

BRAINERD PLANNING COMMISSION

Wednesday, May 18, 2016

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 and workshop of April 20, 2016
4. NEW BUSINESS
 - a. Public Hearing Conditional Use Permit – Roundhouse Brewery, 1551 Northern Pacific Center, Brainerd, MN 56401 – for an exterior patio adjacent to the brewery for outdoor seating and alcohol service.
 - b. Non-Motorized Transportation Plan Presentation – No Attachments
 - c. Government Training Services Workshops
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
7. Commissioners' Questions/Comments
8. City Planner's Report
9. Adjourn

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

PLANNING COMMISSION
Wednesday, April 20, 2016

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 Headley, Parks, Plantenberg, Pritschet, Straw, Antolak and Turner. Also present were City Planner Ostgarden and City Administrator Thoreen, and 10 others.

#2 Approval/Amendment of Agenda

MOTION AND SECONDED BY COMMISSIONERS PRITSCHET AND PARKS, DULY CARRIED, TO APPROVE THE AGENDA AS PRESENTED.

#3 Approve minutes of the regular meeting of March 16, 2016

MOTION AND SECONDED BY COMMISSIONERS PRITSCHET AND PARKS, DULY CARRIED, TO APPROVE THE MINUTES FOR THE REGULAR MEETING OF MARCH 16, 2016.

#4 NEW BUSINESS

- a. Public Hearing Conditional Use Permit – TT of Brainerd LLC, 13754 Two Mile Rd, Brainerd, MN 56401, for JDB LLC to open a commercial daycare center at 810 NW 7th Street; Brainerd, MN 56401.**

City Planner Ostgarden stated that the property just went through a rezoning in order to permit commercial daycare facilities. He reviewed the surrounding properties and the history of the building as well as parking space available; the site was initially developed as a school so requirements of Section 29 are met and there are no other requirements that apply. Also, the site will be required to have a screen along the north property line in accord with Chapter 22 which was required for the school but never installed. He stated that staff wants the petitioner to know upfront that the City will not support any requests for a 4-way stop on Jackson Street.

The public hearing was opened at 6:07pm.

Ms. Serena Bowman, 22805 Agate Shores Road, Deerwood, is the owner of Stepping Stones Childcare Learning Center, Inc. She referred to the letter included in the packet which outlined her plan to open a facility in Brainerd which is larger and able to accommodate up to 160 children with 20 staff as currently her Brainerd and Baxter centers are full with a waiting list. She stated that there are 32 parking spaces on site and that with 20 needed for staff she will need another 6 offsite spaces and discussed peak traffic times.

The public hearing was closed at 6:10pm.

Commissioners discussed the change to licensing for 160 children from the 99 children mentioned in the Staff Report "Petition Evaluation" and determined to re-open the public hearing to gain clarification from the petitioner and City Planner.

The public hearing was re-opened at 6:12pm.

Ms. Bowman confirmed that currently she has three daycares; one in Brainerd which is licensed for 99 children, (it was later clarified that the center has a Brainerd address but is not in the City of Brainerd), one in Baxter which is licensed for 74 children and one in Pequot Lakes which is licensed for 62 children. She is currently petitioning to open a new location at 810 7th Street NW in a building which was previously used as a Montessori school.

Following discussion between the Commissioners, the Petitioner and staff, City Planner Ostgarden recommended the Commission approve the CUP and to refer the action to the Police Department and the Engineering Department to review the application based on the desire to license the center for 160 children as opposed to 99 children.

The public hearing was closed at 6:16pm.

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

1. The property is zoned B-4 (General Commercial) and commercial day cares are permitted conditional uses in the district.
2. Property is one (1) acre in size.
3. The property has limited public visibility.
4. The property has a 1 story 9,400 sf building and off street parking.
5. The property has access from 6th Street NW and 7th Street NW.
6. A multifamily residential development is located to the north, the VA Clinic to the south and wetlands to the east and vacant land to the west. The local streets are designed to handle the traffic generated by B-4 uses of the property.
7. Commercial Daycare will not negatively affect public services and facilities or overburden city services.
8. The site has 30 off street parking spaces that include 2 handicapped spaces.
9. The Petitioner spoke in favor of the CUP.
10. The applicant is asking to be approved to care for up to 160 children.
11. The City Planner expressed concerns with parking and traffic flow.

MOVED AND SECONDED BY COMMISSIONERS PRITSCHET AND PARKS, DULY CARRIED, TO RECOMMEND APPROVAL OF THE CONDITIONAL USE PERMIT APPLIED FOR BY TT OF BRAINERD LLC, 13754 TWO MILE RD, BRAINERD, MN 56401, FOR JDB LLC TO OPEN A COMMERCIAL DAYCARE CENTER AT 810 NW 7TH STREET; BRAINERD, MN 56401, WITH THE UNDERSTANDING THAT A SCREEN IS REQUIRED ALONG THE NORTH PROPERTY LINE.

b. Public Hearing Conditional Use Permit – Brainerd Industrial Center, 1801 Mill Avenue, Brainerd, MN 56401 for a recycle and transfer station of construction and demolition waste at 1801 Mill Avenue; Brainerd, MN 56401.

City Planner Ostgarden stated that the owner of BIC, Mike Higgins, has been working for the past couple years on filling the center with new businesses. The current CUP application is for a transfer station owned by Mr. Higgins to receive construction and demolition debris and separate items based on whether or not they can be recycled, and a Recycling Station, owned by Mr. Jeff Grunenwald, Greenforest Recycling Resources, LLC, to accept waste company recycling collection to sort and sell products to end users to be

made into reusable products. He referred to a map in the packet indicating the locations proposed for these two new businesses, and stated that the uses fall into compliance with the City's Comprehensive Plan. He stated that there are no concerns from other city departments and that both facilities will be going through a "permit by rule" process through the MPCA which is a rigorous process to make sure all environmental guidelines are followed.

The public hearing was opened at 6:38pm.

Mike Higgins, owner of BIC, 1801 Mill Avenue, Brainerd, and Jeff Grunewald, owner of Greenforest Recycling appeared before the Commission to present their plan and answer questions. They went over information included in the Packet relating to operating hours, equipment being used, materials being recycled and the strict MPCA guidelines that will pertain to both operations. Both business owners discussed how their businesses will work together for the most efficient and environmentally friendly processing of recyclable.

Several questions of the Commission were answered relating to the concerns mentioned above. Mr. Higgins stated that the application process is very rigorous and that it helps that the building is set up for this type of use from when Wausau Paper was in operation. Mr. Grunewald stated that there would be no incinerator.

It was stated that public recycling will be accommodated at least on a trial basis to determine the need/desire for that service.

Mr. Jim Thoreen, City Administrator; inquired about applications to MPCA for both businesses and the time frame for opening (Spring 2017). He encouraged the Commission to visit the BIC site to help "picture" the proposed incoming businesses.

