

BRAINERD PLANNING COMMISSION

Wednesday, September 16, 2015

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 August 19, 2015.
4. NEW BUSINESS
 - a. Public Hearing – Conditional Use Permit at 307 SW 8th Street to allow an adult day center
 - b. Public Hearing – Zoning Text Amendment to allow shipping containers as an interim use permit in industrial districts
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
 - a. Semi-Tractor Cab Parking in Residential Areas – Draft Zoning Ordinance Language to Permit Parking in Residential Districts
7. Commissioners' Questions/Comments
8. City Planner Report
9. Adjourn

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

PLANNING COMMISSION

Wednesday, August 19, 2015

Chairman Hayden Shaw 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 Parks, Plantenberg, Hayden Shaw, Norwood, Straw and Cole. Commissioner Pritschet was noted absent. Also present was City Planner Ostgarden.

#2 Approval/Amendment of Agenda

City Planner Ostgarden requested adding an item after Old Business to review zoning for annexation request.

MOTION AND SECONDED BY COMMISSIONERS PLANTENBERG AND COLE, DULY CARRIED, TO APPROVE THE AGENDAS AS PRESENTED.

#3 Approve minutes of the regular meeting and workshop of July 15, 2015

MOTION AND SECONDED BY COMMISSIONERS PARKS AND COLE, DULY CARRIED, TO APPROVE THE MINUTES FOR REGULAR MEETING AND WORKSHOP OF JULY 15, 2015.

#4 NEW BUSINESS

a. Public Hearing – Rezoning at 614 Tamarac Street from B-4 (General Business) District to R-1 (Single Family Residential) District

City Planner Ostgarden stated a rezoning request was submitted by Habitat for Humanity to rezone the property at 614 Tamarac Street from B-4 to R-1. The property is currently vacant. An aerial map showing location, the current land use map, and future land use map were reviewed. The previous and current zoning maps were also reviewed. It was noted the future land use map shows the property as residential. The property was previously zoned multiple family and currently is zoned general business to accommodate potential commercial growth in the future.

City Planner Ostgarden reviewed the following from the staff report:

- Consistency with the Comprehensive Plan using Land Use Goal #3
- Compatibility with present and future land uses
- Traffic
- Impact on existing public services and facilities

The Public Hearing was opened at 6:14 pm

Mr. Douglas Leckband, Habitat for Humanity, reviewed the plan for the property noting there is a large change in the grading on the property which will require the house to be built on the west side. He also stated when they purchased the property and went through the process of tearing down the burnt home, no one had checked the zoning on the property. Because they want to rebuild the single family home, they are requesting the property be rezoned.

City Planner Ostgarden asked if there is a possibility to split the lot. Mr. Leckband stated with the topography it wouldn't be possible to split it.

Commissioner Parks stated there would be room to place the house at the top of the slope and have a walk-out basement. Mr. Leckband stated that typically does not follow the policies of Habitat in the homes they build.

The Public Hearing was closed at 6:17 pm

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

1. The property is vacant and the B-4 zoning does not permit residential use
2. The parcel is 132'x100'= 13,200 sf
3. The property is surrounded by and across the street from single family or two family uses.
4. Prior to 2011 the property was zoned R-3 Multiple Family Residential District.
5. The Future Land Use Map identifies this area along the South 6th Street corridor as Low to Medium Density Residential Land Use. Typically that is considered one and two family units.
6. Rezoning the property supports the Comprehensive Plan Land Use Strategy to *Support the redevelopment of vacant and abandoned sites within the urban core.*
7. Rezoning the property will permit the property to be used for residential purposes, which is the predominate land use pattern in this area.
8. South 7th Street traffic capacity will not be affected by this individual change.
9. There should be no negative impact upon existing public services and facilities including parks, schools, streets, and utilities, and its potential to overburden the City's service capacity.

The Commissioner agreed to add the following finding-of-fact: 10. A representative from Habitat for Humanity spoke in favor of the petition.

MOTION AND SECONDED BY COMMISSIONERS PLANTENBERG AND PARKS, DULY CARRIED, TO RECOMMEND REZONING THE PROPERTY AT 614 TAMARAC STREET FROM B-4 (GENERAL BUSINESS) DISTRICT TO R-1 (SINGLE FAMILY RESIDENTIAL) DISTRICT WITH THE TEN (10) FINDINGS-OF-FACT.

#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.

None

#6 **OLD BUSINESS**

- a. **Continuation of Public Hearing – Amend Zoning Ordinance Section 515-62-2: Permitted Uses to Allow Basement and 1st Floor Dwellings in the B-3 (Central Business) District**

The Public Hearing was reopened at 6:25pm

City Planner Ostgarden provided an overview of the request and the process that occurs to change the Zoning Ordinance. City Planner Ostgarden also reviewed the area the B-3 District encompasses. He noted the proposal is being amended to request only ½ of the 1st floor be

permitted for residential dwellings and will remove basements. He noted this change can be done as a permitted use or a conditional use.

City Planner Ostgarden reviewed the goals and strategies for the downtown area in the Comprehensive Plan, the purpose of the B-3 District, community need, Building Code and Fire Code, and other cities.

Building Official Tim Caughey reviewed what would be involved in converting the first floor from a commercial unit to half residential in relation to the Building Code and Fire Code. He responded to questions regarding building and fire requirements.

City Planner Ostgarden reviewed the Commissions amendment options:

- Permit 1st floor and basement residential uses as permitted uses
- Permit 1st floor and basement residential uses as conditional uses
- Permit only 1st floor residential
- Permit only 1st floor residential uses only up to “x”% (i.e. 50%) of a building’s rear
- Deny the request

City Planner Ostgarden stated many staff members have met and discussed this proposal and it was agreed this request could not be supported. He noted this was based off this original proposal which would include the entire 1st floor. He noted he has also received letters not in support of the proposal.

The following people spoke on the proposal:

- Nancy Williams, business owner at 704 Laurel Street, spoke against the proposal because of building codes including exits for safety, parking, and the current types of renters downtown.
- Laura Bisted, business owner at 608 Front Street, spoke against the proposal because it will add more traffic in the alleyways, fire codes, and current types of renters downtown. Concerned with safety.
- Beth Workman, business owner at 610 Front Street, not in favor of either partial or full use of the 1st floor because issues with current residents congregating in front of stores, parking, safety, and lighting
- Dave Pueringer, 616-1/2 Front Street, spoke regarding his proposal and the changes he’s made to his proposal along with feeling it will benefit downtown by bringing more people downtown to support businesses and assist him with income so he can keep his rent lower
- Amy Gray, Brainerd Restoration, spoke regarding how they can assist in filling the vacant spaces and that they are in opposition of the request as it compromises the historic and mixed use integrity of downtown
- Ed Menk, business and property owner at 623 Laurel Street, spoke against the proposal and noted if it was approved he would recommend it as a conditional use in order to review each proposal
- Linda Boyd, business owner at 604 Laurel Street, spoke against the proposal noting safety and current types of renter downtown

The Public Hearing was closed at 7:24pm

Commissioner Cole questioned the petitioners actual request and changes to the original proposal.

Commissioner Straw stated he has concerns with parking and building codes.

Commissioner Norwood stated he appreciates the creativeness of the petitioner in trying to find a solution to an issue, but has concerns with this proposal not being supported by the Comprehensive Plan along with business owners concerns.

Commissioner Plantenberg stated she doesn't feel more apartments will support revitalizing downtown and attracting businesses.

Commissioner Parks stated he also appreciates the initiative of the petitioner but doesn't feel this is necessarily the correct route to take.

Commissioner Hayden Shaw stated she is not in favor of the proposal. She stated there are a number of issues that have made thriving an issue for our downtown one being the lack of diversity in the ownership of buildings downtown. She also appreciates this proposal being brought up, but feels there are other ways to invest in downtown.

Mr. David Pueringer stated he withdraws his request.

MOTION AND SECONDED BY COMMISSIONERS PLANTENBERG AND COLE, DULY CARRIED, TO RECOMMEND DENIAL OF THE REQUEST TO AMEND THE ZONING ORDINANCE SECTION 515-62-2: PERMITTED USES TO ALLOW BASEMENT AND 1ST FLOOR DWELLINGS IN THE B-3 (CENTRAL BUSINESS) DISTRICT.

Commissioner Hayden Shaw stated she feels the request is an inappropriate use for downtown in keeping with the long term vision.

Commissioner Norwood stated he feels this does not meeting the goals and strategies of the Comprehensive Plan for Downtown.

Commissioner Straw stated he also feels it doesn't fit in with the goals and strategies of the Comprehensive Plan and impacts the historic nature of the downtown along with parking.

Commissioner Cole stated he is also voting for the motion for all reasons stated previously.

Commissioner Parks stated he is voting for the motion but noted he appreciates the effort to find a solution to the current issue of vacant storefronts downtown.

Commissioner Plantenberg stated she does not feel 1st floor residential does not fit into our downtown and will not revitalize and beautify the downtown.

City Planner Ostgarden reviewed State Statute language regarding extension of a text amendment request. He asked the Commission to extend the request for an additional 60 days to allow the City Council to hear the recommendation and to gather information from the City Attorney.

MOTION AND SECONDED BY COMMISSIONERS PLANTENBERG AND STRAW TO EXTEND THE REQUEST TO AMEND THE ZONING ORDINANCE SECTION 515-62-2; PERMITTED USES TO ALLOW BASEMENT AND 1ST FLOOR DWELLINGS IN THE B-3 (CENTRAL BUSINESS) DISTRICT FOR AN ADDITIONAL 60 DAYS MAKING THE

DEADLINE OCTOBER 28, 2015 TO ALLOW THE CITY COUNCIL TIME TO REVIEW. COMMISSIONER COLE OPPOSED.

b. Mission and By Laws – Drafts to Consider for Adoption

City Planner Ostgarden stated this was reviewed by the City Council on Monday night. They supported what the Commission is doing and had no recommended changes. He stated if there are no additional changes, the Commission can adopt the Mission and By Laws.

MOTION AND SECONDED BY COMMISSIONERS NORWOOD AND PARKS, DULY CARRIED, TO ADOPT THE MISSION AND BY LAWS AS PRESENTED.

Commissioner Plantenberg asked if term limits were added. Discussion was held. City Planner Ostgarden stated he believes the terms are set by the City Council and it can be recommended to them to put it in their policy. The Commission agreed to add a three term limit subject to City Council approval.

MOTION AMENDED BY COMMISSIONERS NORWOOD AND PARKS, DULY CARRIED, TO ADD A THREE TERM LIMIT TO THE BY LAWS.

c. Shipping Containers – Draft Ordinance Language to Permit in Certain Zoning Districts

City Planner Ostgarden stated research was done around the State to see how other cities handled shipping containers. He stated he recommends if the Commission allows this, it should be done as an interim use permit.

