Temporary/seasonal outdoor promotional events and sales provided that:
 - 1. Such activity is targeted toward the general public and includes grand openings, warehouse sales, sidewalk sales, inventory reduction and liquidation sales, and seasonal merchandise sales.
 - 2. The maximum term of the event shall not exceed fourteen (14) consecutive days, with a maximum of four (4) permits per calendar year for each use. Consecutive permits may be issued.
 - 3. Parking and display areas associated with the use shall not distract or interfere with existing business operations or traffic circulation patterns.
 - 4. The site shall be kept in a neat and orderly manner and display of items shall be as compact as possible so as to not interfere with existing business, parking or driveway operations.
 - 5. Sales products, trailers, temporary stands, etc. shall be located on an asphalt or concrete surface as approved in the Administrative Permit.
 - 6. Temporary outdoor seasonal sales uses (with a valid Administrative Permit) may have one (1) on-site temporary sign not to exceed twenty-four (24) square feet in area and not more than six (6) feet in height.
 - 7. A daily clean up program shall be presented as part of the Administrative Permit application.
- B. Personal wireless service antennas as regulated by Section 35 of this Ordinance.

515-62-5: Interim Uses.

- A. None.

515-62-6: Conditional Uses.

- A. Residential and non-residential uses within one (1) building provided that:
1. Residential and non-residential uses shall not be contained on the same floor and no residential use shall be located on the first floor.
 2. Residential and non-residential uses shall have separate entrances and exits.
- B. NON-ENCLOSED facilities for dining AND SERVING ALCOHOL (LIQUOR?) WHEN accessory to a restaurant OR BAR ~~Outdoor dining~~ provided that:
1. The applicant submits a site plan and other pertinent information demonstrating the location and type of all tables, refuse receptacles, and wait stations.
 2. Access to the NON-ENCLOSED ~~dining~~ area to be provided only via the principal building ~~if the dining area is full service restaurant~~, including table waiting service.
 3. The size of the NON-ENCLOSED ~~dining~~ area is restricted to thirty (30) percent of the total customer floor area within the principal structure.
 4. The NON-ENCLOSED ~~dining~~ area is screened from view from adjacent residential uses in accordance with Section 20 of this Ordinance.
 5. All lighting shall be hooded and directed away from adjacent residential uses in accordance with Section 18 of this Ordinance.
 6. The applicant demonstrates that pedestrian circulation is not disrupted as a result of the NON-ENCLOSED ~~outdoor dining~~ area by providing the following:
 - a. ~~Outdoor dining area shall be segregated from through pedestrian circulation by means of temporary fencing, bollards, ropes, plantings, or other methods, and shall be subject to review and approval by the City Council.~~
 - b. Minimum clear passage zone for pedestrians at the perimeter of the restaurant shall be at least five (5) feet without interference from parked motor vehicles, bollards, trees, tree gates, curbs, stairways, trash receptacles, street lights, parking meters, or the like.
 - c. Overstory canopy of trees, umbrellas or other structures extending into the pedestrian clear passage zone or pedestrian aisle shall have a minimum clearance of seven (7) feet above sidewalk.

7. The NON-ENCLOSED ~~dining~~ area is surfaced with concrete, bituminous or decorative pavers or may consist of a deck with wood or other flooring material that provides a clean, attractive, and functional surface.
8. Storage of furniture shall not be permitted outdoors between November 1 and March 31. Outdoor furniture that is immovable or permanently fixed or attached to the sidewalk shall not be subject to the storage prohibition of this section. However, any immovable or permanently fixed or attached furniture shall be approved as part of the administrative permit application.
9. Additional off-street parking may be required pursuant to the requirements set forth in Section 22 of this Ordinance based on the additional seating area provided by the NON-ENCLOSED ~~outdoor dining~~ area.
10. Refuse containers are to be provided for ~~self-service~~ NON-ENCLOSED ~~outdoor dining~~ areas.
11. THE NON-ENCLOSED AREA WILL BE DEFINED OR CONSTRUCTED AS FOLLOWS:~~SO AS TO PROHIBIT THE FREE PASSAGE OF ANY PERSON OR SUBSTANCE BEYOND THE BARRIERS OF THE OUTDOOR SALES AREA.~~
 - A. BARRIERS FOR NON-ENCLOSED AREAS SHALL BE WOOD, VINYL, WROUGHT IRON, BRICK OR NATURAL STONE MATERIALS.
 - B. WHERE ALCOHOL IS NOT SERVED IT SHALL BE A MINIMUM OF 3 FEET IN HEIGHT.
 - C. WHERE ALCOHOL IS SERVED IT SHALL BE A MINIMUM OF 8 FEET IN HEIGHT. ANY OPENINGS IN THE BARRIER SHALL BE SPACED SUCH THAT VISIBILITY IS ALLOWED BUT THE PASSAGE OF AN ALCOHOLIC BEVERAGE THROUGH AND OPENING TO A PERSON THAT IS NOT WITHIN THE NON-ENCLOSED AREA IS PROHIBITED.
 - D. A MINIMUM 4' LANDSCAPED BUFFER SHALL BE PROVIDED BETWEEN THE NON-ENCLOSED AREA AND THE RIGHT OF WAY OR SETBACK LINE.
12. ~~THE ACCESS AND EGRESS WILL BE FROM THE MAIN PREMISES OR STRUCTURE AND NO OTHER ACCESS OR EGRESS WILL BE ALLOWED OTHER THAN THOSE ALLOWED BY EMERGENCY EXITS. NOT~~ NEEDED SEE #2 ABOVE
13. THERE SHALL BE NO LIVE MUSIC ALLOWED ON NON-ENCLOSED PREMISES EXCEPT IN THE CASE OF SPECIAL EVENT. AMPLIFIED MUSIC SHALL BE KEPT TO A LEVEL THAT IS NOT INTRUSIVE TO ADJACENT PROPERTY.
14. ALL LICENSES REQUIRED FOR SERVING ALCOHOL SPECIFIED IN IN CITY CODE CHAPTER XIII SHALL BE OBTAINED

- C. Planned Unit Developments (PUDs) without first floor residential, as regulated by Section 11 of this Ordinance.
- D. Private clubs and lodges provided that:
 - 1. Off-street parking and access is provided in compliance with Section 22 of this Ordinance.
 - 2. Off-street loading and service entrances are provided as regulated by Section 23 of this Ordinance.
- E. Places of worship above the first floor.
- F. Commercial day care facilities are regulated by Section 29 of this Ordinance.
- G. Parking structures provided that the first floor contains a business use.