City Planner Ostgarden inquired about the "permit to rule" process.

Mr. Max Milinkovich, 5029 13th Avenue S, Minneapolis, operates 7 recycling facilities in MN and IA and discussed storm water prevention plan guidelines and "permit to rule"

The following citizens spoke to the issue:

- Mr. Chris Martin, 1402 Mill Avenue, Brainerd; noise and odor concerns, in support of more screening to block view and debris
- Ms. Marie Russum, 1301 8th Avenue, Brainerd; concerns with flying debris from trucks
- Ms. Marie Bochow, 1624 8th Avenue NE, Brainerd; concerns with future value of recently purchased home near BIC losing value based on noise, odors, etc., associated with these businesses
- Mr. Aaron Bochow, 1624 8th Avenue NE, Brainerd; concerns with odor, dust, debris, pollution to river
- Ms. Marie Russum, appeared a second time to request stoplights along Mill Avenue to control increased traffic, especially in the interest of the small children in the area for school and sports
- City Planner Ostgarden read an email received with concerns about noise, odor, etc.

The public hearing was closed at 7:44pm.

The Findings-of-Fact were read into the record as follows for the proposed Recycling Center at B.I.C.:

1. The property is located in an I-2 (General Industry) District. Recycling Centers are a use permitted by Conditional Use Permit.
2. B.I.C will lease spaces to GreenForest to operate a Multiple Recycling Facility (MRF).
3. The recycling center will be located within the main building on the site next to a demolition and construction material transfer station.
4. The recycling process will be conducted with the walls of the main building.
5. The recycling center is approximately 350 feet from Mill Avenue and the nearest residential property is approximately 1,100 feet away.
6. A single point of access to the recycling center will be used which is controlled by an automated security gate.
7. Recycling centers are regulated by the MPCA and this transfer station is eligible for a Permit by Rule to operate.
8. The petitioner and facility owner were present and spoke in favor.
9. Four citizens were present and one email was received voicing concerns about noise, odor, dust and debris.

It was discussed that MPCA regulations do not need to be included in the Findings-of-Fact and that if a decision was tabled it would need to be addressed within 60 days.

It was discussed that the Commission could wait until all commissioners are able to visit the BIC site before voting to recommend the approval of the CUP. The majority of the Commission was in favor of voting this evening.

MOVED AND SECONDED BY COMMISSIONERS PRITSCHET AND TURNER, DULY CARRIED, TO RECOMMEND APPROVAL OF THE CUP APPLIED FOR BY GREENFOREST RECYCLING FOR A RECYCLING STATION AT BRAINERD INDUSTRIAL CENTER 1801 MILL AVENUE, BRAINERD, MN 56401.

The Findings-of-Fact were read into the record as follows for the proposed B.I.C. Demolition & Construction Material Transfer Station:

1. The property is located in an I-2 (General Industry) District. Transfer stations are a use permitted by Conditional Use Permit.
2. B.I.C will own and operate the transfer station.
3. The transfer station will be located under an open sided free standing 30,000 square foot building at the north end of the property which is visible from Mill Avenue.
4. The transfer station will be located next to a privately operated recycling center.
5. The transfer station site is approximately 350 feet from Mill Avenue and the nearest residential property is approximately 1,100 feet away.
6. A single point of access to the transfer station will be used which is controlled by an automated security gate.
7. Recycling centers are regulated by the MPCA and this transfer station is eligible for a Permit by Rule to operate.
8. The petitioner and facility owner were present and spoke in favor.
9. Four citizens were present and one email was received voicing concerns about noise, odor and debris; concerns were all addressed.
10. All MPCA Regulations regarding noise, odor and dust shall be met.

MOVED AND SECONDED BY COMMISSIONERS PRITSCHET AND STRAW, DULY CARRIED, TO RECOMMEND APPROVAL OF THE CUP APPLIED FOR BY B.I.C. FOR A DEMOLITION AND CONSTRUCTION MATERIAL TRANSFER STATION AT BRAINERD INDUSTRIAL CENTER, 1801 MILL AVENUE, BRAINERD, MN 56401 WITH

THE CONDITION THAT THE PROPERTY OWNER MUST MEET WITH STAFF TO DEVELOP A SCREENING PLAN FOR VISUAL CONCERNS.

c. Downtown Off-Street Parking Presentation – Discussion

City Planner Ostgarden stated that the City Council has requested that a committee be formed to address downtown parking issues; two Planning Commission representatives are asked to be on this committee.

Commissioners Turner and Antolak agreed to be on the Downtown Off-Street Parking Citizen Committee.

d. Rear Yard Parking - Discussion

City Planner Ostgarden reported that the Planning Department requested that the Planning Commission give some thought to whether it desires to review residential rear yard vehicle parking.

Following Commission discussion, the Commission determined to make no changes at this time.

#5 **PUBLIC FORUM** – NONE

#6 **OLD BUSINESS** – NONE

#7 **Commissioners' Questions/Comments** – NONE

#8 **City Planner's Report** – NONE

#9 **Adjourn**

As there was no further business the meeting adjourned at 8:36pm.

Respectfully submitted,

Mark Ostgarden AICP
City Planner

CONDITIONAL USE PERMIT
STAFF REPORT TO THE PLANNING COMMISSION
May 10, 2016

APPLICANT/LOCATION: David Hutton, 6316 Halifax Ave. S.; Minneapolis MN 55425 on behalf of Roundhouse Brewery (Mark Lelwica) 1551 Northern Pacific Center; Brainerd, MN 56401

Proposed Use: Outdoor patio for the new Roundhouse Brewery

AREA: Patio area is 50' x 12' = 600 sq. ft.

CURRENT ZONING: MU (Mixed Use) District

ADJACENT USES: North: Industrial across the railroad tracks
East: Vacant (wetlands)
South: Residential uses beyond the NP Center building along the south property line.
West: Vacant railroad land across 13th Street

ADJACENT ZONING: North: I-2 (General Industry) District
East: I-2 (General Industry) District
South: R-2 (Medium Density Residential) District
West: I-2 (General Industry) District

PETITION EVALUATION

Roundhouse Brewery desires an outdoor customer patio that will be 50' x 12' (600sq. ft.) in area. The attached aerial of the NP Center depicts the location of the brewery and patio.

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.**
See Planning Department comments on page 5.

2. The proposed use meets all special standards which may apply to its class of conditional uses as set forth in this section.