City Planner Ostgarden presented the draft language to the Commission which noted the conditions of the interim use permit. Commissioner Norwood stated he has concern with item six regarding a fence being installed as the fence will be a permanent structure and the shipping container should only be ‘interim’. City Planner Ostgarden stated the Planning Department does not agree as many of these containers may not be in very good shape and screening will help them to blend in.

Discussion was held regarding the fence condition.

Discussion was held regarding the draft language. The Commission agreed to remove the language noting office space. The Commission agreed to amend item six to read “the storage container shall be screened on the sides visible to neighboring properties or from the public right-of-way with an eight (8) foot fence with 80% opacity or an eight (8) foot solid wall...”.

MOTION AND SECONDED BY COMMISSIONERS NORWOOD AND PLANTENBERG, DULY CARRIED, TO APPROVE THE DRAFT LANGUAGE AND SET THE PUBLIC HEARING FOR SEPTEMBER 16, 2015.

d. Semi-Tractor Trailer Parking in Residential Areas – Draft Ordinance Language to Permit Parking in Residential Districts

City Planner Ostgarden stated research has been done with other cities which has been provided to the Commission along with draft language that would permit semi-tractor trailers in residential districts. The draft language was read and reviewed.

Discussion was held regarding the draft language.

The Commission agreed to amend the draft language as follows:

- Amend item B to state “improved surface”
- Amend item C to read idling the engine of a tractor or a tractor trailer shall not be idled for more than 10 minutes in a 10 hour period on the property and no idling between 10pm and 6am
- Amend item E to read the no cab shall be parked, stored, maintained, or kept on the property for more than 8 hours in a 48 hour period. (remove tractor/trailer and trailer)
- Review language for truck

City Planner Ostgarden stated he will redraft the language and bring it back to the Commission at the September 16 meeting.

e. Presentation – Phillip Haugen, Planning Department Intern Regarding Work Experience

Intern Phillip Haugen gave a presentation to the Commission regarding his work experience at the City along with what he has learned over his internship.

NEW BUSINESS – Annexation proposal on Hwy 18

City Planner Ostgarden stated he sent information to the Commission regarding an annexation request for property located on Hwy 18 across from the state hospital property. He noted the property is vacant and currently outside the city but can be annexed into the city. He reviewed the area and the zoning in that area. He stated the Planning Department is recommending a zoning of B-4 (General Business) District.

Mr. Gary Scheeler, owner of the proposed property, stated the entire corner is currently commercial. He stated he would like to annex the property into the city but wants to make it could be used for commercial purposes.

The Commission agreed a B-4 zoning would be appropriate.

f. Comprehensive Plan

Commissioner Hayden Shaw stated this is an important responsibility to keep this up to date. She asked if any of the Commissioners had any items regarding updates.

Commissioner stated they have been reviewing the Plan but do not have anything at this time.

Commissioner Hayden Shaw listed some items she has for review.

- Incorporate the Complete Streets Policy
- A plan specifically for Washington Street redevelopment
- Tree disease plan
- Riverwalk plans
- Greenstep City
- Neighborhood redevelopment plans

Commissioner Hayden Shaw stated at this time we should look at updating it where needed instead of doing an entire rehab of the Plan. She then read a statement that could be presented to the public asking for input from the public regarding the Comprehensive Plan review.

City Planner Ostgarden stated suggested ways to reach the public and stated he will be meeting with the City Administrator and possibly the Council President to discuss the process and help that will be needed.

#7 Commissioners' Questions/Comments

Commissioner Hayden Shaw stated she would like to adjourn the September meeting to a workshop to discuss South 6th Street zoning.

#8 City Planner's Report

City Planner Ostgarden stated on Saturday, September 12 will be the third annual Walk and Wheel event on Laurel Street in front of City Hall from 11am to 2pm. He reviewed activities that will go on at the event.

#9 Adjourn

As there was no further business the meeting adjourned at 9:04 p.m.

Respectfully submitted,

Mark Ostgarden AICP
City Planner

/lt

STAFF REPORT TO THE PLANNING COMMISSION

September 10, 2015

APPLICANT/LOCATION: Alice Smith, 22609 Hole in the Day Drive, Nisswa,
MN 56468/Building at 307 NW 8th Street

PROPOSED USE: Conditional Use Permit to permit an adult day care
center for up to 50 people

CURRENT ZONING: B-4 (General Commercial) District

ADJACENT USES: East: Commercial
South: Undeveloped/Open Space
West: Commercial
North: Commercial

ADJACENT ZONING: North: B-4 (General Commercial) District
East: B-4 (General Commercial) District
South: B-4 (General Commercial) District
West: B-4 (General Commercial) District

Based on the following are the Conditional Use Permit criteria:

A. Criteria for Granting Conditional Use Permits. In granting a Conditional Use Permit, the City Council shall consider the advice and recommendations of the Planning Commission and the effect of the proposed use upon the health, safety, morals and general welfare of occupants or surrounding lands. Among other things, the City Council shall make the following findings where applicable.

- 1. The proposed use conforms to the district and conditional use provisions and all general regulations of this Ordinance.**
- 2. The proposed use shall not involve any element or cause any condition that may be dangerous, injurious, or noxious to any other property or persons.**
Operating the day care center will not be dangerous, injurious or noxious to other property or people.
- 3. The proposed use shall be sited, oriented and landscaped to produce a harmonious relationship of buildings and grounds to adjacent buildings and properties.**
The existing building will be used for the day care center. No additions or changes to the building or site are planned or required.

4. **The proposed use shall produce a total visual impression and environment which is consistent with the environment of the neighborhood.**

The existing building will be used for the day care center. No additions or changes to the building or site are planned or required.

5. **The proposed use shall organize vehicular access and parking to minimize traffic congestion in the neighborhood.**

The property has a driveway on 8th Street NW and one on Charles Street permitting vehicles to circulate through the site during drop off to access the site.

6. **The proposed use shall preserve the objectives of this Ordinance and shall be consistent with the Comprehensive Plan.**

The objectives of the Zoning Ordinance are:

515-1-2: Intent and Purpose.

- 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.**

The use of the building for the adult day care will not have a negative effect on the purpose of the Zoning Ordinance.

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.*

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.

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

Strategies

1. Encourage a variety of experiences and opportunities in terms of living, working and social activities within the community.
2. The existing building will be used for the day care center. No additions or changes to the building or site are planned or required.

- B. Requirements for Granting Conditional Use Permits. In permitting a new conditional use or the alteration of an existing conditional use, the following requirements shall be met where applicable:**

1. **Fire Protection.** Fire prevention and firefighting equipment acceptable to the Board of Fire Underwriters shall be readily available when any activity involving the handling or storage of flammable or explosive materials is carried on.
2. **Electrical Disturbance.** No activity shall cause electrical disturbance adversely affecting radio or other equipment in the vicinity.
3. **Noise.** Noise which is determined to be objectionable because of volume, frequency, or beat shall be muffled or otherwise controlled subject to MPCA standards. Fire sirens and related apparatus used solely for public purpose shall be exempt from this requirement.
4. **Vibrations.** Vibrations detectable without instruments on neighboring property in any district shall be prohibited.

5. **Odors.** No odorous gas or matter shall be permitted which is discernible on any adjoining lot or property.
6. **Air Pollution.** No pollution of air by flying ash, dust, smoke, vapors, or other substance shall be permitted which is harmful to health, animals, vegetation or other property.
7. **Glare.** Lighting devices which produce objectionable direct or reflected glare on adjoining properties or thoroughfares shall not be permitted.
8. **Erosion.** No erosion by wind or water shall be permitted which will carry objectionable substances onto neighboring properties.
8. **Water Pollution.** Water pollution shall be subject to the standards established by the Minnesota Pollution Control Agency.

The addition should have no adverse effect on any of these issues.

DEPARTMENT INFORMATION

Utilities

No Issues.

Fire

No issues.

Building

The Building Department has inspected the building. There are a few minor interior corrections that are required.

Engineering

No issues.

Police

No issues, however the Police chief stated that it is important from an awareness and response planning standpoint that the Police Department stay up to date on where group home, and service points for people with developmental and behavioral disabilities are located at throughout the community.

PLANNING DEPARTMENT REVIEW

Attached is an e-mail that describes the use and the activities of the center.

The building is approximately 6,500 square feet and the site has 21 parking spaces. Approximately half of the building is used for general office (insurance). The insurance

office requires (based on current off-street parking requirements of 1 space/200 square feet of area) to have 17 parking spaces leaving 4 spaces available (based on Zoning Ordinance requirements) for the day care center.

Our Zoning Ordinance includes the traditional child day care center off-street parking requirements of one (1) space per teacher on the largest shift, plus one (1) space per ten (10) students/children based on maximum capacity of the facility. However, adult day care is a use not identified. The business owners specify they will have four (4) employees and that they plan to begin the center with 12-16 clients. Lacking an off-street parking standard for this type of use, it is recommended using the anticipated employee count. Based on the planned number of employees, there is sufficient current off-street parking to meet the Zoning Ordinance requirement.

PLANNING COMMISSION AND CITY COUNCIL ACTION

The Planning Commission can consider a recommendation on this request at its September 16, 2015 meeting and City Council consideration can occur at its September 21, 2015 meeting.

Respectfully submitted,

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



Mark Ostgarden

From: Michael E. Flynn <mflynn@positivecommercial.com>
Sent: Tuesday, September 01, 2015 11:36 AM
To: Mark Ostgarden
Subject: FW: MICHELE HALL forwarding email from 8/30 re: Follow Up Questions For Lease Approval

Importance: High

Mark,

Below is the response to the questions (letter) you asked me to get from Amy and Michelle.

I will get you a site plan today or tomorrow. I will also get the permit app to Chuck.

Thanks,

Michael E. Flynn
Positive Commercial
514 South 6th Street
Brainerd, Minnesota 56401
Cell 218-851-7380
Office 218-829-1777 X247
Fax 218-828-1130
mflynn@positivecommercial.com
www.positivecommercial.com

Hello Mike,

I will provide the answers to your questions below. I would like to ask first for your expertise: ***In the realty world, what is the estimated cost for utilities per square foot?*** I know you quoted it at one point in talking with us about lease costs, but I cannot recall. I must include that figure in the details of the budget. Thank you for your assistance. Now for your City of Brainerd questions...