515-62-7: Lot Area and Setback Requirements. Minimum lot area, width, setback, and height requirements are not applicable. A thirty (30) foot setback shall be required for buildings located adjacent to residentially zoned property.

515-62-8: Building Height: Not more forty-five (45) feet unless otherwise granted under a Conditional Use Permit.

515-62-9: Exterior Building Standards. As regulated in Section 17 of this Ordinance.

515-62-10: Residential Restriction: First floor/street level residential uses are prohibited.

MEMO

TO: Mayor and City Council
Planning Commission

FROM: Mark Ostgarden, City Planner



DATE: February 5, 2015

RE: Food Truck Status

At its October 20, 2014 meeting, the City Council extended the food truck trial period to June 30, 2015. The Planning Department is recommending that we move forward with a Zoning Ordinance amendment to allow food trucks and all mobile food units to operate on private and some public (not rights-of-way) property.

The most expedient method would be to request the Planning Commission create a Zoning Ordinance Mobile Food Unit Overlay District Section and amend the Zoning Map to adopt the Overlay Districts. The proposed language would be the same language and conditions (including times) that food trucks have been allowed to operate during the trial period. Language can be drafted and it is possible that the Planning Commission public hearing can be held at its April 15, 2015 meeting. The amendment process could be completed in May so the trial period would not need to be extended again.

Attached is the approved map that identifies food truck location areas and operation times.

The current language and permitted areas and times are submitted for consideration because it has been the language used and areas and times identified throughout the trial periods. However, should the City Council desire to permanently allow mobile food units, (or restrict sales to food trucks), the Planning Department hopes the City Council would reconsider the limitations the current restrictions place on the ability to operate in the city. The Planning Department recommends consideration is given to allow mobile food units to operate on nonresidential property in all commercial and industrial districts and the Mixed Use District. If there is a concern about proximity to establishments that serves food, a condition could be that food units not be allowed to locate within three hundred (300) feet (or some other distance) from a restaurant.

Attached is community map of the commercial and industrial districts and Mixed Use District. Also attached is an aerial map with a three hundred (300) foot buffer around Restaurants. It identifies the areas outside the buffers available for vendors.

I have reviewed a summary of food truck requirements/conditions from eleven (11) Minnesota cities. Based on the many different operation and location requirements in these cities, we are able to compile a thorough list of requirements/conditions to consider:

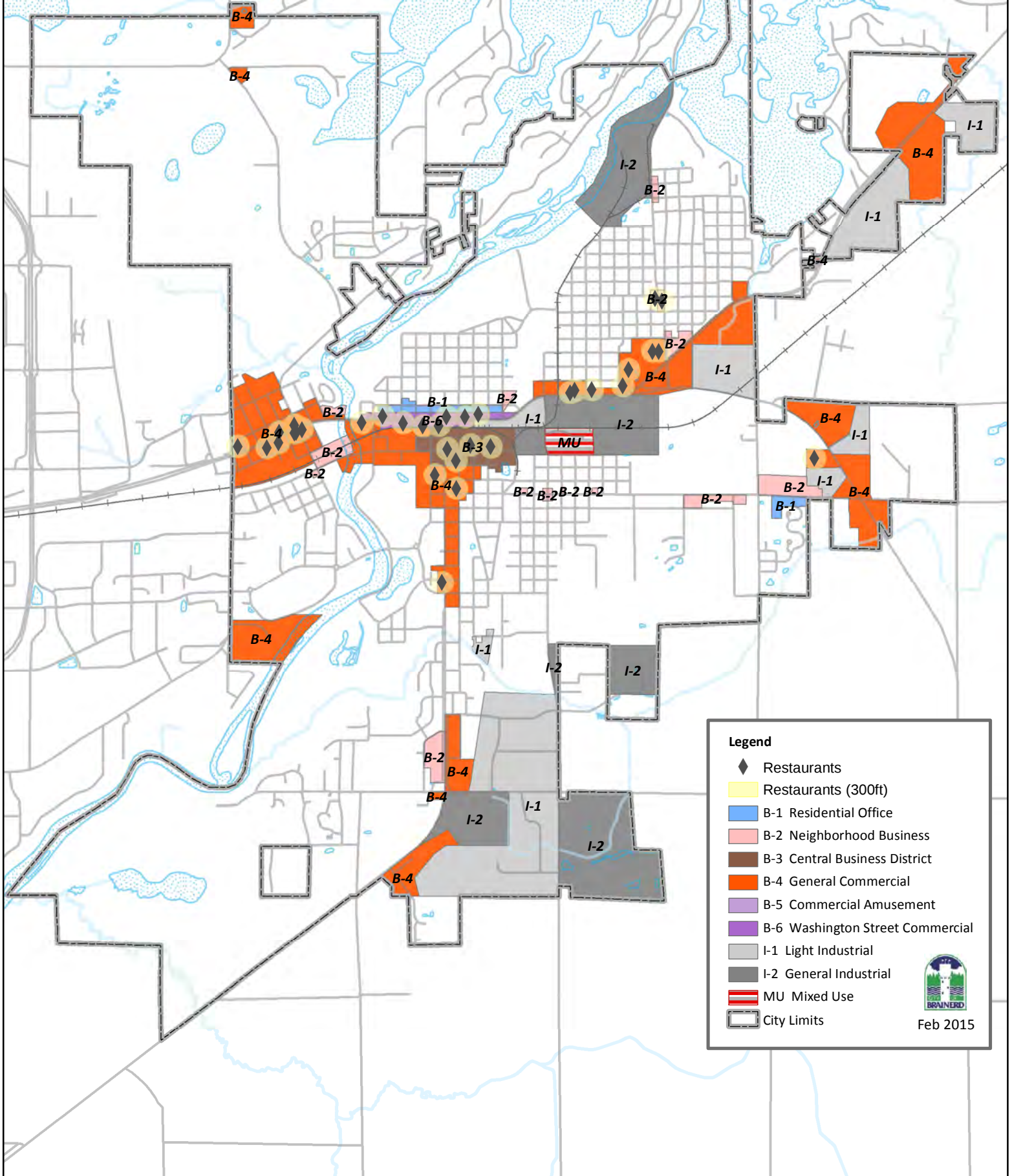
- Only food and non-alcoholic beverages can be sold.
- At least one (1) trash receptacle with a tight fitting lid shall be provided.
- Operators must clean around their unit at the end of each day.
- Operator cannot call attention to themselves by crying out, blowing a horn, ringing a bell, and playing music or other noise discernable beyond the unit.
- Units must be kept in good repair and order and have a neat appearance.
- Electrical cords and public hookups to other utilities are not permitted.
- Liquids from a food unit cannot be drained onto public property.
- Generators must be self-contained and fully screened from view.
- Exterior lighting that will call attention to the setup is not permitted.
- Follow applicable Department of Health regulations.
- Copies of all required state licenses and insurance coverage.
- One "A" frame sign not exceeding twelve (12) square feet per side is permitted during operation.
- Property owner written approval is required.
- Units cannot be left unattended nor remain at an authorized operating location outside allowed hours of operation.
- A commissary is required to store and prep food and beverage and to service and clean the unit.
- Sales cannot be made to individuals parked or stopped in a public street or alley. Sales to customers on a sidewalk are allowed.
- Units cannot locate within 500' from the property perimeter of any festival (including the Crow Wing County Fairgrounds), sporting event and civic event unless a license is issued to be a part of the festival or event.
- Proof of liability insurance is proved in accord with City of Brainerd requirements.
- Mobile food units are permitted to operate during festivals and community events provided it is approved by City of Brainerd as part of a festival and community events permit.
- Sales are permitted in a City park when approved by City of Brainerd.
- Maximum number of units per property:
 - Two (2) food trucks on lots of one-half acre or less.
 - Three (3) food trucks on lots between one-half acre and 1 acre.
 - Four (4) food trucks on lots greater than 1 acre.
- A primary use must be operating on the property in order for the food unit operation to be allowed.