Following are the special standards for this class of conditional use:

1. The applicant submits a site plan in accord with Section 5 of this Ordinance that includes information demonstrating the location and type of all tables, refuse receptacles, and wait stations.
The Roundhouse owner has been asked to submit the location of the tables and refuse container.
2. Access shall be provided only via the principal building.
Patio access will be provided from the taproom.
3. The size of the area is restricted to thirty (30) percent of the total customer floor area within the principal structure.
The taproom area is 98' x 43' = 4,214 sq. ft. The patio area can be up to 1,264 sq. ft.
4. The area is screened from view from adjacent residential uses in accordance with Section 20 of this Ordinance.
The building of the NP Center screens the patio from residential uses to the south.
5. All lighting shall be hooded and directed away from adjacent residential uses in accordance with Section 18 of this Ordinance.
There are no residential uses in the vicinity of the patio.
6. The applicant demonstrates that pedestrian circulation is not disrupted as a result of the area by providing the following:
 - a. 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.
 - b. Over story 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 area is surfaced with concrete, bituminous, decorative pavers or may consist of a deck with wood or other flooring material that provides a clean, attractive, and functional surface.
A concrete surface for the patio will be provided.
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 conditional use 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 area.
 10. Closed lid refuse containers are to be provided.
 11. So as to deter the free passage of any person or substance beyond the barriers of the non-enclosed areas, a barrier at a minimum of thirty-six (36) inches made of wood, vinyl, wrought iron, brick or natural stone, planters or other approved material shall be provided.

A 4' tall iron rail fence will be installed around the perimeter of the patio. It will have a gate with a latch that can only be operated from the inside. Barrier Openings shall be spaced such that visibility is allowed but the passage of an alcoholic beverage through an opening to a person that is not within the non-enclosed area is prohibited.
 12. The primary access and egress will be from the main premises or structure and no other access or egress will be allowed other than those required as emergency exits. The outdoor sale area will be defined or structurally constructed so as to prohibit the free passage of any person or substance beyond said area.
 13. Smoking in the area, if allowed by the business owner, is permitted provided the area is in compliance with the Minnesota Freedom to Breathe Act of 2007.
 14. The Building Official shall review the suitability of the area in light of the applicable fire, building, and life safety codes and the adequacy of the proposal to provide for the safety of persons on the premises.
 15. There shall be no amplified live music allowed in the area except in the case of special event, which requires a permit from the City. Music shall be kept to a level that is not intrusive to surrounding property.
 16. All licenses required for serving alcohol specified in city code Chapter XIII shall be obtained.
-
3. **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.**

The proposed use should not create any conditions as listed above.
 4. **The proposed use shall be sited, oriented and landscaped to produce a harmonious relationship of buildings and grounds to adjacent buildings and properties.**

The iron rail fence around the patio will help create a harmonious relationship with adjacent buildings and properties.

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

The patio is located within the confines of the NP Center. The "neighborhood" would be the facility "courtyard." There is no impact positively or negatively on the environment and neighborhood.

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

A 93 stall parking lot to serve the brewery and taproom and other NP Center uses is under construction. A copy of the parking lot layout is attached.

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

The Zoning Ordinance Purpose and Intents is to:

- *Protect neighborhoods.*
- *Promote orderly development and redevelopment of land for residential, commercial, industrial, recreational and public areas.*
- *Provide for compatibility of different land uses.*

The Comprehensive Plan Goals and Strategies support the Conditional Use:

ECONOMIC DEVELOPMENT

GOAL: *Support the development of a strong, diversified, and growing economic base and create a favorable climate for economic development and ongoing business activities.*

Strategies

- Actively promote development and redevelopment within the community...
- Strengthen and maintain a diverse retail base...

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.

STAFF COMMENTS

Building

- Building Department will need a plan with some detail.
- The door to the patio is a required exit, so detail on the type of hardware for the exit gate.
- A floor plan showing the seating arrangement (fixed or not) allowing egress path to the gate.
- Is the patio the same height as the brewery floor or is there going to be a step?

BPU

No issues.

Engineering

No issues.

Fire

I told him that if they were doing a patio they need to make sure the fence gates have exit hardware for the egress issues.

The building is exiting to the patio so we need to make sure they will have clear exit paths and some type of panic hardware on the patio fence gates.

Police

No issues.

Planning Department

With the exception of information about tables and a refuse container, the proposal meets all of the Zoning Ordinance standards and the specific standards listed for outdoor seating and alcohol service.

PLANNING COMMISSION AND CITY COUNCIL ACTION

The Planning Commission can consider a recommendation at the special meeting on Wednesday May 18, 2016. The City Council can consider the Planning Commission recommendation at it has agreed to consider the request at its Monday June 6, 2016 meeting

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mark Ostgarden".

Mark Ostgarden AICP
City Planner

April 25, 2016[Pick the date]

...

Mark Lelwica
Roundhouse Brewery
1551 Northern Pacific Rd

City of Brainerd Planning Commission
Brainerd, MN 56401

Dear Commission,

Roundhouse Brewery would like to propose adding a patio for outdoor seating to our unit within the Northern Pacific Center. We plan to add a 50'x12' patio centered around our patio door, as shown in attached diagram. We will add a 3' to 4' fence around the perimeter of the patio. There will also be a gate directly opposite the door to the building allowing exit from the patio without building re-entry.

Please consider this proposal and report t me as soon as possible.