1. How many employees will you have for the business? We will start the business with four employees (including Amy and me).
2. Can you briefly describe what is that you do? In other words what kind of service are you providing to your clients. Our service goal is to provide a safe, stimulating social and educational environment for the clients. That will be accomplished by providing various activities (as listed below), and we will also assist with medication management, hygiene needs and general supervision of well-being.
3. What kind of activities will you provide to your clients? Our activities include Community Outings, Leisure Groups (movies, listening to music and books-on-tape, current events/newspaper reading), Exercise Groups, Arts & Crafts, Relaxation Groups, Monthly Birthday Parties, Holiday celebrations.

4. What days are you open and what hours each day? Monday-Friday, 8am to 4pm (8:30am to 3:30pm for clients)
5. How many clients do you have in your business? We are anticipating a starting population of 12-16 clients. Following, referrals will be directed to us from county case workers and local school districts for our review.
6. How do your clients get to your place of business? The clients will be transported to our location via their group home staff, the Brainerd & Crow Wing Public Transit and/or by our staff.

Best Regards,
Michele Hall
Brighter Horizons Adult Day Center, Business Director

From: mflynn@positivecommercial.com
To: cmjhall@brainerd.net
Subject: FW: Follow Up Questions For Lease Approval
Date: Thu, 27 Aug 2015 16:57:28 -0500

Amy and Michele:

I am meeting with the City of Brainerd at the lease site at 1:30 today.

I have submitted all that you have given me to the city. They have asked for the following in addition to what was provided:

How many employees will you have for the business?

Can you briefly describe what is that you do? In other words what kind of service are you providing to your clients.

What kind of activities will you provide to your clients?

What days are you open and what hours each day?

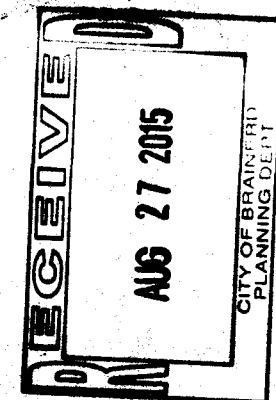
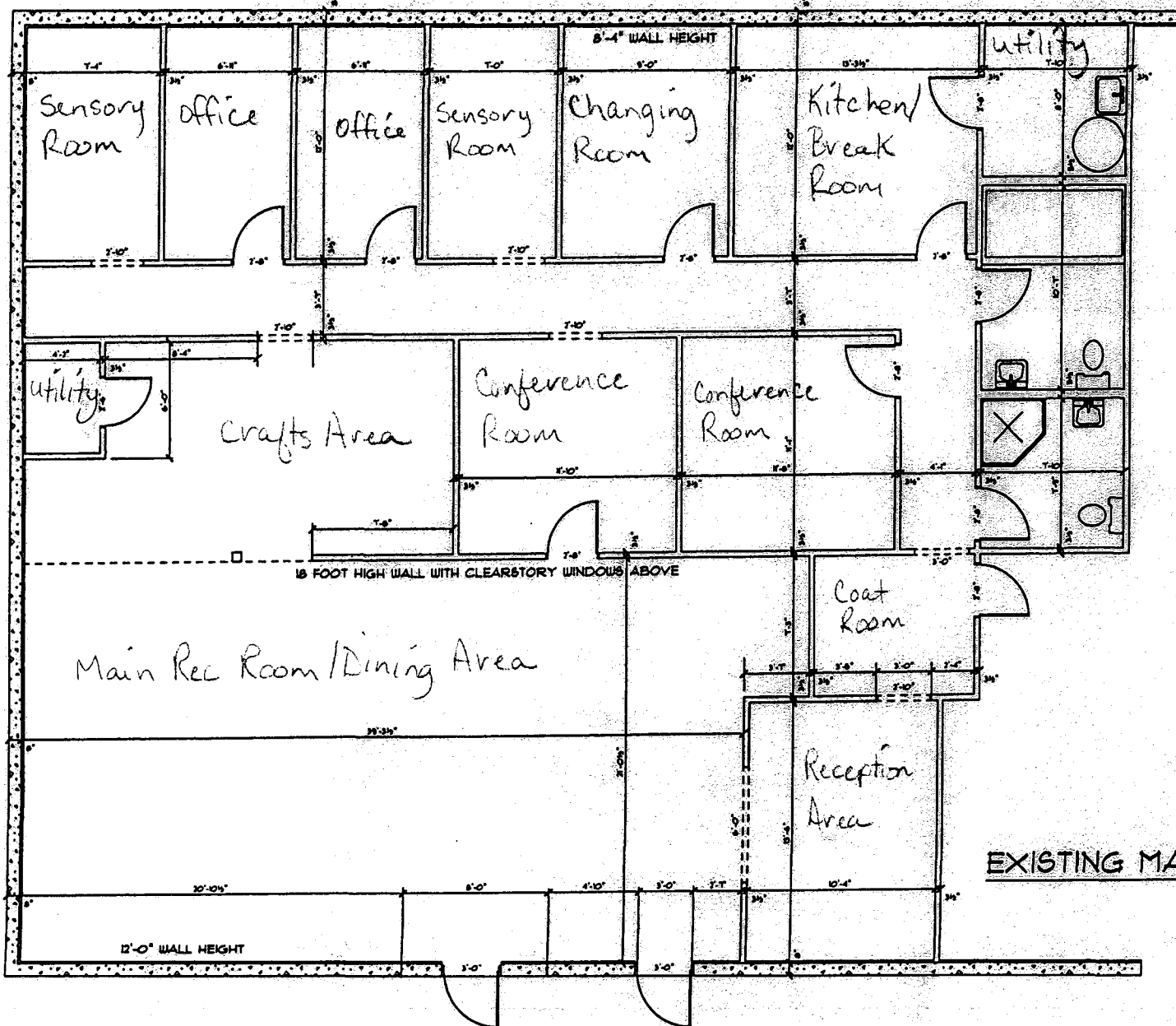
How many clients do you have in your business?

How do your clients get to your place of business?

I would it if you could appreciate if you could get me the answers to the questions by Monday, August 31. You can email the answers to me if that is convenient for you.

Please call with any questions or comments. Thanks.

Michael E. Flynn
Positive Commercial
514 South 6th Street
Brainerd, Minnesota 56401
Cell 218-851-7380



P.F.S. DESIGN		
218-821-0630		
PROJECT FOR: POSITIVE REALTY - 301 N.W. 8TH ST.	PAGE NO.	1 of 1
DATE: JUNE 10, 2015		

EXISTING MAIN LEVEL FLOOR PLAN

SCALE: 3/16"=1'-0"

NOTICE OF HEARING

TO WHOM IT MAY CONCERN:

Notice is hereby given that Alice Smith, 22609 Hole in the Day Drive, Nisswa, MN 56468 has applied for a Conditional Use Permit to open an adult day center at 307 NW 8th Street; Brainerd, MN 56401. The property is located in a B-4 (General Commercial) District zone. Zoning Ordinance Section 515-63-6 (P) Commercial day care facilities are regulated by Section 29 of this Ordinance are permitted by Conditional Use Permit in a B-4 District.

The property is legally described as follows:

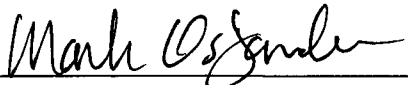
*Lots 1 thru 3 incl Block 50 & E'ly ½ of Vacated Pt of N-S Alley in SD Blk 50 lying adj thereto exc E'ly 3 ft of W 13 ft of S 67 ft of SD Vacated Alley Subj to Reserv Restr & Esmnts of Rec, West Brainerd Section 4 Township 133 Range 28
P.I.N. #09198050001Y009*

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, September 16, 2015 to consider the request for the Conditional Use Permit.

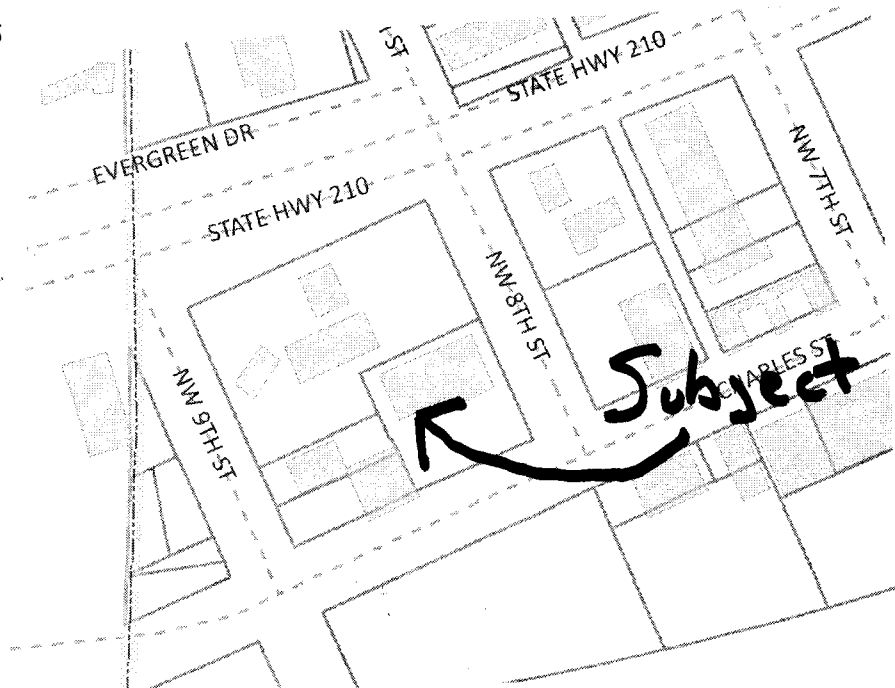
A copy of the application is on file for review at the City Planning Department, 501 Laurel Street.