It is also recommended that operation times be less restrictive to permit sales during early morning and evening. A 7 a.m. to 8 p.m. period is suggested.

Finally the City Code will need to be amended to permanently establish a fee for mobile food unit operation in the city.

The Planning Department would like an opportunity to address the City Council regarding this issue and process.

City of Brainerd Zoning Map **Business and Industrial Only** **Restaurants - 300ft Buffer**



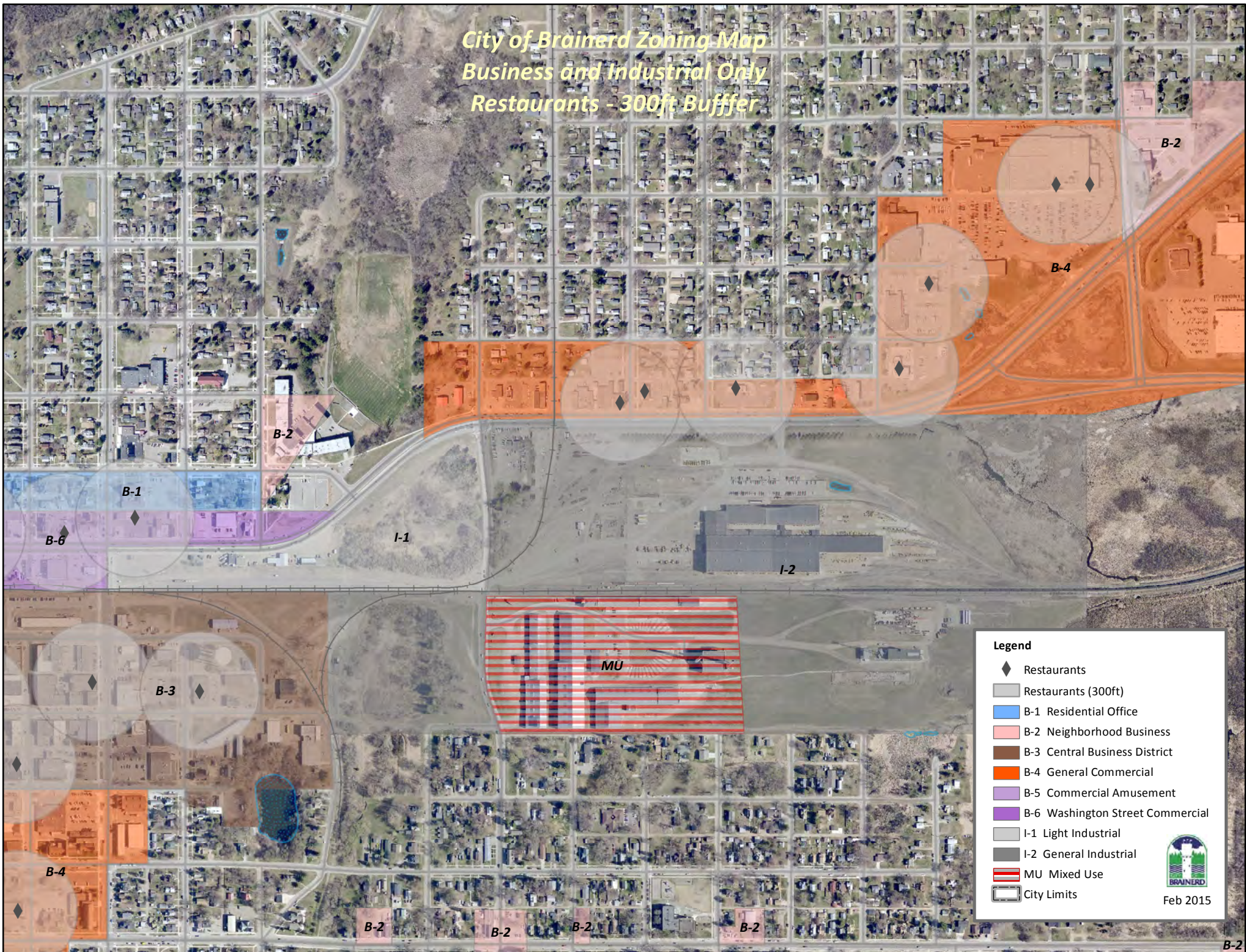
Legend

- ◆ Restaurants
- ◆ Restaurants (300ft)
- B-1 Residential Office
- B-2 Neighborhood Business
- B-3 Central Business District
- B-4 General Commercial
- B-5 Commercial Amusement
- B-6 Washington Street Commercial
- I-1 Light Industrial
- I-2 General Industrial
- MU Mixed Use
- City Limits



Feb 2015

City of Brainerd Zoning Map Business and Industrial Only Restaurants - 300ft Buffer