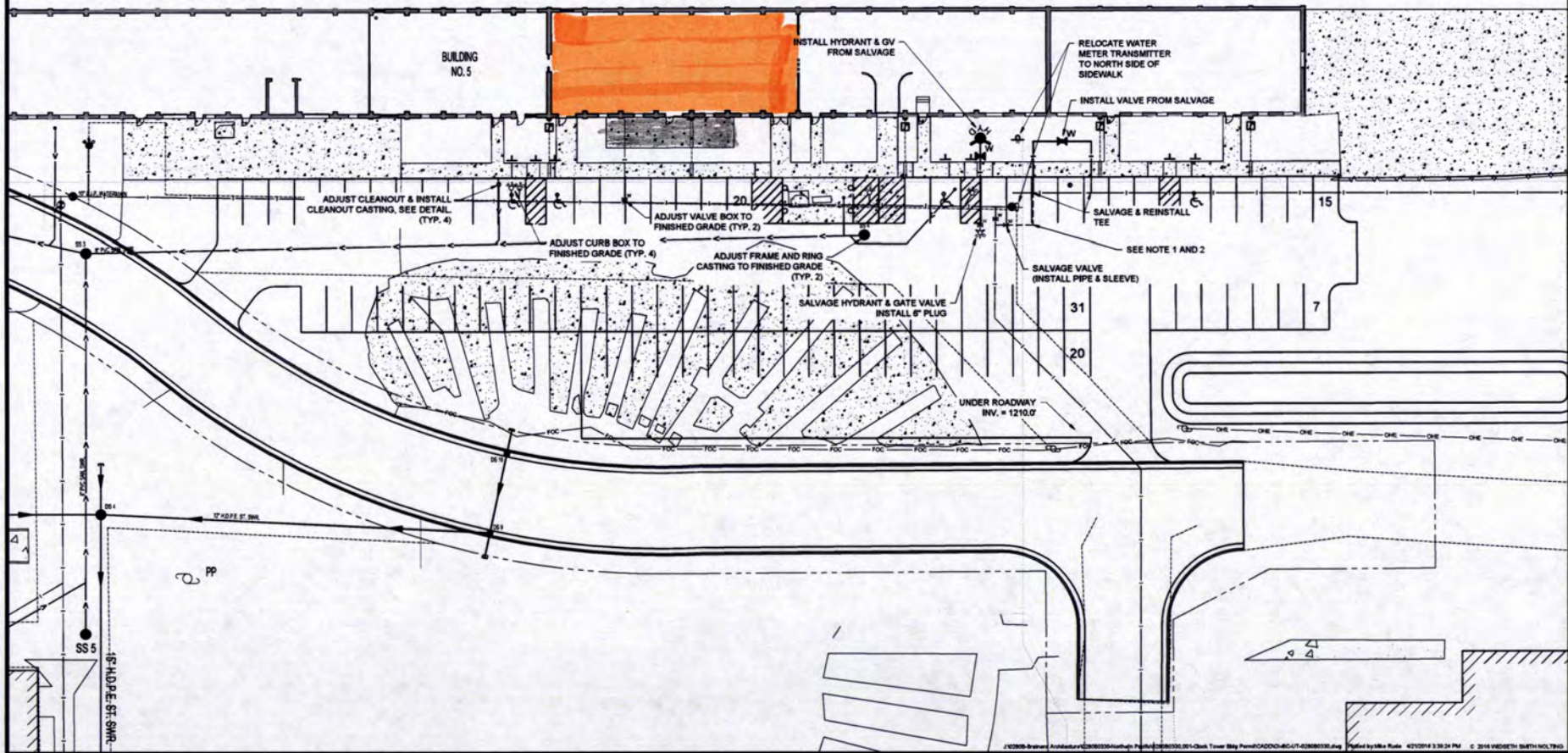
A handwritten signature in black ink, appearing to read 'Mark Lelwica', with a long horizontal flourish extending to the right.

Mark Lelwica
President
Roundhouse Brewery

NOTES:

1. VALVE AND PIPE CONFIGURATION, SIZE, AND MATERIAL ARE NOT FROM CONSTRUCTION OR RECORD DRAWINGS. CONTRACTOR SHALL CAREFULLY EXCAVATE AREA TO DETERMINE EXACT SIZE, LOCATION, AND MATERIAL TO CONFIRM SUITABILITY OF PLANNED MODIFICATIONS.
2. CONTRACTOR TO SUPPLY PIPE, AND FITTINGS AS REQUIRED, AFTER DETERMINING EXISTING CONFIGURATION.

N NORTHERN RAILROAD



WIDSETH SMITH NOLTING Engineering Architecture Surveying Environmental	
PROJECT NO. 2018-001 SHEET NO. 5 DATE: 04/10/2018 DRAWN BY: J. NOLTING CHECKED BY: J. NOLTING IN CHARGE: J. NOLTING	PROJECT: CLOCKTOWER BUILDING PERMIT DRAWINGS CLIENT: NORTHERN PACIFIC, INC. LOCATION: BRainerd, MN DRAWING: UTILITY PLAN



Image Landsat

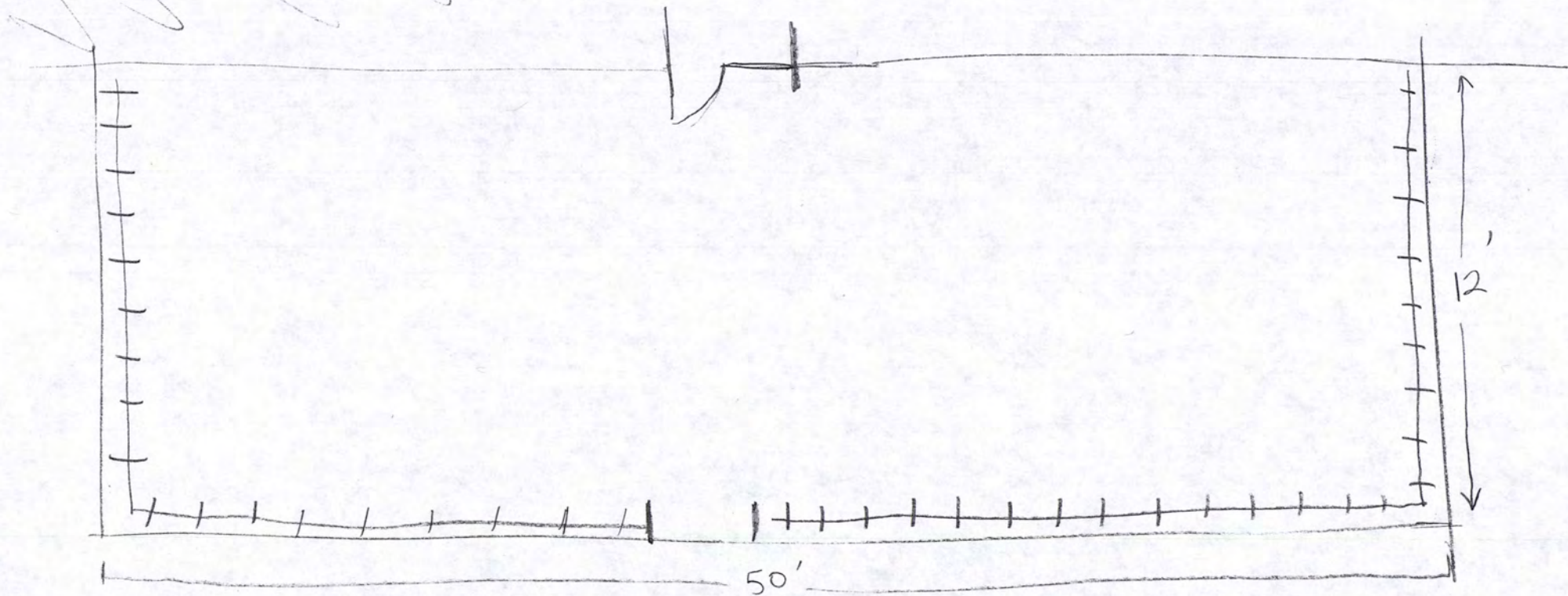
Google earth

Google earth

feet 100
meters 40



1551 NP CNTR



4'H x 6'W Belleville Spear Top Aluminum

- Powder-coated black aluminum
- Maintenance free
- 4'H x 4'W arched gate available special order (171-6755)
- Designed for 6' on center installation
- Posts sold separately (171-6715)

64⁹⁹

**Preassembled
Fence Panel**

4'6"H x 6'W

- Powder-coated black al
- Maintenance free
- 4'6"H x 4'W arched gate special order (171-672
- Designed for 6' on cen
- Posts sold separately

NOTICE OF HEARING

TO WHOM IT MAY CONCERN:

Notice is hereby given that David Hutton, owner of the Northern Pacific Center has applied on behalf of Roundhouse Brewery, 1551 Northern Pacific Center, Brainerd, MN 56401, for a Conditional Use Permit for Roundhouse Brewery to have an exterior patio adjacent to the brewery for outdoor seating and alcohol service.