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

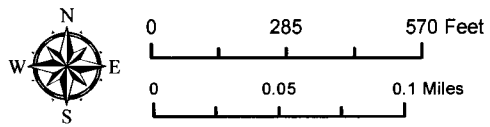
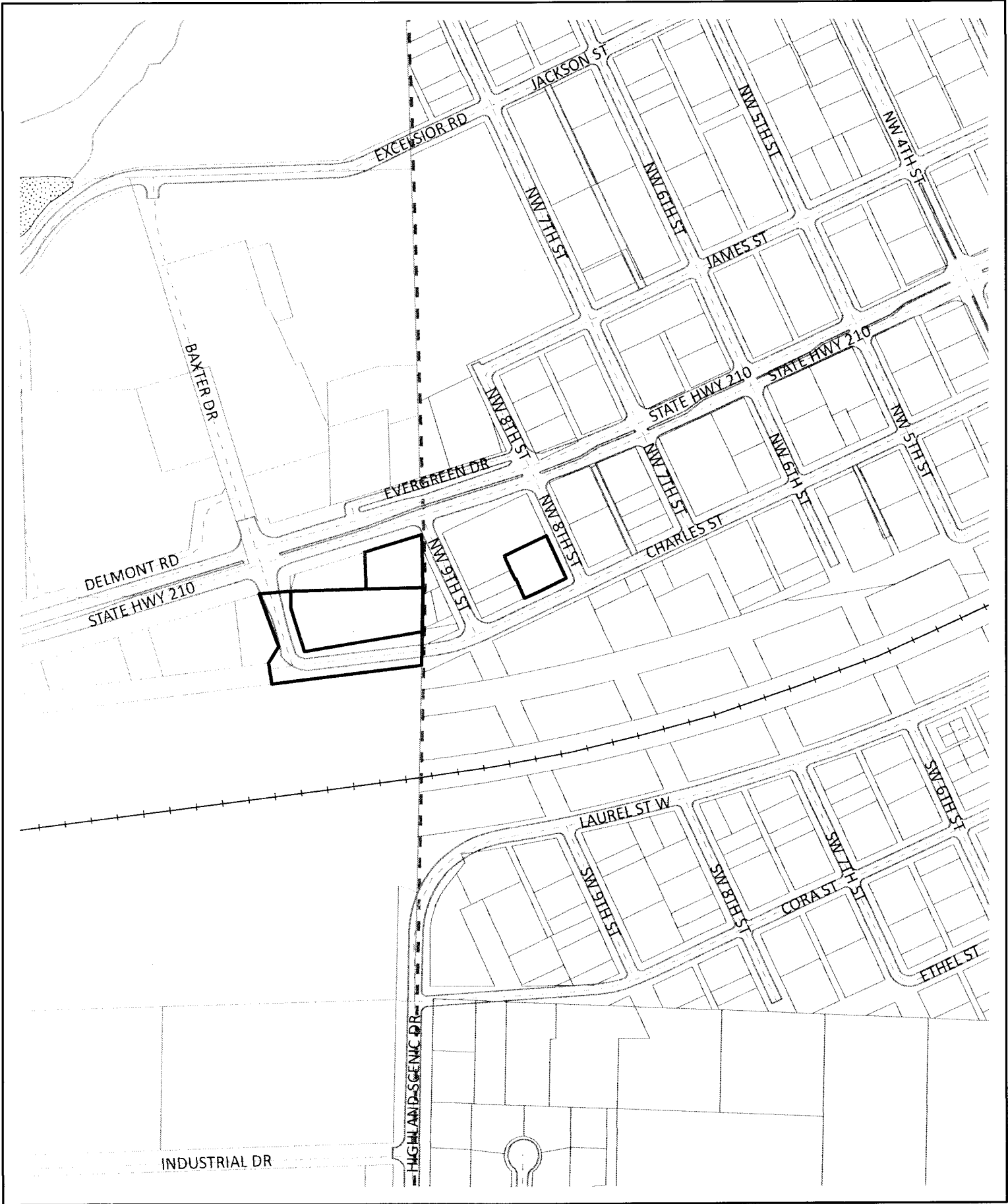
Dated this 2nd day of September, 2015

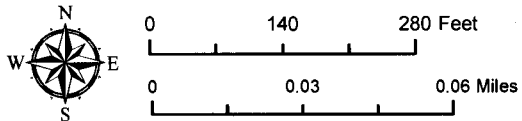

Mark Ostgarden AICP
City Planner

Publication date: September 4, 2015



APPRCL	TXNAME	TXADR1	TXADR2	TXADR3	PHYSADDR
0919800B000Y009	BRAINERD ENTERPRISES LLP	808 W WASHINGTON ST	BRAINERD MN 56401		808 WASHINGTON ST W
09198032000Y009	BURLINGTON NORTHERN SANTA FE RR CO	P O BOX 961089	FORT WORTH, TX 76161		
09198030008Y009	BURLINGTON NORTHERN SANTA FE RR CO	P O BOX 961089	FORT WORTH, TX 76161		
01H000010000009	CITY OF BAXTER	P O BOX 2626	BAXTER, MN 56425		
09198052001A009	CITY OF BRAINERD	501 LAUREL ST	BRAINERD, MN 56401		
09198052001A009	CITY OF BRAINERD	501 LAUREL ST	BRAINERD, MN 56401		
09198052001A009	CITY OF BRAINERD	501 LAUREL ST	BRAINERD, MN 56401		
09198050004Y009	ERICKSON OIL, PRODUCTS INC	1231 INDUSTRILA ST	HUDSON WI 54016		801 W WASHINGTON ST
09198050012A009	FORLAND, MIKE E	306 9TH ST NW	BRAINERD, MN 56401		302 9TH ST NW
09198050011A009	FORLAND, MIKE E	306 9TH ST NW	BRAINERD, MN 56401		306 9TH ST NW
09198030007Y009	GORG, JOSEPH D & SHIRLEY L	8150 RUTTGER RD	PEQUOT LAKES MN 56472		715 CHARLES ST N
09198030005Y009	HOSKINS PROPERTIES, LLC	713 COUNTY ROAD 45	FORT RIPLEY, MN 56449		709 CHARLES ST
09198034000Z009	M & I RY CO	00000			
091980520010009	MILLS PROPERTIES, INC	P O BOX 5055	BRAINERD, MN 56401		
091980520010009	MILLS PROPERTIES, INC	P O BOX 5055	BRAINERD, MN 56401		
09198052002Z009	MILLS PROPERTIES, INC	P O BOX 5055	BRAINERD, MN 56401		305 9TH ST NW
09198052002Z009	MILLS PROPERTIES, INC	P O BOX 5055	BRAINERD, MN 56401		305 9TH ST NW
010081100AB0009	MILLS PROPERTIES, INC	P O BOX 5055	BRAINERD, MN 56401		8465 STATE HIGHWAY 210
09198052004Z009	MILLS PROPERTIES, INC	P O BOX 5055	BRAINERD, MN 56401		
09198052002Y009	MILLS PROPERTIES, INC	P O BOX 5055	BRAINERD, MN 56401		307 9TH ST NW
010054400I00009	MILLS PROPERTIES, INC	P O BOX 5055	BRAINERD, MN 56401		1071 HIGHWAY 210 W
010081100AB0009	MILLS PROPERTIES, INC	P O BOX 5055	BRAINERD, MN 56401		8465 STATE HIGHWAY 210
010081100AB0009	MILLS PROPERTIES, INC	P O BOX 5055	BRAINERD, MN 56401		8465 STATE HIGHWAY 210
091980520010009	MILLS PROPERTIES, INC	P O BOX 5055	BRAINERD, MN 56401		
09198052002Z009	MILLS PROPERTIES, INC	P O BOX 5055	BRAINERD, MN 56401		305 9TH ST NW
09198030007B009	O'DAY, MICHAEL & ROSEMARIE	721 CHARLES ST	BRAINERD, MN 56401		721 CHARLES ST N
09198030005W009	RANK & BURTON LLC	701 CHARLES ST	BRAINERD, MN 56401		701 CHARLES ST
09198050001Y009	SMITH, ALICE T	22609 HOLE IN THE DAY DR	NISSWA, MN 56468		307 8TH ST NW
09198048007Z009	STOHR, STEVEN H & BONAE N	721 WASHINGTON ST W	BRAINERD MN 56401		721 W WASHINGTON ST
0919800A001Z009	TANNER, JOHN	P O BOX 484	BRAINERD, MN 56401		702 WASHINGTON ST W
091980480010009	TANNER, JOHN T	P O BOX 484	BRAINERD MN 56401		301 7TH ST NW
09198048004Z009	TANNER, JOHN T	P O BOX 484	BRAINERD MN 56401		703 W WASHINGTON ST
091980480020009	TANNER, JOHN T	P O BOX 484	BRAINERD MN 56401		305 7TH ST NW
091980480030009	TANNER, JOHN T	P O BOX 484	BRAINERD MN 56401		
09198048010Z009	TANNER, JOHN T	P O BOX 484	BRAINERD MN 56401		308 8TH ST NW
0919800A009Z009	UNITY BANK	BOX 157	15 E MAIN ST	CROSBY, MN 56441	
0919800A011Z009	UNITY BANK	BOX 157	15 E MAIN ST	CROSBY, MN 56441	724 WASHINGTON ST W
0919800B000W009	WESTGATE MALL REALTY GROUP LLC	ATTN: ALEX SCHLEIDER	1011 LAWRENCE AVE	LAKEWOOD, NJ 08701	
0919800B000Z009	WESTGATE MALL REALTY GROUP LLC	ATTN: ALEX SCHLEIDER	1011 LAWRENCE AVE	LAKEWOOD, NJ 08701	







City Planning Department

City Hall - 501 Laurel Street
Brainerd, MN 56401
218-828-2309/Fax 218-828-2316
www.ci.brainerd.mn.us

Receipt # _____
Check # _____
Date Paid: _____

CONDITIONAL USE/REZONING/VARIANCE APPLICATION

	RESIDENTIAL	COMMERCIAL
CONDITIONAL USE PERMIT	☐ (\$250.00)	☒ (\$400.00 + \$500.00 escrow deposit)
REZONING	☐ (\$300.00)	☐ (\$500.00)
VARIANCE	☐ (\$250.00)	☐ (\$400.00 + \$500.00 escrow deposit)

PROPERTY ADDRESS: 307 8TH STREET NW BRAINERD, MN. 56401

LEGAL DESCRIPTION: Lot(s): 1 Block: 50 Addition: (SEE ATTACHED)
(attach description if lengthy)

Property Owner Name: ALICE T SMITH

Street Address: 22609 HOLE IN THE BAY DR City: MISSWA State: MN. Zip Code 56468

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

Applicant Name: (If different than Property Owner) _____

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

Phone Number: 218-820-4518 Fax: _____ E-mail: _____

Description of Request: LOOKING FOR LEASE APPROVAL
FOR WEST SIDE OF BUILDING AT 307 8TH STREET NW

Property Owner Signature

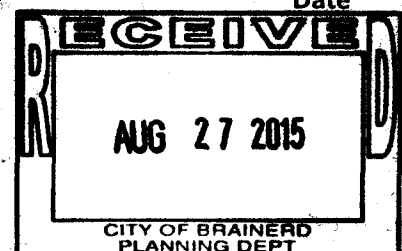
ALICE T SMITH
(Please print name)

8/20/15
Date

Applicant Signature

ALICE T SMITH
(Please print name)

8/20/15
Date

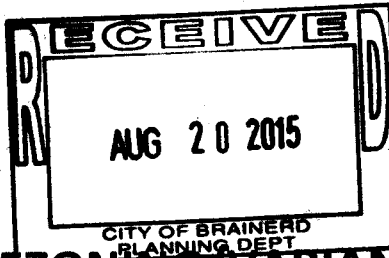


(OVER)