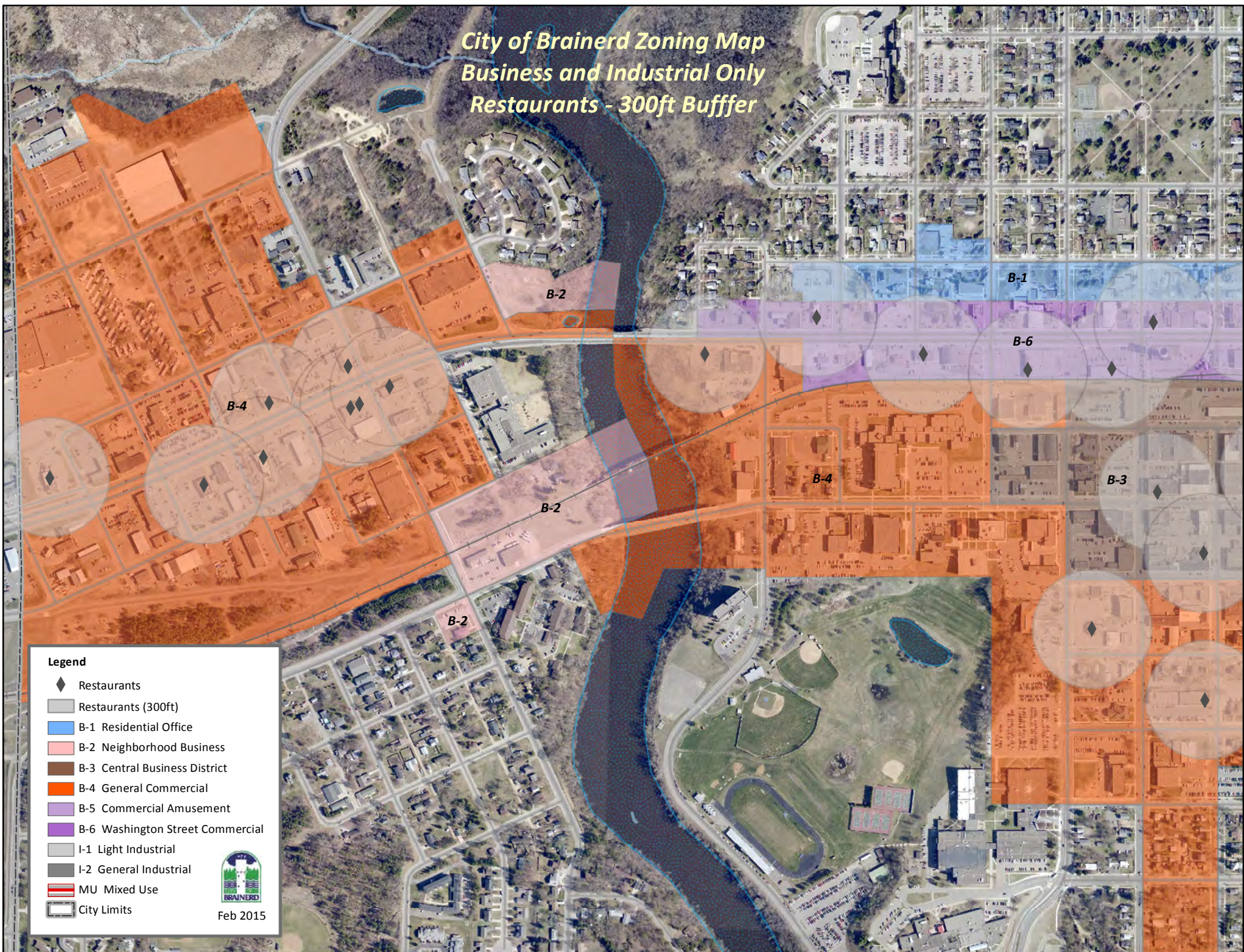


Legend

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Feb 2015

City of Brainerd Zoning Map Business and Industrial Only Restaurants - 300ft Buffer



Legend

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- City Limits



Feb 2015

MEMO

TO: Planning Commission

FROM: Mark Ostgarden, City Planner 

DATE: February 13, 2015

RE: Walkable Bikeable City Committee (WBCC) Recommendation –
Complete Streets Policy Consideration

THE FOLLOWING INFORMATION WILL BE PROVIDED TO THE CITY COUNCIL AT ITS FEBRUARY 17, 2015 MEETING.

Attached is a draft Complete Streets Policy the WBCC is recommending for approval. Prior to City Council consideration, the Planning Department recommends submitting the policy to the Planning Commission for its review and comment. Planning Commission review should be done only if there appears to be support for the policy. Following is a review of the complete streets approach.

Complete Streets Legislation

In 2008 regular session the Minnesota Legislature passed the following legislation:

174.75 COMPLETE STREETS

Subdivision 1. Definition.

" Previous Complete Next Previous streets Next " is the planning, scoping, design, implementation, operation, and maintenance of roads in order to reasonably address the safety and accessibility needs of users of all ages and abilities. Previous Complete Next Previous streets Next considers the needs of motorists, pedestrians, transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along and across roads, intersections, and crossings in a manner that is sensitive to the local context and recognizes that the needs vary in urban, suburban, and rural settings.

Subd. 2. Implementation.

The commissioner shall implement a Previous complete Next Previous streets Next policy after consultation with stakeholders, state and regional agencies, local governments, and road authorities. The commissioner, after such consultation, shall address relevant protocols, guidance,

standards, requirements, and training, and shall integrate related principles of context-sensitive solutions.

Subd. 3. Report.

Beginning in 2011, the commissioner shall report on the implementation of the Previous complete Next Previous streets Next policy in the agency's biennial budget submission under section 174.02.

Subd. 4. Local road authorities.

Local road authorities are encouraged, but not required, to create and adopt Previous complete Next Previous streets Next policies for their roads that reflect local context and goals. Nothing in this section may be construed to prohibit a local road authority from adopting a Previous complete Next Previous streets Next policy that incorporates or exceeds statutory Previous complete Next Previous streets Next principles.

Subd. 5. Variances from engineering standards.

(a) When evaluating a request for a variance from the engineering standards for state-aid projects under chapter 162 in which the variance request is related to Previous complete Next Previous streets Next , the commissioner shall consider the latest edition of:

(1) A Policy on Geometric Design of Highways and Previous Streets Next , from the American Association of State Highway and Transportation Officials; and

(2) for projects in urban areas, the Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, from the Institute of Transportation Engineers.