The property is located in a MU (Mixed Use) District and Zoning Ordinance Section 515-72-2: Permitted Uses. reads that all uses allowed as permitted uses and conditional uses in B-4 (General Business) Districts are allowed in the MU District. Zoning Ordinance Section 515-63-6: B-4 (General Commercial) District Conditional Uses. F. allows non-enclosed areas for dining and/or serving alcohol when accessory to a restaurant and/or bar.

The property is legally described as follows:

Lot 1 Block 1 Northern Pacific Plat

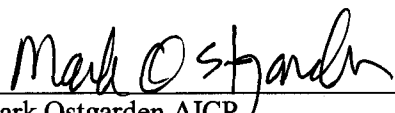
P.I.N. # 092740010010009

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., May 18, 2016, to consider the request for the Conditional Use Permit.

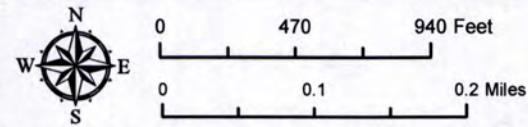
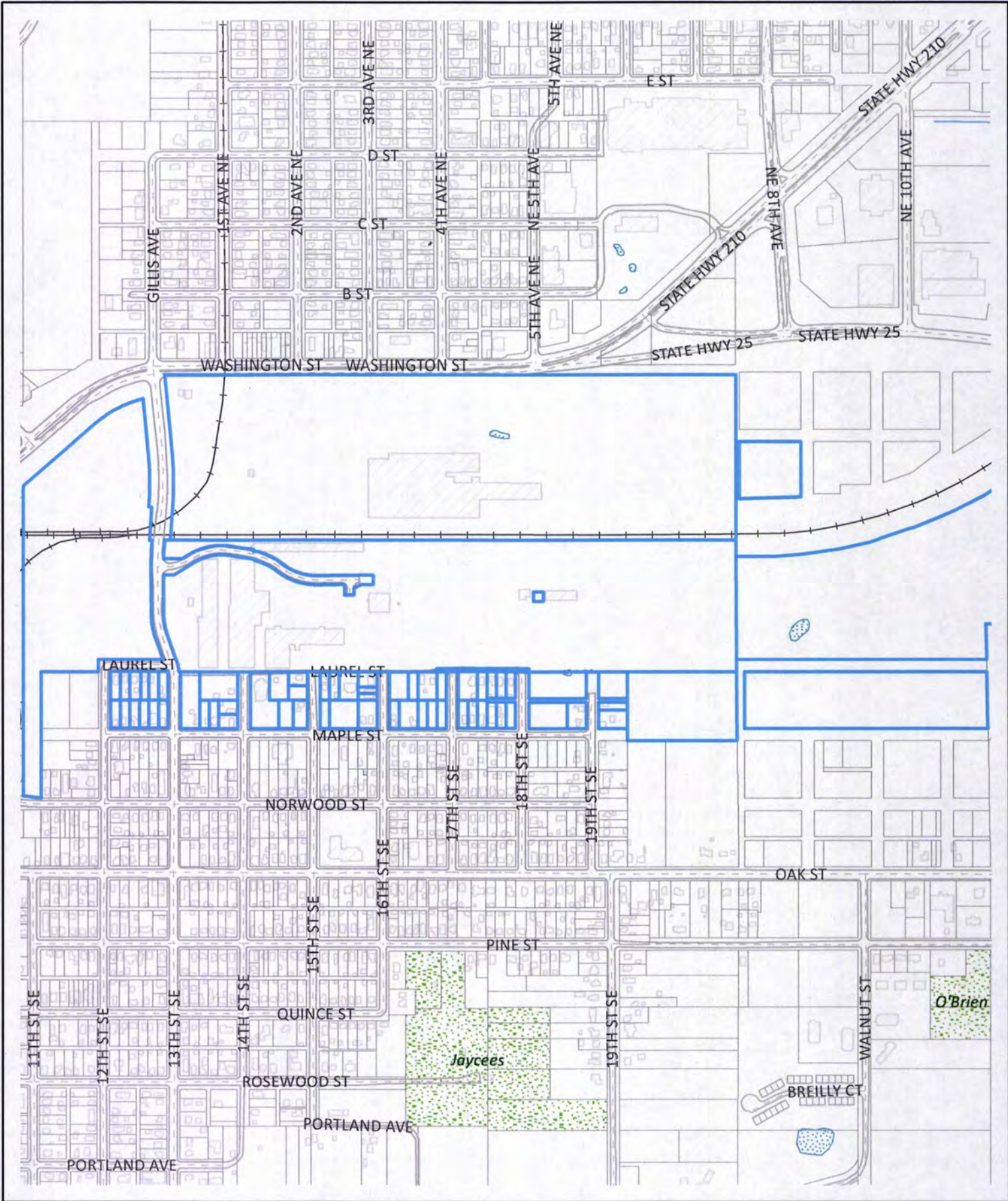
A copy of the application is on file for review at the City Planning Department, 501 Laurel Street.