City Planning Department

City Hall - 501 Laurel Street
Brainerd, MN 56401
218-828-2309/Fax 218-828-2316
www.ci.brainerd.mn.us



Receipt # 2015-00057
Check # 7910
Date Paid: 8/20/15

CONDITIONAL USE/REZONING/VARIANCE APPLICATION

	RESIDENTIAL	COMMERCIAL
CONDITIONAL USE PERMIT	☐ (\$250.00)	☒ (\$400.00 + \$500.00 escrow deposit)
REZONING	☐ (\$300.00)	☐ (\$500.00)
VARIANCE	☐ (\$250.00)	☐ (\$400.00 + \$500.00 escrow deposit)

PROPERTY ADDRESS: 307 1/2 8TH STREET NW BRAINERD, MN. 56401
LEGAL DESCRIPTION: Lot(s): 1 Block: 50 Addition: (SEE ATTACHED)
(attach description if lengthy)

Property Owner Name: ALICE T SMITH
Street Address: 22609 HOLE IN THE BAY DR City: NISSWA State: MN. Zip Code 56468
Phone Number: _____ Fax: _____ E-mail: _____
Applicant Name: (If different than Property Owner) _____
Street Address: _____ City: _____ State: _____ Zip Code: _____
Phone Number: 218-820-4518 Fax: _____ E-mail: _____

Description of Request: LOOKING FOR LEASE APPROVAL
FOR WEST SIDE OF BUILDING AT 307 8TH STREET NW

<u>Alice T Smith</u> Property Owner Signature	<u>8/20/15</u> Date
<u>ALICE T SMITH</u> (Please print name)	
<u>Alice T Smith</u> Applicant Signature	<u>8/20/15</u> Date
<u>ALICE T SMITH</u> (Please print name)	

MEMO

TO: Planning Commission

FROM: Mark Ostgarden, City Planner



DATE: September 9, 2015

RE: Zoning Ordinance Text Amendment - Shipping Containers

The September 16, 2015, meeting will have a public hearing to consider amendments to allow shipping containers with conditions as an Interim Use in B-4 (General Commercial and (MU) Mixed Use Districts. Attached is the public hearing notice.

It is the Planning Department's suggestion that should the Planning Commission recommends approval of the amendment that 2 conditions should be modified. The height of a screen fence should be the same height as the container and the fence opacity should increase to one hundred (100) percent.

NOTICE OF HEARING

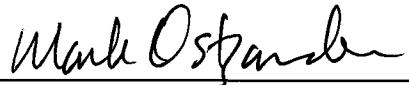
TO WHOM IT MAY CONCERN:

Notice is given that the City of Brainerd Planning Commission has initiated a public hearing to consider City of Brainerd Zoning Ordinance Text Amendment Section 24 Outdoor Storage 515-24-5: Shipping/Storage Containers to allow shipping containers by Interim Use Permit and with conditions in B-4 (General Business) District and MU (Mixed Use) District.

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, September 16, 2015 to consider the Text Amendment. A copy of the Text Amendment is on file at the City Planning Department, 501 Laurel Street and on the City's website at www.ci.brainerd.mn.us.

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

Dated this 2nd day of September, 2015

A handwritten signature in black ink, appearing to read "Mark Ostgarden", is written over a horizontal line.

Mark Ostgarden AICP
City Planner

Publication date: September 4, 2015

MEMO

TO: Planning Commission

FROM: Mark Ostgarden, City Planner

DATE: September 10, 2015

RE: Zoning Ordinance Text Amendment, Semi-Tractor Cab Parking in Residential Zoning Districts

Following is a revised Zoning Ordinance text amendment to allow semi-tractor cabs in residential zoning districts.

SECTION 22 OFF-STREET PARKING 515-22-3: General Provisions.

Parking in Residential Districts. Off-street parking areas accessory to a residential use shall be utilized solely for the parking of passenger automobiles, recreational vehicles, and/or one (1) truck ~~not to~~ THAT exceeds twelve thousand (12,000) pounds gross weight rating ~~for each dwelling~~. THE ONE (1) TRUCK MAY BE A SEMI-TRACTOR CAB (SEMI-TRAILERS ARE NOT PERMITTED) PROVIDED:

- A. THE OWNER OR OPERATOR OF THE VEHICLE MUST RESIDE ON THE PROPERTY.
- B. THE VEHICLE SHALL BE PARKED ON AN IMPROVED SURFACE.
- C. IDLING THE ENGINE OF SHALL NOT BE FOR MORE THAN 10 MINUTES ON THE PROPERTY BETWEEN 10 P.M. AND 6 A.M.
- D. NO VEHICLE REPAIR.
- E. NO CAB SHALL BE PARKED, STORED MAINTAINED OR KEPT ON THE PROPERTY FOR MORE THAN 8 HOURS IN A 48 HOUR PERIOD.

During the Planning Commission discussion on this at the last meeting, there were different ideas about how to address idling. Following are 2 other idling examples:

Noise from idling the engine shall not exceed the L50 standards provided for in Chapter 124.03.02 of the Fridley City Code. The vehicles' engine must not be idled for more than thirty (30) minutes in any one (1) hour period. In no circumstances may the engine idle for more than two periods, lasting thirty (30) minutes each, in one twenty-four (24) hour period. For purposes of this section, idling shall mean running the vehicle engine for more than three (3) minutes.

No person shall have or allow a motor vehicle engine to idle in residential districts of this City, as defined in Ordinance No. 827 (Owatonna Zoning

Ordinance), for longer than fifteen (15) minutes. No idling period shall be repeated at shorter intervals than five (5) hours.

Attached is a brochure from the Environmental Protection Agency (EPA) related to engine idling.

SOME PROBLEMS ASSOCIATED WITH IDLING

- 1 Idling wastes fuel and money
- 2 Idling causes excessive engine wear
- 3 Idling causes air pollution
- 4 Pollution from idling poses health risks to drivers

FUEL GELLING

In recent years, refiners have worked to resolve the problem of diesel fuel gelling. They have created special winter blends that better withstand colder temperatures.

AUXILIARY POWER UNITS

Installing a small generator, or auxiliary power unit, that provides heat, air conditioning, and/or electrical power while the vehicle is not in motion can save up to 95 percent of the fuel used during idling, saving you money and creating less air pollution. Depending on the amount of time spent idling each year the payback on these devices can be one to two years. For more information about idle control technology, visit: www.epa.gov/otaq/retrofit/idlingtech.htm.

NEW VEHICLES

When buying new equipment, purchase engines already equipped with devices that minimize idling and warm-up time automatically.

EXTRA TIPS FOR OWNERS AND OPERATORS OF DIESEL BUSES

PASSENGER COMFORT

Depending on the weather, many buses will maintain a comfortable interior temperature for a while without idling. However, bus owners may want to consider installing auxiliary power units to maintain comfortable interior temperatures without idling.

WAITING FOR PASSENGERS

In most cases, the three minutes of idling allowed under state law is enough to ensure that passengers will be comfortable when they reach their seats. Because many newer buses are equipped with air conditioning and windows that do not open, buses that do not have auxiliary power units must run their engines at some point to supply ventilation and climate control. But out of habit, some drivers leave their vehicles running for the entire waiting period. It is better to shut the engine down between drop off and pick up times.

Letting an engine idle does more damage to the engine than starting and stopping.

Most engine manufacturers recommend that newer engines run for just 3-5 minutes before and after driving.

Many buses will maintain a comfortable interior temperature for a while without idling.

Visit our website at www.epa.gov/ne/eco/diesel



EPA-901-F-04-004A
February 2004

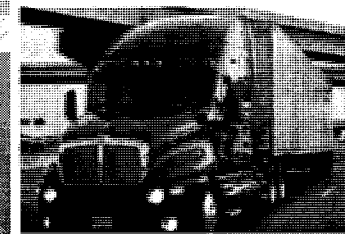
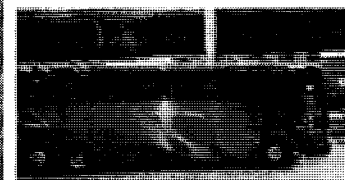
♻️ printed on 100% recycled paper, with a minimum of 50% post consumer waste, using vegetable based inks

CONNECTICUT EDITION

REDUCE POLLUTION
AND SAVE MONEY

YOU HOLD THE KEY—
WHAT YOU SHOULD
KNOW ABOUT

TRUCK AND BUS ENGINE IDLING



EPA United States
Environmental Protection
Agency New England

WHAT YOU SHOULD KNOW ABOUT TRUCK AND BUS ENGINE IDLING

REDUCE POLLUTION
AND SAVE MONEY



WHAT CAN YOU DO?

Turn off your engine when your vehicle is not in motion and you will:

Save money
Use less fuel
Reduce engine wear

Follow the Connecticut anti-idling rule

Use proven technologies such as:
Electric engine heaters to minimize warm-up time
Auxiliary power units to provide electric power

Diesel engines in trucks and buses play an important role in transporting goods, services, and people nationwide. However, there is growing concern about the health effects associated with exposure to diesel exhaust.

Diesel exhaust affects everyone, but people with heart or lung disease, asthma or other respiratory problems are most sensitive to the small particles in diesel exhaust. Fortunately, new emission standards and new technology are helping to ensure that the cleaner diesel engines of the future will dramatically lower these health risks.

If you drive a diesel vehicle, the first thing you can do now to save money and reduce air pollution is stop idling. Idling for extended periods of time generates significant amounts of diesel exhaust — and air pollution. It also wastes fuel, causes excessive engine wear, and poses health risks to everyone including drivers. In Connecticut, a state regulation limits idling time.

THE CONNECTICUT ANTI-IDLING RULE

Connecticut regulation (Sec. 22a-174-18 (a)(5)) prohibits the operation of any motor vehicle for more than three consecutive minutes except:

- When forced to remain motionless because of traffic conditions or mechanical difficulties over which the operator has no control,
- When it is necessary to operate heating, cooling or auxiliary equipment necessary to accomplish the intended use of the vehicle,
- To bring the engine to the manufacturer's recommended operating temperature,
- When the outdoor temperature is below 20°F, or
- When the vehicle is being repaired.

Drivers and/or companies who violate this anti-idling rule may be subject to enforcement actions and fines of up to \$25,000 per day issued by state agencies and up to \$27,500 in civil penalties per violation imposed by the federal government.

WHAT ARE SOME OF THE PROBLEMS ASSOCIATED WITH IDLING?

IDLING CAUSES POLLUTION

- Idling vehicles emit significant amounts of pollution including: carbon dioxide (CO₂, contributes to global climate change); nitrogen oxides and volatile organic compounds (NO_x and VOCs contribute to the formation of ozone smog); poisonous carbon monoxide; and particulate matter (PM contributes to asthma, heart disease, lung damage, and possibly cancer.