(b) If the commissioner denies a variance request related to Previous complete Next Previous streets, the commissioner shall provide written reasons for the denial to the political subdivision that submitted the request.

Complete streets is one of many ways MNDOT is implementing Minnesota GO, a long-range vision to better align the state's transportation system with what Minnesotans expect for their quality of life, economy and natural environment.

Since the adoption of this legislation thirty-three (33) Minnesota communities have adopted a Complete Streets Policy.

Why Have a Complete Streets Policy

The purpose of a complete streets policy is to ensure all needs are considered for state road projects, removing barriers and simplifying road design to allow local cities and towns the flexibility to create safer roads for all users. Doing so will allow communities to put in place policies that lead to environments that encourage increased physical activity and more walking and safer biking.

Complete Street Benefits

- Safety – 20,000 pedestrians and bicyclists injured or killed in Minnesota in the past decade.
- Public Health – 60% of Minnesotans are overweight
- Access and transportation equity – 40% of Minnesotans do not drive
- Economic development – Walking and biking offer another means to access businesses
- Environment – Transportation accounts for more than 70% of our oil consumption.
- Cost effectiveness – Designing roads with all users in mind from the beginning saves costly retrofitting
- Quality of Life/Social Capital
- Increases community interaction; creates a sense of community pride.

What is a Complete Street?

Complete Streets does not mean “all modes (of transportation) on all roads”; rather the goal of Complete Streets should be to

1. Develop a balanced transportation system that integrates all modes via planning inclusive of each mode of transportation. Options that may - or may not - be selected, depending on each project's unique situation, could include:
 - Paved shoulders
 - Sidewalks
 - Bicycle lanes
 - Pedestrian refuge medians
 - Truck mountable curbs in roundabouts
 - Signal retiming
 - Updated striping
2. Include transportation users of all ages and abilities.

There is no one prescription for complete streets. Street design based on factors such as:

- Community context
- Topography
- Road function

- Traffic speed
- Freight volumes
- Pedestrian and bicyclist demand
- Bus stop access

Complete Streets is a process based design and must begin within the “planning” phase. The process is a multidisciplinary, collaborative approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.

Brainerd’s Complete Street Policy Development

The WBCC reviewed and modified to meet our needs the City of Big Lake Complete Streets Policy. The WBCC draft was reviewed by the Engineering Department which offered its recommendations to the WBCC for consideration.

Should the Planning Commission be able to recommend a policy at its February 18, 2104 meeting, a draft policy and a resolution could be submitted for City Council consideration at its March 2, 2015 meeting.

BRAINERD COMPLETE STREETS POLICY

VISION

This Complete Streets Policy incorporates the simple and basic concept that a network of streets and roadways should be designed and operated to be safe and accessible for all transportation users whether they are pedestrians, bicyclists, transit riders or vehicular motorists. Transportation shall include all multi-modal users regardless of age or ability.

PURPOSE/BENEFIT

Complete streets will create transportation corridors that are safe, functional and aesthetically attractive for all users as supported by the following principles:

1. **Safety**

The guiding principle of Complete Streets is to provide safety for all road users.

2. **Public Health**

The City of Brainerd (the City) can promote public health and physical activity through the built environment.

3. **Access and Transportation Equity**

Not all residents of the City drive a vehicle. Many rely on safe alternative modes of transportation such as walking or biking.

4. **Affordable Transportation Choices**

Gas prices are constantly fluctuating and alternative modes of transportation should be supported.

5. **Economic Development**

Walking and biking offer additional means to access businesses and encourage economic development and present desirable options for visitors and tourism within the city.

6. **Environment**

Complete Streets supports many transportation options that help lessen dependence on oil and promote cleaner air. Complete Streets can foster higher density development which preserves natural spaces, enhances property values and increases economic vitality.

7. **Cost Effectiveness**

Designing roads with all users in mind from the beginning saves costly retrofits.

8. **Quality of Life/Social Capital**

Walkable neighborhoods increase community interaction and create sense of community pride.

9. Quality of Community Space

Complete Streets includes aesthetic improvements of the public right of way.

POLICY

1. The City will seek to enhance the safety, access, convenience and user comfort of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, and motorists through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of transportation and recognizing that all streets are different and that the needs of various users will need to be balanced.
2. Transportation improvements will include facilities and amenities that are recognized as contributing to Complete Streets, which may include sidewalks, off street multi-use trails, on street bike lanes, street and sidewalk lighting; shared-use lanes, and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility-accommodations, street trees, boulevard landscaping, and street furniture.
3. Those planning and designing street projects will give due consideration to bicyclists and pedestrians, from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).
4. Bicyclists, transit, and pedestrian transportation users shall be included in street construction, re-construction, repaving, and rehabilitation projects, except under one or more of the following conditions:
 - a. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling , or when interim measures are implemented on temporary detour or haul routes.
 - b. The City determines there is insufficient space to safely accommodate new facilities.
 - c. The City determines there are relatively high safety risks.
 - d. The City Council may exempt a project due to cost considerations if:
The Long Range Transportation Plan's Average Daily Traffic projection is less than 1,000 vehicles per day.
Or:
The street is designated as a Local Street in the City's Transportation Plan.

The City Council determines that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, flood plains, and remnants of native vegetation, wetlands, steep slopes or other critical areas.

5. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the best way to balance the needs of all users.

The context factors that should be given high priority include the following:

- a. Whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping/commercial area, or an employment center;
 - b. Whether the corridor provides access to or across a natural or man-made barrier such as a river or major thoroughfares, such as Mill Avenue, Washington Street (Hwy 210), S 6th St (B371), Oak St or College Drive.
 - c. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;
 - d. Whether a road corridor provides important continuity or connectivity links for an existing trail or path network; or
 - e. Whether nearby routes that provide a similar level of convenience and connectivity already exist.
6. The design of new or reconstructed facilities should anticipate likely future demand for bicycling and walking and should not preclude the provision of future improvements. [For example, under most circumstances bridges (which last for 75 years or more) should be built with sufficient width for safe bicycle and pedestrian use in anticipation of a future need for such facilities].

IMPLEMENTATION

The Complete Streets Policy will become effective upon approval of the City Council and will be implemented through the following practices:

1. City street construction and reconstruction projects shall be reviewed at staff level by the City Engineering Department and City Planning Department to determine appropriate level of complete street implementation.
2. The City will work with governmental agencies such as Crow Wing County and Minnesota Department of Transportation to encourage incorporation of the City's Complete Street policy into street and road projects under their jurisdiction.