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

Dated this 3rd day of May, 2016


Mark Ostgarden AICP
City Planner

Publication date: May 6, 2016



APPRCL	TXNAME	TXADR1	TXADR2	PHYSADDR
09181004003Z009	ABEAR ENTERPRISES OF BRAINERD LLC	7217 EXCELSIOR RD STE 100	BAXTER MN 56425-8657	1408 LAUREL ST
050302200A00009	AMERICAN TOWER MANAGEMENT INC	P O BOX 723597	ATLANTA, GA 31139	
091810010040009	ANDERSON BRAINERD PROPERTIES LLC	23226 ANDERSON BLVD	MERRIFIELD, MN 56465	1701 MAPLE ST
091810060080009	ANDERSON BRAINERD PROPERTIES LLC	23226 ANDERSON BLVD	MERRIFIELD, MN 56465	1205 MAPLE ST
09181005001Z009	ANDERSON, KAYLA D	308 14TH ST SE	BRAINERD, MN 56401	308 14TH ST SE
091810020110009	BEMENT, HARRY S & ARLISS J	11279 ASH AVE	BRAINERD MN 56401	1617 MAPLE ST
091810030060009	BENNETT, DAVID J & WEDNESDAY	303 15TH ST SE	BRAINERD, MN 56401	303 15TH ST SE
091810020010009	BOURASSA, KURT C	1614 LAUREL SE	BRAINERD MN 56401	
091810020040009	BOURASSA, KURT C & JANICE N	1614 LAUREL ST	BRAINERD, MN 56401	
09181002002Z009	BOURASSA, KURT C & JANICE N	1614 LAUREL ST	BRAINERD, MN 56401	1614 LAUREL ST
09181005011Z009	BRITTON, BARBARA L & LEROY A	324 14TH ST SE	BRAINERD, MN 56401	324 14TH ST SE
09164007004X009	BURGSTALER, JAMES B & AURORA	404 4TH AVE NE	BRAINERD MN 56401	317 19TH ST SE
09164007004Z009	BURGSTALER, JAMES B & AURORA	404 4TH AVE NE	BRAINERD MN 56401	323 19TH ST SE
09164007001Z009	BURGSTALER, JAMES B & AURORA	404 4TH AVE NE	BRAINERD MN 56401	
091810020120009	BURGSTALER, JAMES B & AURORA	404 4TH AVE NE	BRAINERD MN 56401	
091640010060009	BURGSTALER, JAMES B & AURORA	404 4TH AVE NE	BRAINERD MN 56401	1715 MAPLE ST
09181002005Z009	BURGSTALER, JAMES B & AURORA	404 4TH AVE NE	BRAINERD MN 56401	1602 LAUREL ST
091810020100009	BURGSTALER, JAMES B & AURORA	404 4TH AVE NE	BRAINERD MN 56401	
09181001002Z009	CARLSON, BRIAN J & KAREN J KONTOS	1708 LAUREL ST	BRAINERD, MN 56401	1708 LAUREL ST
091810020070009	CHURCHILL, AMY & GARY	6283 ESTATE CIR DR	BRAINERD, MN 56401	1601 MAPLE ST
09119017000Z009	CITY OF BRAINERD	501 LAUREL ST	BRAINERD, MN 56401	
050302400A00009	CITY OF BRAINERD	501 LAUREL ST	BRAINERD, MN 56401	
09119029000Z009	CITY OF BRAINERD	501 LAUREL ST	BRAINERD, MN 56401	
09164006001Z009	CITY OF BRAINERD	501 LAUREL ST	BRAINERD, MN 56401	
09164006009Z009	CITY OF BRAINERD	501 LAUREL ST	BRAINERD, MN 56401	
09181004010Z009	CLUEVER CONSTRUCTION INC	12674 KNOLLWOOD DR	BAXTER MN 56425	
091640010030009	CULLINANE, JOHN	PO BOX 583	BRAINERD, MN 56401	1724 LAUREL ST
091810030050009	DEGEN, MICHAEL	10935 GULL RIVER RD	EAST GULL LAKE, MN 56401	1506 LAUREL ST
091810060090009	DONALD & DANIELLE ADDISON	1209 MAPLE ST	BRAINERD, MN 56401	1209 MAPLE ST
091810060120009	ENDRES, ALEC & KAYLA PIERZINSKI	1223 MAPLE ST	BRAINERD, MN 56401	1223 MAPLE ST
091640010010009	FUCHS, RONALD W & SANDRA	1716 LAUREL ST	BRAINERD MN 56401	1716 LAUREL ST
09181006003Z009	HALL, KATHRYN	2013 4TH ST SE	WADENA MN 56482	1212 LAUREL ST
09181005005Y009	HAMM, DANIEL	22137 BLUEGILL RD	IRONTON MN 56455	1307 MAPLE ST
09181004001Y009	HILL, DAVID S	15798 JORDAN RD	BRAINERD MN 56401	302 15TH ST SE
09181005011Y009	HILL, VERNETTE J	318 14TH ST SE	BRAINERD MN 56401	318 14TH ST SE

09181003001B009	KOUBA, AMY	312 SE 16TH ST	BRAINERD, MN 56401	312 SE 16TH ST
091810060060009	KUHN, DALE P & DEBRA L	10154 DEPOT ST	BRAINERD, MN 56401	1202 LAUREL ST
091810030070009	LAKES AREA HABITAT FOR HUMANITY	PO BOX 234	BRAINERD, MN 56401	
09181003008Z009	LAKES AREA HABITAT FOR HUMANITY	PO BOX 234	BRAINERD, MN 56401	
091810050100009	LARSON, GREGORY & MICHELE	11348 SORENSON LAKE RD	MERRIFIELD, MN 56465	1315 MAPLE ST
091810050090009	LARSON, GREGORY & MICHELE	11348 SORENSON LAKE RD	MERRIFIELD, MN 56465	
09181003003Z009	LARSON, GREGORY J & MICHELE L	11348 SORENSON LAKE RD	MERRIFIELD, MN 56465	
091810060100009	LENDTVEDT, STEVEN	6203 FAIRFAX COURT	BAXTER, MN 56425	1215 MAPLE ST
091810010060009	LIND, DAN RUSSELL	1709 MAPLE ST	BRAINERD MN 56401	1709 MAPLE ST
091810060110009	MASONIC TEMPLE ASSOC OF BRD INC	PO BOX 81	BRAINERD MN 56401	1221 MAPLE ST
09181003011Z009	MATTEN, JOLEEN R	1521 MAPLE ST	BRAINERD, MN 56401	
092740010010009	NORTHERN PACIFIC, CENTER INC	6316 HALIFAX AVE S	MINNEAPOLIS, MN 55424-1915	101 13TH ST SE
050302200Z00009	NORTHERN PACIFIC, CENTER INC	6316 HALIFAX AVE S	MINNEAPOLIS, MN 55424-1915	
091640010020009	PARKER, ROY C	1720 LAUREL ST	BRAINERD MN 56401	1720 LAUREL ST
091810010050009	PARKHILL, MATT	12965 243RD AVE	ZIMMERMAN, MN 55398	1705 MAPLE ST
09181004005Z009	PORT OF CROW WING, COUNTY	PO BOX 488	BRAINERD, MN 56401	1406 LAUREL ST
091810040110009	PUERINGER, DAVID F	616 1/2 FRONT ST	BRAINERD MN 56401	316 15TH ST
09181002008Z009	PUERINGER, DAVID F PUERINGER INVEST	616 1/2 FRONT ST	BRAINERD, MN 56401	1613 MAPLE ST
09181006003Y009	RZ HOLDINGS LLC	13263 COUNTY ROAD 23	BRAINERD MN 56401	1216 LAUREL ST
091810060010009	RZ HOLDINGS LLC	13263 COUNTY ROAD 23	BRAINERD, MN 56401-5048	1224 LAUREL ST
09164006007Z009	STEPHAN, ARDYCE & FORREST	1821 MAPLE ST	BRAINERD MN 56401	1821 MAPLE ST
09119006001Z009	TAX FORFEITED	326 LAUREL ST	BRAINERD, MN 56401-3590	
09181004001Z009	TAX FORFEITED	326 LAUREL ST	BRAINERD, MN 56401-3590	308 15TH ST SE
091640010040009	THRUGSTAD, DUANE E & LENORE	1717 MAPLE STR	BRAINERD MN 56401	314 18TH ST SE
091640010050009	THRUGSTAD, DUANE E & LENORE M	1717 MAPLE ST	BRAINERD MN 56401	1717 MAPLE ST
091810010010009	UNITY BANK	724 W WASHINGTON ST	BRAINERD MN 56401	1712 LAUREL ST
09181003001A009	WENDEL PROPERTIES LLC	17122 STATE HWY 371	BRAINERD, MN 56401	314 SE 16TH ST
091810060020009	WILT, DAVID A & JOYCE I & RICHARD E	5389 PIONEER TRL	BRAINERD MN 56401	1218 LAUREL ST
09181003001Z009	WOODEN, TODD WAYNE	1522 LAUREL ST	BRAINERD, MN 56401	1522 LAUREL ST
091810060070009	YDE, DAVID E	1310 PORTLAND AVE	BRAINERD MN 56401	1201 MAPLE ST
091810060050009	ZEBROSKI, RICHARD J	1208 LAUREL ST	BRAINERD, MN 56401	1208 LAUREL ST