IDLING WASTES FUEL AND MONEY AND CAUSES EXCESSIVE ENGINE WEAR

- A typical truck burns about a gallon of diesel fuel for each hour it idles. If a truck idles for 6 hours per day, operating 300 days a year, it would consume more than 1,800 gallons

of fuel per year—just idling. At \$1.25 per gallon of diesel, this would add over \$2,250 to the truck's annual operating cost.

- Running an engine at low speed (idling) causes twice the wear on internal parts compared to driving at regular speeds. The American Trucking Association estimates that this can shorten the life of the engine and increase maintenance costs by \$2,000 per year.
- It is more fuel efficient to turn off your engine than to idle. Fuel consumption during engine start-up is equal to about 30 seconds of engine idling if the engine is within normal operating temperature.

IDLING POSES HEALTH RISKS TO EVERYONE INCLUDING DRIVERS

- While sitting in an idling vehicle, drivers are exposed to the vehicle's pollution more so than when the vehicle is in motion since there is no airflow to vent the emissions.

TIPS FOR OWNERS AND OPERATORS OF DIESEL VEHICLES

INITIAL STARTING/WARM-UP TIME

Most engine manufacturers recommend that newer engines run for roughly 3-5 minutes before driving. In colder climates, block heaters are a good alternative to excessive idling. They plug into electrical outlets and help warm the engine to avoid starting difficulties.

RESTARTING

Most newer diesel engines, when properly maintained, will not have starting difficulties and do not need to idle for long periods of time in order to restart. Older vehicles may have more difficulty restarting, but don't assume new engines should be operated like older ones. Check the manufacturer's recommendations.



ACCIDENTAL URBANIST

- [Home](#)
- [About](#)
- [Car Culture](#)
- [Urban Design](#)
- [Designing for People](#)
- [Transit](#)



[Home](#) » [Car Culture](#) » Bell Bottoms, 8-Track Players, Parking Minimums...

Bell Bottoms, 8-Track Players, Parking Minimums...

Zoning is a funny thing. It's the invisible hand that sculpts our cities. It's the rulebook that governs private development—dictating what and where and how things are built. All too often, it's the arrogant czar who proclaims "Nyet!" when a developer wants to build a place for people and pedestrians. Simply put, zoning has the power to make or break a place. But the topic is so boring, nobody wants to think about it.

Yet zoning—that dry, humorless, sleep-inducing code—is essential to the health of a city and the people who call it home.

If you've ever wondered why you can't walk to the places you need to go, why parking lots have become the dominant architectural feature of our cities, or why there isn't a coffee shop or a bakery in your neighborhood—congratulations! You've just discovered zoning!

Hopefully, Change Is on the Way

Tulsa is currently performing a comprehensive update of its zoning code for the first time since 1970. Like bell-bottom pants, pet rocks, and 8-track tape players, our zoning code should have been shelved decades ago. Instead it's been dutifully chugging along: prioritizing automobile travel over every other option, punishing pedestrians and transit users, and turning our city into a giant parking lot.

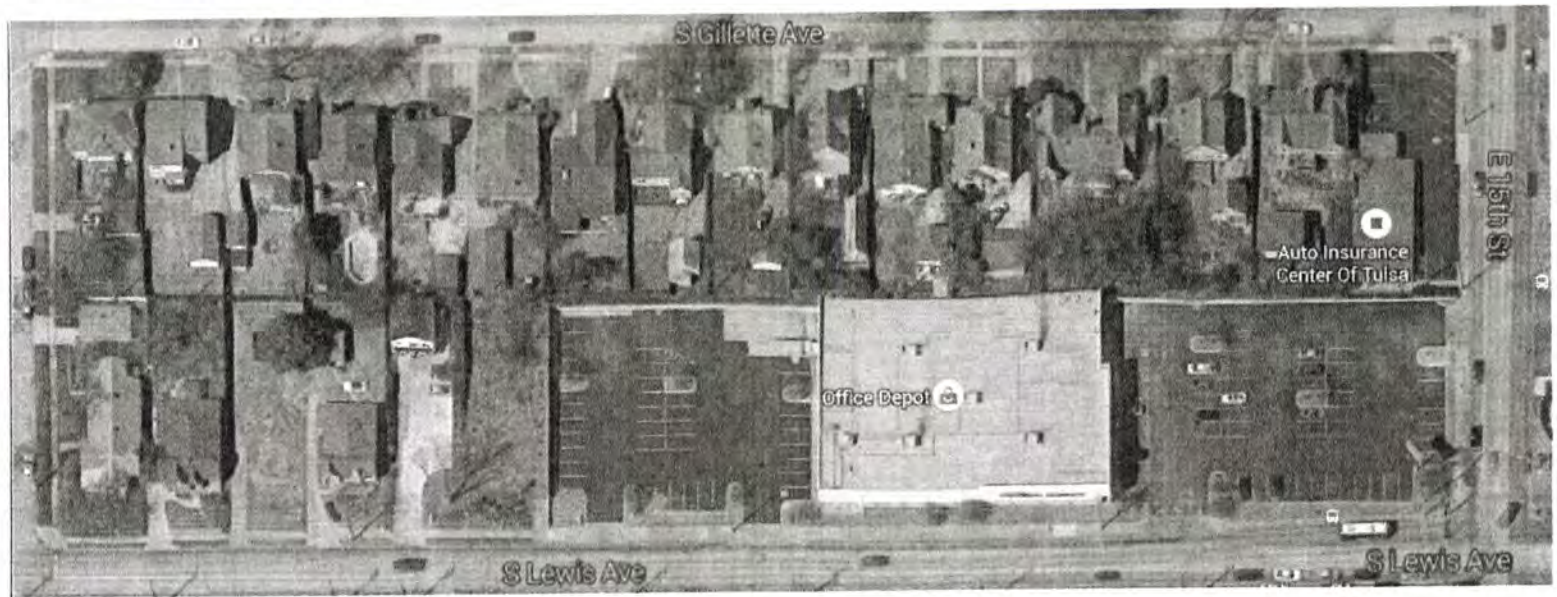
Hopefully, change is on the way.

If you're happy with the status quo, let's see if a quick example can change your mind.

Take a look at the Office Depot at the corner of 15th and Lewis, which was built in 2004 on the site of an old grocery store.

In the current zoning code, this is considered "Shopping Goods and Services," and the super-scientific-sounding code calls for 1 parking space per 225 square feet of building. Since the Office Depot building occupies 22,264 square feet, our zoning code (perhaps imagining a desperate run on staplers and toner cartridges) requires 99 parking spaces.

Here's what that looks like:



Although the building appears to front Lewis Avenue, it actually "faces" 15th Street (with a deep setback and parking in front). The front parking lot (to the right of the building) provides for 57 spaces, while the rear parking lot (shown to the left) contains 38. (Presumably, the developer received a variance to provide 95 spaces, instead of the 99 dictated by the zoning code.)

Important note: No one in the history of parking has ever actually parked behind this store.

In the proposed update to the zoning code, this location in the historic Gillette neighborhood would be considered "urban" and would receive a reduction in the amount of required parking. The proposed zoning code would require 1 space / 300 SF of building, equaling 74 required parking spaces.

The amount of land that could have been saved by the proposed new code is shown in red below.



- Had the proposed zoning been in place years ago, it could have prevented the demolition of a historic home without impacting the success of the store.

Bad Zoning Costs Money

Why do you care? Because each 7,275 SF lot that was converted to surface parking for this store currently generates about \$1,587 in property taxes. Compare this to the remaining homes along Lewis Avenue which generate, on average, \$2,626 in property taxes per lot.

By NOT destroying one home for parking that nobody will ever use, Tulsans would have received 65% more in property taxes from that land than they do today.

That's money that could have been funding public schools, community college, vo-tech, libraries... basically making the city a better place to live.

Or you could have a bunch of asphalt that nobody uses.

Excess parking also adds to the cost of retail space because developers must purchase more land than they actually need. Those costs are folded into the price of commercial leases, which are passed on to you, the consumer. Whether you drive to the store or not, you pay for the "free" parking with every purchase.

It's Time for a Change

Here's a better idea. What if we simply eliminated parking minimums from the zoning code? What if we let private land owners determine how many parking spaces were needed for any given development?

This wouldn't eliminate parking, it would simply give developers the right to decide for themselves how much parking they really need.

(Telling an office supply store how much parking to provide is like telling them how much paper to stock on their shelves. It's not a job that city planners are qualified to perform.)

Plus, in the age of Amazon Prime and online shopping, excessive parking requirements create a competitive disadvantage for brick and mortar stores. Every parking space adds to the cost of overhead. Meanwhile—in an ironic twist—the need for off-street parking is probably already decreasing due to the increase in online sales.

Without arbitrary parking minimums, the property owner would be incentivized to make the best use of the land. They might determine that 38 parking spaces are more than adequate for their parking needs—especially since the development is directly adjacent to a transit stop in a traditional, walkable neighborhood. (Bonus points if you noticed the bus stopped at the corner of 15th and Lewis in the pictures above.)

A wise developer would encourage transit use, cycling and walking because conserving land—wasting less land on unnecessary parking—means lower costs and/or more space available for buildings that actually generate income.