3. Update City's Comprehensive Plan to include Complete Streets policy.
4. City Staff will continuously educate themselves, Walkable Bikeable City Committee, City Council and Planning Commission members about best practices and cost-effective measures to design and construct Complete Streets.
5. Year round accessibility for pedestrians and transit users will be accommodated by means of increased city enforcement of citizen responsibility for maintaining sidewalks to be clear of snow and ice.
6. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the Capital Improvements Plan and will carry out projects to eliminate gaps in the sidewalk and trail networks.
7. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. The City will develop implementation strategies that may include evaluating and revising manuals and practices, developing and adopting network plans, identifying goals and targets, and tracking measures such as safety and modal shifts to gauge success.
8. The City will identify incomplete streets that may compromise safety or create physical barriers to pedestrians, transit and bicyclists within the city. Those streets will be improved with priority consideration, sooner than the planned redevelopment when at all possible.
9. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present.
10. Institute a means to measure performance and success of Complete Streets policy. Examples may include:
 - a. The length of new sidewalks and bicycle facilities in the city.
 - b. The number of children who travel to school by walking or bicycling.
 - c. The mode share of transit, walking, bicycling.



Small cities grapple with empty malls

Article by: Jenna Ross
Star Tribune
November 30, 2014 - 7:05 AM

Joey Neely grew up going to the mall in Albert Lea, when it held lots of stores, a full food court and crammed craft shows.

"That's what you did in high school — you went to the mall and hung out," said Neely, 31. But today, the Northbridge Mall "is nothing like what I remember." Just weeks after buying a kitchen supply store there in 2013, he knew: The shop would do better downtown.

When he moved the Copper Kitchen to South Broadway, Neely's rent fell and his sales rose. The Northbridge Mall had lost another tenant.

Despite an improving economy, some small-town malls across Minnesota remain ghosts of their former selves. Malls in small cities have emptied as anchor tenants such as Sears and J.C. Penney have closed, smaller shops have shuttered or moved and big retail has shifted to Walmart-anchored shopping centers.

"Tenants today really don't want to be in enclosed malls in smaller towns," said developer Brian Pellowski, owner of PBK Investments. "It just doesn't work."

Meanwhile, upscale suburban malls are back. Nationally, regional malls' annual sales per square foot have risen from a recession-fueled dip to an all-time high, according to figures from the International Council of Shopping Centers, a trade group. But some smaller malls in outstate Minnesota haven't recovered.

That's led cities and developers to rethink and redo the retail centers. Pellowski plans to "de-mall" the Market Street Mall in Marshall, which has long housed unconventional tenants, including a medical center. Hibbing is banking on a new, nearby hotel bringing in tenants to a mall that's half full. In Austin, the city and port authority announced a deal to buy the struggling Oak Park Mall and tear down half of it so a huge Hy-Vee grocery store can move in.

"From the perspective of the city, the mall, the parking lot and the lack of businesses in there has been a concern for many years," said Tom Dankert, Austin's director of administrative services.

Parking by the door

Some experts have predicted that in the next few decades, a large slice of the nation's malls will fail. A [website called Dead Malls](#) is devoted to descriptions of vacant food courts and photos of dilapidated marquees.

But new numbers from Green Street Advisors and others show that — especially for big malls in affluent markets, rated with an "A" — occupancies and rents are growing.

"By and large the vast majority of the stock is incredibly healthy," said Jesse Tron, spokesman for the shopping centers' trade group. "The bottom 5 percent in any business, you're going to find some weakness."

Some of the malls on the brink in Minnesota are smaller than the trade group's definition of a regional mall, which spans enclosed structures of 400,000 to 800,000 feet.

The Market Street Mall in Marshall is 150,000 square feet. When Pellowski bought it in 1995, it was half empty. He thought broader than shopping, bringing in a clinic and a school. When the clinic decided to buy out the rest of its lease and to build its own facility, Pellowski decided it was time to "de-mall," he said.

The building's bones are good, he said, so three walls will stay. But it will become a smaller strip center with nearby, unattached buildings that could house restaurants. Then come apartments and a 54-room hotel.

"Shoppers like to drive up to the front door," Pellowski said. "People don't have time today to go to a mall and spend a half day walking around. That's passed."

Assuming tax increment financing is approved, he plans to begin construction in spring 2015.

Pellowski has similar plans for the Northland Mall in Worthington. The city had long been fighting that mall's former owner, charging him with not maintaining the building. Because of its poor condition, "that one is a complete scrap," Pellowski said.

His vision: a strip center, apartments and housing.

'Caught in the crossfire'

The Irongate Plaza in Hibbing has hung onto its Sears and J.C. Penney. But the 89,000 square feet once occupied by Kmart remains vacant. The surviving anchors "stand in contrast to the darkened alley of shuttered storefronts, most scarred with the remnants of signs for stores that closed" years ago, wrote Iron Range resident and blogger Aaron Brown in the Daily Yonder, a rural news website.

A 2007 report on Hibbing's retail found that the Irongate mall, then half vacant, "represents the single biggest challenge in retail redevelopment in Hibbing."

While it was a dominant retail center when it opened in 1979, the analysis continues, Irongate got "caught in the crossfire" of national decisions such as bankruptcies, said Duane Northagen, former executive director of the Hibbing Economic Development Authority.

The city spent years trying to build up the district around the mall, said Northagen, who held the job 15 years and now runs the Wright County Economic Development Partnership. The mall's management repainted the facade, redid the marquee and offered new tenants free rent.

"We spent an awful lot of time trying to figure out answers," he said.

But nothing worked.

The mall's website advertises at least 124,000 square feet of vacant space in a mall that totals 250,000. The mall's marketing manager hung up on a reporter seeking comment this week and did not respond to an e-mail or later calls.

But city leaders are optimistic: After years of talk of a hotel that never materialized, Duluth-based ZMC Hotels is building a three-story, 80-room Hampton Inn on the site of a vacant grocery store.

Hormel helps in Austin

Because the landlords of the Oak Park Mall in Austin had been behind on property taxes, the land had several times come close to being forfeited to Mower County.

The mall parking lot, too, is notorious, said Dankert, the director of administrative services. "We've heard horror stories of people's cars breaking in some of the ruts." Given those concerns and knowing that the Hy-Vee in town was looking to expand, the city approached the grocery store about taking over the middle of the mall, he said. The Hormel Foundation gave the city and port authority \$3.2 million to buy the property. The city is negotiating with tenants to change lease agreements before moving forward.