City Planning Department

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

Receipt # 2016-00012
Check # 1022
Date Paid: 4-19-16

MU

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: 1551 Northern Pacific Rd

LEGAL DESCRIPTION: Lot(s): 1 Block: 1 Addition: Northern Pacific Center
(attach description if lengthy)

Property Owner Name: David Hutton

Street Address: 6316 Halifax Ave S City: Mpls State: MN Zip Code: 55424

Phone Number: 612-986-2900 Fax: _____ E-mail: _____

Applicant Name: (If different than Property Owner) Roundhouse Brewery (Mark Telwica)

Street Address: 1551 Northern Pacific Rd City: Brainerd State: MN Zip Code: 56401

Phone Number: 218-851-8437 Fax: _____ E-mail: mtelwica@gmail.com

Description of Request: _____

A 12'x 50' patio to be built directly adjacent to unit to be used for outdoor seating. Fence with gate to be installed for separation

Rick Fargo for David Hutton
Property Owner Signature

4/15/16
Date

Rick Fargo for David Hutton
(Please print name)

Mark Telwica
Applicant Signature

4/15/16
Date

Mark Telwica
(Please print name)

AGENCY REVIEW CHECKLIST

Your request may require review by one or more of the agencies listed below. The City of Brainerd will determine which agencies will need to review your application and provide that agency with the notice of public hearing regarding your application:

BRAINERD FIRE DEPARTMENT

Attn: Fire Chief; 23 Laurel St; Brainerd, MN 56401; 218-828-2312; fire@ci.brainerd.mn.us

BRAINERD POLICE DEPARTMENT

Attn: Corky McQuiston, 225 East River Road; Brainerd, MN 56401; 218-829-2805; corky.mcquiston@ci.brainerd.mn.us

BRAINERD PUBLIC UTILITIES

Attn: Scott Magnuson, Supt.; P.O. Box 373; Brainerd, MN 56401; 218-829-8726; smagnuson@bpu.org

BWSR (MN Board of Water and Soil Resources)

Attn: John Overland; 1601 Minnesota Dr; Brainerd, MN 56401; 218-828-2383; john.overland@state.mn.us

CROW WING COUNTY HIGHWAY DEPARTMENT

Attn: Tim Bray, County Engineer; 16589 County Rd 142; Brainerd, MN 56401; 218-824-1110/FAX 218-824-1111 tim.bray@crowwing.us

CROW WING COUNTY SOIL AND WATER CONSERVATION DISTRICT

Attn: Melissa Barrick; 322 Laurel St-Ste. 13; Brainerd, MN 56401; 218-828-6197/FAX 828-6095 melissa.barrick@crowwingswcd.us

CROW WING COUNTY SURVEYOR'S OFFICE

Attn: Mark Liedl; 322 Laurel St Ste 14.; Brainerd, MN 56401; 218-824-1124/FAX 824-1126; mark.liedl@crowwing.us

HRA

Attn: Jennifer Bergman; 324 E. River Rd.; Brainerd, MN 56401; 218-828-3705/FAX 828-8817; jennifer@brainerdhra.org

MISSISSIPPI HEADWATERS BOARD

322 Laurel Street Ste 5; Brainerd, MN 56401; 218-824-1307/FAX 824-1104 mhb@mississippiheadwaters.org

MINNESOTA DEPARTMENT OF TRANSPORTATION

Attn: Mary Safgren; 7694 Industrial Park Rd.; Baxter, MN 56425; 218-828-5700; mary.safgren@state.mn.us

MINNESOTA DEPARTMENT OF NATURAL RESOURCES

Attn: Wade Miller; 1601 Minnesota Dr.; Brainerd, MN 56401; 218-828-2605/FAX 828-6043; wade.miller@state.mn.us

MINNESOTA POLLUTION CONTROL AGENCY

Attn: Reed Larson; 7678 College Rd-Ste. 105; Baxter, MN 56425; 218-828-2492/FAX 828-2594 Reed.Larson@state.mn.us

U.S. ARMY CORPS OF ENGINEERS

Attn: Jeff Koshak; 8896 E. Gull Lake Dr.; Brainerd, MN 56401; 218-829-8402

From The Atlantic

CITYLAB

10 Tired Traffic Myths That Didn't Get a Rest in 2015

For one thing, the next lane over is not actually moving faster.

ERIC JAFFE |  @e_jaffe | Dec 31, 2015 |  63 Comments



[Oran Viriyincy / Flickr](#)

The common traffic misperception I submitted for the [CityLab staff post](#) on stubborn myths we'd like to retire was just one of many encountered, yet again, during 2015. Here's a full list for your reading-while-not-driving pleasure. Safe travels this New Year's, and all those to come.

1. More roads mean less traffic

Via the [staff myth post](#):

The most [enduring popular traffic myth](#) holds that building more roads always leads to less congestion. This belief is a perfectly logical one: if there are 100 cars packed into one highway lane, then building a second should mean there's 50 cars in each. The problem, as transportation researchers have found again and again, is that when this new lane gets added the number of cars doesn't stay the same. On the contrary, people who stopped driving out of frustration with traffic now attack the road with an enthusiasm unknown to mankind.