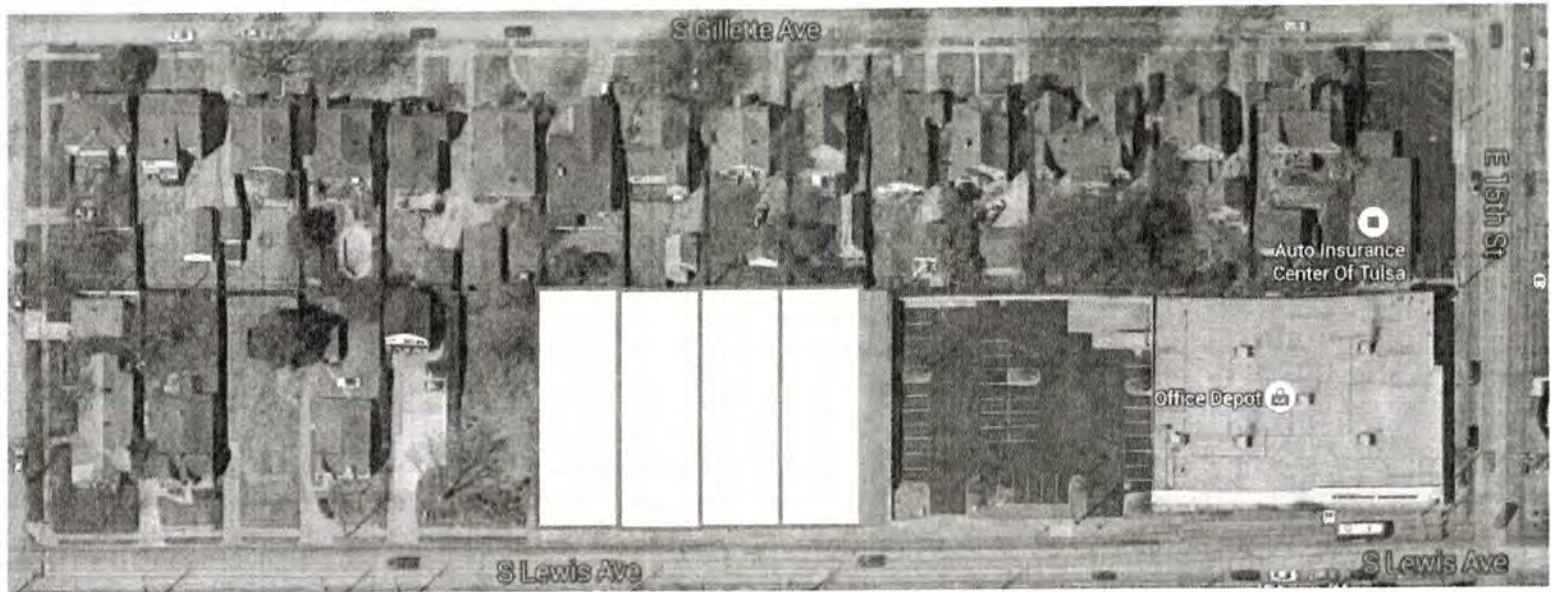
Small Changes Make a Big Difference

So, what's an easy way to encourage walking, biking and transit for little or no cost? It's pretty simple, really.

Bring the front of the building up to the street, making it convenient and safe for pedestrians to access the front door from the sidewalk. Plant trees along the sidewalk to make walking more pleasant and dignified.

Create some window displays for people to look at as they walk by. Suddenly, you're sending a new message: "This is a place for people!"

What would that look like? Just imagine...



By eliminating parking minimums and bringing the building up to the corner where it belongs, we just preserved FOUR historic homes (increasing the tax base by 65% on each lot), while maintaining an ample supply of off-street parking for the store. There's even space for a generous landscaping buffer between the parking lot and the residential uses. We've also increased the visibility of the commercial building by locating it at the corner of a busy intersection.

All of this can be achieved while making the city a better place for people.

It can be done through zoning.

Which maybe isn't so boring after all.

Leave a Reply

Your email address will not be published. Required fields are marked *

From The Atlantic

CITYLAB

Millennials May Have Jobs, But They're Still Living With Their Parents

A new report presents puzzling data on the generation hit hardest by the recession.

LAURA BLISS | [@mslaurabliss](#) | Jul 30, 2015 | [131 Comments](#)



Hello again, childhood bedroom. ([Flickr/Connie Ma](#))

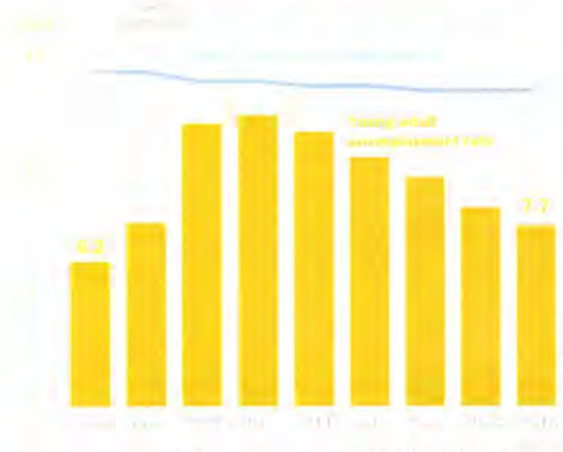
Unemployment may be dropping, and [full-time jobs are on the up](#), but one concerning economic indicator remains firmly in place: Millennials are still living in their parents' homes.

According to a [new report from Pew Research Center](#), 18- to 34-year olds are less likely today to be living independently (i.e., owning their own homes or

living in a place owned by someone other than a parent) than they were in the darkest days of the Great Recession.

At the beginning of 2015, 67 percent of Millennials were living apart from their families, down from 69 percent in 2010 and 71 percent in 2007. Most of the drop can be explained by young people moving in with their families.

**Labor Market Has Improved for Young Adults,
Yet Living Independently of Family Has Declined**



PEW RESEARCH CENTER

This is in spite of the fact that, since 2010, the national unemployment rate for the same age bracket has declined to 7.7 percent from 12.4 percent, according to the report. Though national unemployment numbers must always be taken with a grain of salt, overall earnings are also up slightly. As of the beginning of 2015, Millennials have been earning a median pay of \$574 per week, up their post-recession low of \$547 in 2012. From a labor standpoint, this is a substantial, if

not quite complete, recovery.

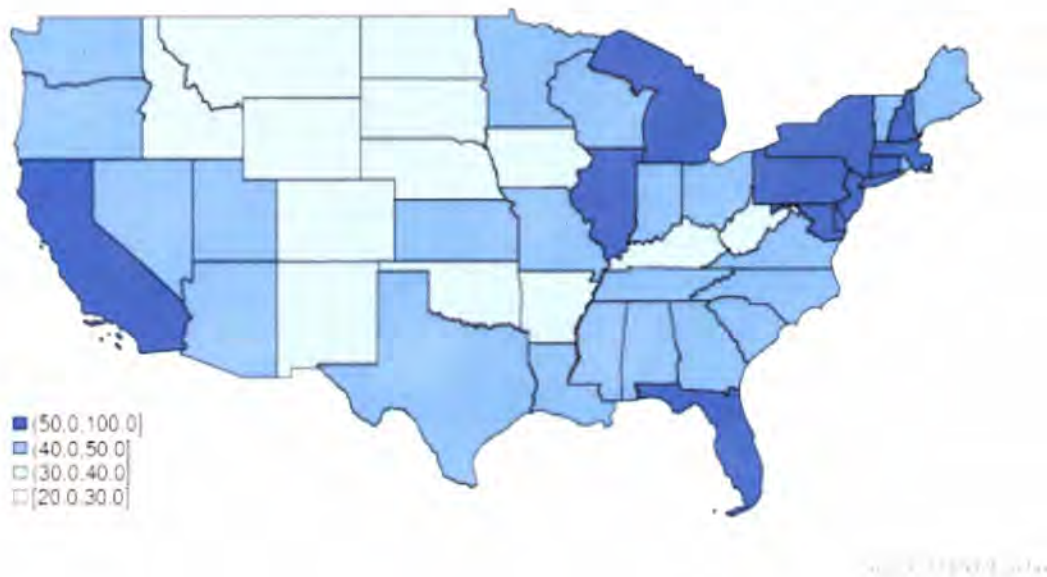
Yet even with better-paying, often full-time jobs in hand, young people who retreated home during the depths of the recession haven't left, and still more are moving back. Although women (who are often married or romantically involved earlier than men) and college-educated Millennials are more likely to be living apart from their families than others, all groups have experienced a decline in independent living relative to 2010.

Why are Millennials still failing to launch? Richard Fry, a senior researcher at Pew and the author of the new report, says economists are scratching their heads to an extent.

"Is it a good thing or a bad thing? I don't know," Fry told [Time](#). "My expectation was that as the labor market improves, more young people will strike out on their own, but that's not the case."

One explanation, however, may be found in the effects of local economies, where growth can have countervailing effects on Millennials' independence. A recent [report from the Federal Reserve Bank of New York](#) found that while an improved local job market may support a young person setting off on her own, it also drives up the cost of housing, sending that young person back home. Below, a map included in that report shows the national spread of 25-year-olds living with their parents, emphasizing how state-level economic climates can also influence independence.

Figure 3b: Percentage of 25 year olds living with parents in 2012-2013



Crushing student debt is another significant launchpad barrier for Millennials with degrees. Between 2000 and 2013, the federal report found, young people who relied heavily on loans to fund their education were substantially more likely to move home after living independently, or more likely to never have left, than those who did not.

And Millennials who didn't need college loans, because they had [parents wealthy enough to support them](#)? They're more likely to be out on their own, saving money, and perhaps even planning to buy their own home. Meanwhile, the rest of their generation is stuck in a holding pattern, the long-term effects of which have yet to fully emerge.

About the Author



Laura Bliss is a staff writer at CityLab. She writes about public utilities, work, and cartography, among other topics.

ALL POSTS | [@mslaurabliss](#)



CITYFIXER

10-Foot Traffic Lanes Are Safer—and Still Move Plenty of Cars

The case against 12-foot lanes in cities, in 3 charts.

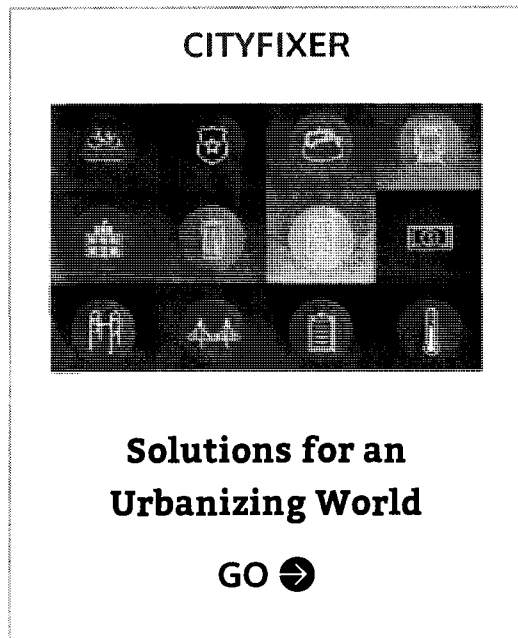
ERIC JAFFE | @e_jaffe | Jul 28, 2015 | 44 Comments



[Raphael Desrosiers / Flickr](#)

At first glance, it makes sense that wider traffic lanes could be safer traffic lanes. Drivers are prone to bad decisions and sleepiness and text messages

and fits of rage. Providing some buffer room seems a reasonable way to keep them from veering into anything else sharing the road.



But as Jeff Speck persuasively argued during our Future of Transportation series, the conventional engineering wisdom that favors 12-foot traffic lanes to 10-foot lanes is deadly wrong—especially for city streets. The problem largely comes down to speed: when drivers have more room, cars go faster; when cars go faster, collisions do more harm. The evidence cited by Speck on the safety hazards of wider lanes is powerful, though to date it remains pretty scarce.