Under a new plan for the mall property, the Shopko, which owns its own building, would stay. So would the fitness center, the movie theater and, on the other end, the Younkers department store. But everything in between would come down, leaving some businesses without a home.

"We don't want to drive anybody out of business," Dankert said. "But I think the overall response of the community has been 99 percent positive. The mall has been a spot of discussion for many, many years."

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Gen Xers Are Key to Reviving Our Cities

BY HEATHER PENDERGAST | OP-ED | NOVEMBER 7, 2014



If I could sum up my biggest problem with the current discussion around revitalizing and reenergizing our city centers across America, it's this: too much Facebook, not enough flannel.

I'm talking about that most neglected of demographics, Generation X. When civic innovators talk about revitalizing downtowns, we often talk about attracting and retaining talent. And when we talk about talent, you can be sure that we're almost always talking about millennials, with occasional references to those highly skilled, empty-nest boomers. Millennials are "desirable" to marketers and to employers. While studies show that both millennials and Gen Xers — Americans born between 1965 and 1980 — are facing significant debt, Gen Xers have nearly six times the debt of our parents, and only 36 percent of us have exceeded our parents' net worth. Referring to a recent Pew report on Gen X's shaky financial security, generations expert Neil Howe noted that while millennials still have time to build wealth, "the generation I worry about is Gen Xers."

If you want a booming city, it seems, don't go courting Gen X.

But when it comes to building communities, Gen X, the latchkey generation — my generation — is an untapped resource. We trust networks — the neighborhood blocks that raised us — more than we trust hierarchies, and we are skilled builders of invisible infrastructure. Cities readily invest in physical infrastructure, pipes and roads and electrical lines, but the invisible social infrastructure — openness and healthiness in the interactions of the community — is also vital to making a city attractive to talented people, safe to explore at night, a worthy place to raise a family.

My generation's commitment to community networks is underutilized when it comes to addressing city challenges. We're a sleeping giant, focused on seeing our communities become better, but unsure how to do it.

We Gen Xers distrust the leaders of traditional hierarchies, which makes us reluctant leaders. In Macon, Georgia, I direct the College Hill Alliance, a community revitalization organization that has helped build up the College Hill Corridor, an area that connects Mercer University with our downtown. We've seen several of these reticent Gen X leaders emerge.

Take the case of the Macon Gen Xer whose house sits directly across from a park. He was watching kids drive over the park lawn, sit in their cars and honk their horns. He felt frustrated, but he didn't call the police, as a boomer might have, or start a Facebook campaign, as a millennial would, because he didn't think that would accomplish much either. Instead, he began to contact friends and neighbors, and wove together an organization that became the Friends of Tattnall Square Park. They've now raised over a million dollars, enough money for real, lasting change in that park — because he got fed up, and knew how to connect with other fed-up people. Like this man, we Gen Xers seek, in our wolf-pack way, to harness our spheres of influence for change, creating a critical mix of talent and ideas.



Heather Pendergast is a Gen Xer who runs a community revitalization organization in Macon, Georgia.

Gen X doesn't just distrust the leaders; we distrust the entire model of traditional hierarchy. We don't want to go the traditional routes for civic involvement. We are focused on hyper-local change, and we want to collaborate in teams. How can cities tap into our desire to build community in our own way? We need new models of leadership and participation to engage Gen X in our own communities.

Those models will come from outside the traditional power structure. That's why efforts to bubble up innovation from the grassroots, like the new Knight Cities Challenge, are important tools of exploration. The challenge asks anyone, anywhere, for their best idea to make 26 communities more vibrant places to live and work. The application is *really* simple — just two questions long. The value of challenges like these isn't just in the idea that a great vision gets funded. They invite conversation, and provide a chance for everyone to advocate for the future of their community. Such open processes tap Gen X's knack for drawing a community around a cause — an ability that's as critical to the success of cities as a youthful workforce. (*Ed. Note: The challenge's sponsor, the John S. and James L. Knight Foundation, provides funding support to Next City.*)

Gen X is smaller than the generations that precede and succeed it, but has much to offer: Gen X settles in for the long run, which affords a city the kind of committed pool of talent that builds parks that last and downtowns that thrive.

I'm not discounting millennials — we need their ideas and their technical savvy, and their propensity to push boundaries. We also need the resources and experience of boomers, who are powerful agents for change. But if we expand our idea of "talent" to include leveraging the community-building capacity within Gen X, the qualities of all three generations would help cities to thrive.

We are not always good at building a community for the future generation. Our public discussion of improving cities tends to focus on immediate problems and immediate payoffs, which leaves us doing things like cutting taxes to encourage new business, destroying the funding for our schools in the process. If instead we focus on ideas, openness and dialogue, and opportunities for collision and conversation that spark positive discourse, we'll create new solutions we can't even envision now.

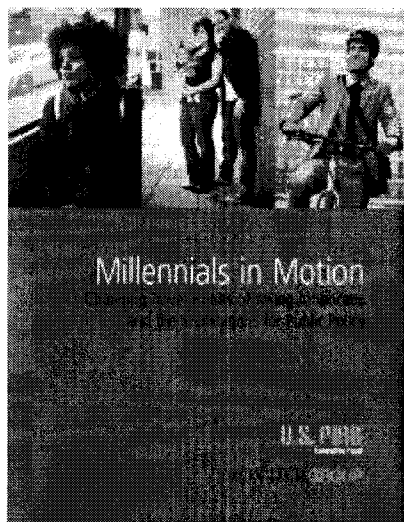
That's how we'll engage Generation X, a forgotten generation, to use its skills and energy and passion for community to make real change. We'll build the kinds of cities that not only attract talent, but retain it. The kinds of cities where all generations would like to live and work.

Heather Pendergast is executive director of the College Hill Alliance, a community revitalization organization and program of Mercer University in Macon, Georgia funded by the John S. and James L. Knight Foundation. She is also a proud member of Generation X.



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REPORT: 21ST CENTURY TRANSPORTATION (/ISSUES/USP/21ST-CENTURY-TRANSPORTATION)



MILLENNIALS IN MOTION

Changing Travel Habits of Young Americans and the
Implications for Public Policy

RELEASED BY: U.S. PIRG EDUCATION FUND

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Over the last decade – after 60-plus years of steady increases – the number of miles driven by the average American has been falling. Young Americans have experienced the greatest changes: driving less; taking transit, biking and walking more; and seeking out places to live in cities and walkable communities where driving is an option, not a necessity.

Academic research, survey results and government data point to a multitude of factors at play in the recent decline in driving among young people: socioeconomic shifts, changes in consumer preferences, technological changes, efforts by state governments and colleges to limit youth driving, and more.

Millennials (those born between 1983 and 2000) are the nation's largest generation, making their transportation needs particularly important. They have the most to gain or lose from the transportation investment decisions we make today, as they will be affected by those investments for decades to come. If Millennials drive fewer miles than previous generations as they age – and if future generations of young people follow suit – America will have an opportunity to reap the benefits of slower growth in driving. These include reduced traffic congestion, fewer deaths and injuries on the roads, reduced expenditures for highway construction and repair, and less pollution of our air and climate.

Several indicators – including continued decreases in per-capita driving across the whole U.S. population, the continued shift away from the use of cars for commuting by Millennials, and the consistency of Millennials' stated preferences for housing and transportation – suggest that it is unlikely that the trend toward less driving among Millennials during the 2000s has reversed thus far in the current decade. Moreover, many of the factors that have contributed to the recent decline in driving among young Americans appear likely to last. **Now is the time for the nation's transportation policies to acknowledge, accommodate and support Millennials' demands for a greater array of transportation choices.**

Millennials are less car-focused than older Americans and previous generations of young people, and their transportation behaviors continue to change in ways that reduce driving.

- Between 2001 and 2009, the average number of miles driven by 16 to 34 year-olds dropped by 23 percent, as a result of young people taking fewer trips, shorter trips, and a larger share of trips by modes other than driving. Young Americans drive less than older Americans and use public transportation more, and often use multiple modes of travel during a typical day or week.
- In recent years, young people appear to have continued to shift away from driving:
 - Census data show that the share of 16 to 24 year-olds traveling to work by car declined by 1.5 percentage points between 2006 and 2013, while the share of young people getting to work by public transportation, on foot or by bicycle, or else working from home, had increased.
 - Young people aged 20 to 30 are less likely to move from central cities to suburbs than a decade ago.
 - Driver's licensing among young people has continued to decline. The percentage of high school seniors with driver's licenses declined from 85 percent to 73 percent between 1996 and 2010, according to the AAA Foundation for Highway Safety, with federal data suggesting that the decline has continued since 2010.
 - Young people are not the only Americans who are driving less. The number of miles driven by the average American has declined nearly continuously since 2004. Americans now drive no more in total than we did in 2005 and no more on average than we did at the beginning of President Bill Clinton's second term in office.

There are many factors at play in the drop in driving among young Americans. Many of those factors – from high gas prices to tougher driver licensing laws – appear likely to last.

Socioeconomic shifts

- The Great Recession contributed to unemployment and falling incomes among young people. However, driving fell among both young people *with* jobs and those without during the 2000s, as well as among young people in households of various income levels, demonstrating that the decline in driving was caused by more than just the recession.
- Many of the driving-related socioeconomic changes linked to the recession – such as the increase in the number of Millennials “living in their parents' basements” – were already taking place for years or decades before the recession began, suggesting that a return to pre-recession patterns is not inevitable as the economy recovers.

- Americans have been getting married later and having children later nearly continuously since the 1960s and have continued to do so during the first years of the recovery.
- While the number of young Americans living with their parents increased sharply during the Recession, the share of young people living in their parents' homes had been increasing even prior to the recession, and household formation among young people has remained slow during the recovery.
- Millennials reaching driving age today have no living memory of consistently cheap gasoline. Gasoline prices are projected to remain at historically high levels indefinitely, possibly leading Millennials to make long-term transportation and housing decisions that require less driving.

Lifestyle preferences

- Several studies have found a *generational cohort effect* among the Millennials – that is, today's young people drive less than previous generations of young Americans, even when economic and other factors linked to vehicle ownership or driving are taken into account.
- Millennials consistently report greater attraction to less driving-intensive lifestyles – urban living, residence in “walkable” communities, and openness to the use of non-driving modes of transport – than older generations.

Changing technology and transportation options

- The past decade has seen a technological revolution, with the widespread adoption of the smartphone and social media and, more recently, the creation of a wide variety of new technology-enabled transportation services, from bikesharing to real-time transit tracking apps.
- Young people have been the first to adopt many of these technologies and tools, and have been disproportionately attracted to alternatives such as bikesharing and “ridesourcing” (taxi-like services such as Lyft and Uber).
- Many of these technology-enabled services are relatively new and are currently in use by only a small percentage of people. But some (such as bikesharing and round-trip carsharing) have already been shown to lead to reductions in driving and vehicle ownership. Together, they could lay the groundwork for a new model of mobility that is less dependent on private car ownership.

Other steps that discourage driving

- Graduated driver licensing requirements adopted in recent years by state governments have likely played a small but important role in causing young people to delay or forgo getting a driver's license, potentially encouraging Millennials to develop less car-dependent transportation habits that they may carry with them as they age.
- Many colleges and universities have put in place deliberate strategies to reduce the number of students with cars on campus. With roughly 40 percent of 18 to 24 year-olds enrolled in higher education, such measures might play a role in reducing youth driving. They may also help young people to develop transportation habits that they carry with them after college.

The time has come for America to rethink its transportation investments to accommodate and encourage the Millennial generation in its desire for less car-intensive lifestyles. Policy-makers should:

- Factor lasting changes in driving habits among young people into transportation planning, starting now, to ensure that transportation investments serve the needs and desires of Millennials both today and in the decades to come.
- Incorporate uncertainty into transportation planning through the use of scenario analysis and other tools that ensure transportation investment decisions are consistent with the possibility that driving will continue to stagnate.
- Take advantage of the opportunity presented by Millennials' changing transportation preferences by expanding access to an array of transportation options, including public transportation, bicycling and walking. Reducing vehicle travel this way will save money by heading off the need to spend money on highway expansion, which currently costs the nation about \$27 billion per year. Doing so will also ease congestion, reduce emissions of pollutants that harm public health and alter the climate, and save lives through avoided vehicle crashes.

For these reasons, *America should not just accommodate Millennials' desire to drive less, but actively encourage it.* Cities across the nation are leading the way by expanding public transportation options, building new bicycle and pedestrian infrastructure, and opening the doors for an array of innovative new technology-based transportation services. State and federal governments should assist and promote those efforts, while changing transportation policies and investment strategies that undermine the development of walkable communities with access to a variety of transportation.

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