That body of work just got a bit thicker, thanks to a new study by civil engineer Dewan Masud Karim (spotted by Chris McCahill at the State Smart Transportation Initiative). Evaluating dozens of intersections in Toronto and Tokyo, Karim linked lower crash rates to narrower lanes—those closer to 10- or 10.5-feet wide than to 12-feet. Sure enough, wider lanes meant speedier cars, and yet narrower lanes were perfectly capable of moving high volumes of traffic.

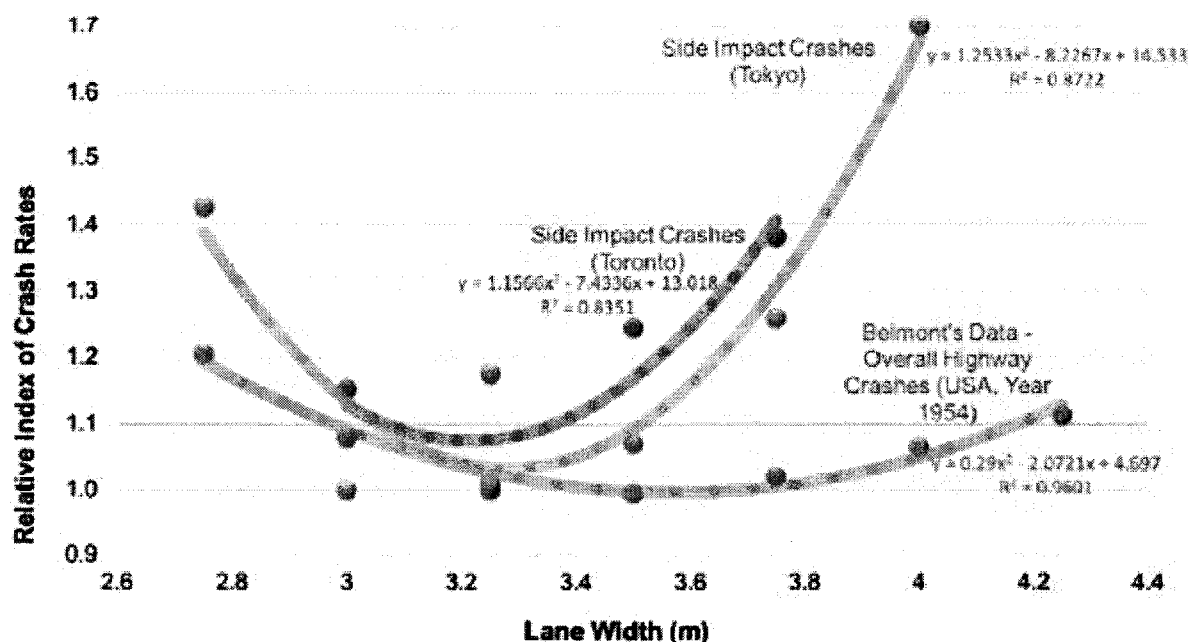
He concludes:

Given the empirical evidence that favours 'narrower is safer', the 'wider is safer' approach based on intuition should be discarded once and for all. Narrower lane width, combined with other livable streets elements in urban areas, result in less aggressive driving and the ability to slow or stop a vehicle over shorter distances to avoid a collision.

Let's take a closer, chart-filled look at the details.

Narrow lanes are safer

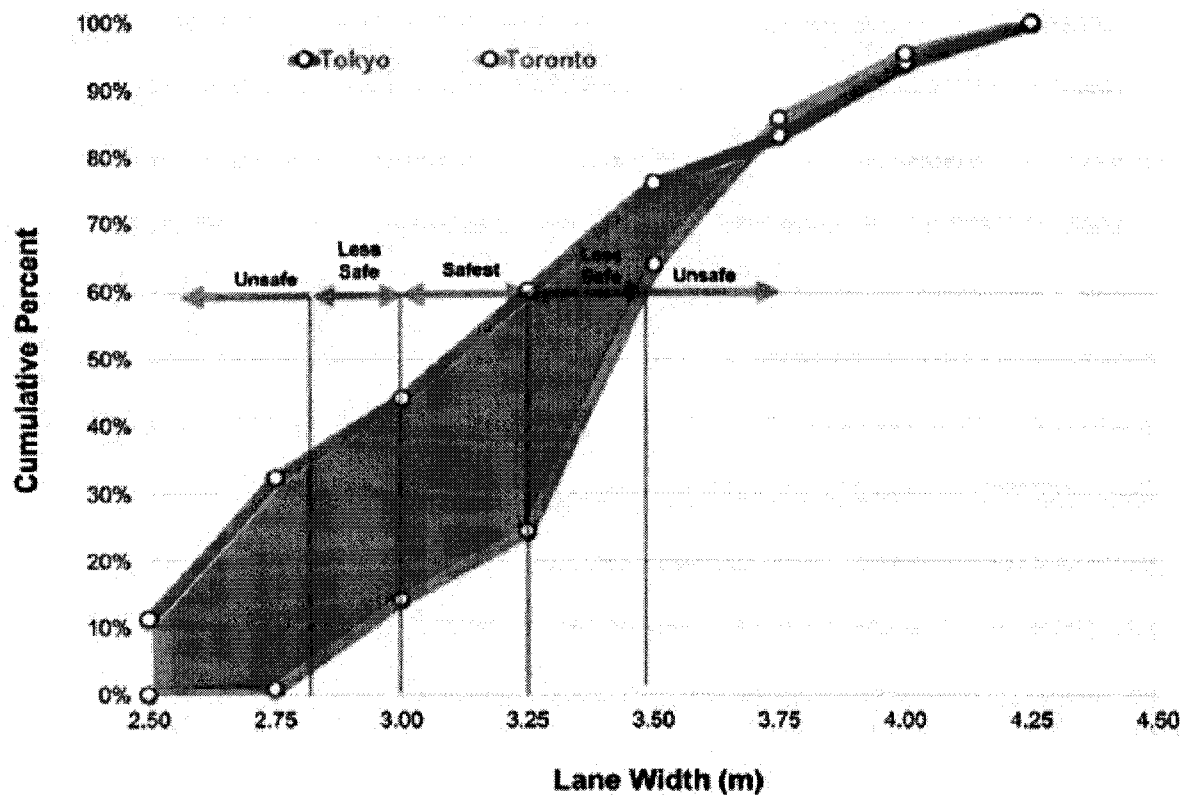
An analysis of several years of crash data in both cities showed a clear sweet spot for lane width around 10.2 feet in Tokyo (3.1 meters) and 10.5 feet in Toronto (3.2 meters). Crash rates increased as lanes got too slim and drivers ran out of space; they also rose as lanes got wider. Karim writes that these results "clearly demonstrate why 'conventional wisdom of lane width' does not hold up to scientific scrutiny."



Crash rates in Toronto (blue) and Tokyo (green) were lowest in lanes between 10 and 10.5 feet wide.

Cars in wider lanes tend to go faster

Generally speaking, traffic lanes in Tokyo are narrower than those in Toronto, with a much greater percentage falling into what Karim calls the "safest" width range. He believes wider lanes, and the faster traffic that comes with them, explains why Tokyo's collision rates were lower than those in Toronto, despite the fact that Tokyo is a much more populous city with a greater traffic volume. At the time of a collision, the average speed of a car in Toronto was 34 percent higher than it was in Tokyo, according to Karim's figures.



Tokyo (blue) tends to have narrower travel lanes than Toronto (orange), which might explain why collisions occur there at slower speeds.

Narrow lanes still carry lots of traffic

A common rebuttal to reducing lanes from 12 to 10 feet is that doing so will produce congestion. But smart design can accommodate slim lanes and traffic alike—something New York City recently discovered when it narrowed car lanes to make way for bike lanes. Karim found that traffic capacity in Toronto was actually highest for lanes right around 10-feet wide.

"Traffic delays on urban roads are principally determined by junctions, not by midblock free flow speeds," he writes. "Reducing lane width to 3.0 m [~10 feet] in urban environments should therefore, not lead to congestion."

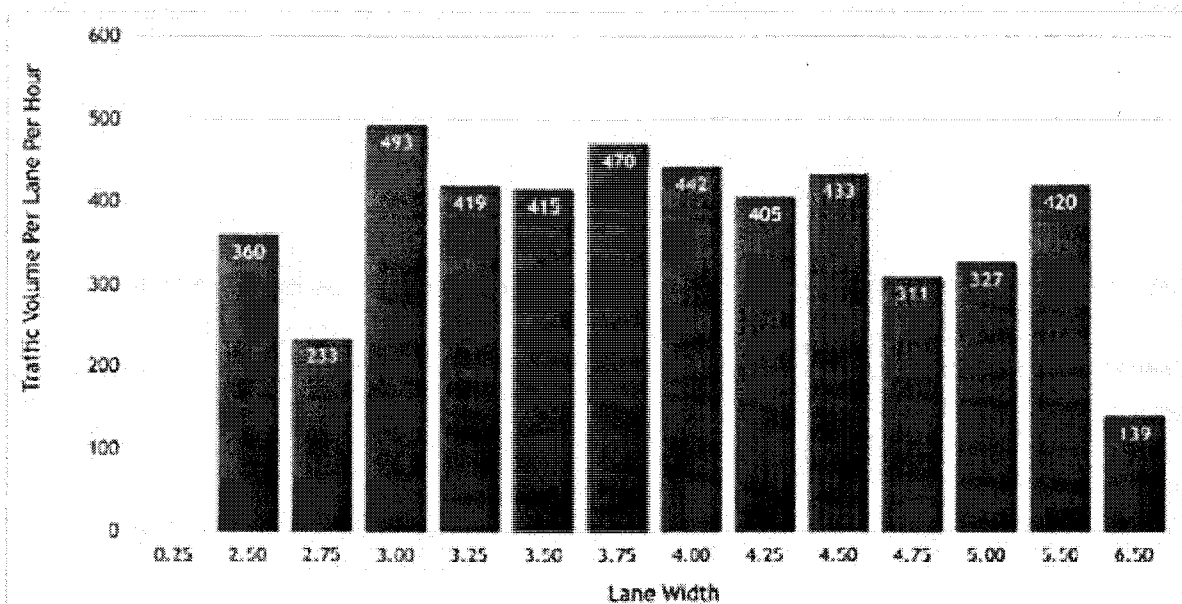


Figure 6: Distribution of traffic capacity (per lane per hour) demand and lane width (Toronto)

Plenty of cars still moved through lanes that were roughly 10-feet wide.

About the Author



Eric Jaffe is CityLab's New York bureau chief. He writes about transportation, behavior, and history, and has a general interest in the science of city life. He's the author of *A Curious Madness* (2014) and *The King's Best Highway* (2010), and lives in New York.

ALL POSTS | [@e_jaffe](#)

How did a family-owned barge company impact the U.S. economy?

CANAL BARGE COMPANY & JPMORGAN CHASE & CO.