While residents of heavily congested metro areas have a suite of four-letter words to describe this effect, experts call it "induced demand." What this means, simply put, is that building more road eventually (if not always immediately) leads to more traffic, not less. Fortunately, local leaders are [starting to distinguish](#) reality from myth when it comes to induced demand. Unfortunately, the [best way](#) to address it—congestion pricing—remains all-but politically impossible in the U.S. That pretty much leaves one thing to do: deal with it.

2. More transit means less traffic

Public officials love to promise that a new public transport system will relieve congested roads. But over the long term (again, if not the short), this belief is just as misguided as the idea that more roads mean less traffic. Some residents will indeed leave their cars at home and take the bus or metro; others will see this new space on the road and fill it. A [2015 analysis](#) of the new Expo light rail

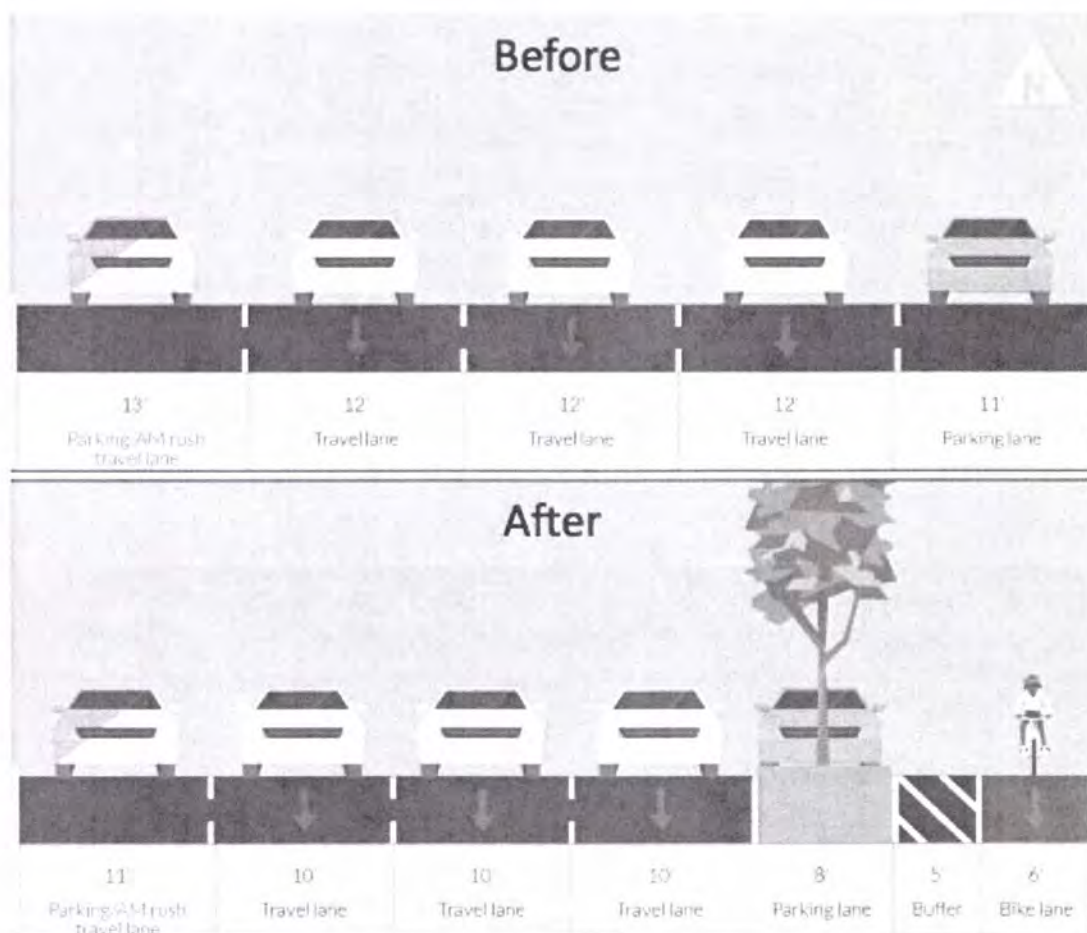
line in Los Angeles, for instance, found no change in travel times along nearby Interstate 10.

Of course, reliable transit is still an integral part of the ultimate traffic solution: congestion fees. And strong bus or rail systems offer other benefits to cities, from better overall better to more economic might, regardless of whether or not rush-hour remains a nightmare.

3. Bike lanes make traffic worse

Bike lanes are all too often the punching bags of the transport planning world, and in 2015 they once again took all sorts of shots from local residents, retailers, and religious groups alike. One mainstay anti-bike argument holds that converting general road space into a bike lane is bad for traffic.

But to respond in rhyme: when good design's in place, that's just not the case. New York City proved as much with bike lanes recently installed on Columbus and Eighth avenues. By reducing the width of car lanes from 12 to 10 feet and adding protected left turns, the city was able to preserve vehicle volume and actually *reduce* travel times by 35 and 14 percent, respectively.



Adding a bike lane to Columbus Avenue in New York City actually reduced travel times by 35 percent. (New York City DOT)

4. A wider road is a safer road

Speaking of 12-foot lanes versus 10-foot lanes, the common perception holds that the wider option is a safer design, since it gives drivers a bit more room to maneuver. But what some [new research](#) published in 2015 showed quite clearly was that wider lanes also invite cars to drive faster—erasing whatever safety benefits might be gained by additional space, and actually leading to more dangerous streets.

An evaluation of intersections in Toronto and Tokyo found lower crash rates in lanes that were closer to 10 feet, compared with those that were wider than 12 feet. “Given the empirical evidence that favours ‘narrower is safer’, the ‘wider is safer’ approach based on intuition should be discarded once and for all,” wrote

the researcher who conducted the study. Oh, and the 10-foot lanes still moved plenty of traffic.

5. The next lane over is moving faster

On average, drivers change lanes every 1.25 miles. But the routine nature of these moves belies the basic risk involved in making complex decisions about speed and distance involving multiple enormous moving objects. And while it might seem like the next lane over on the highway is always moving faster, the truth is that's usually not the case.

Instead, researchers have shown that what you're seeing is a visual illusion created by the fact that it takes longer to be passed than to pass someone else. In other words, you spend more time being overtaken by three cars in the next lane than you do zipping past three other cars. That gives drivers the general impression that they're losing ground even when both lanes have similar average speeds.

6. Everyone else's bad driving is the reason for traffic

The super fun game Error-Prone that came out in 2015 reflects the basic principles behind "shockwave" traffic jams. What this means is that every imperceptibly imprecise move in a car—tapping the brake a bit too hard, or holding the gas a bit too long—sends a ripple effect of congestion back through the rest of the road. As *Traffic* author Tom Vanderbilt has said: "You're not driving into a traffic jam. A traffic jam is basically driving into you."

So it's not all those other terrible drivers holding things up. It's *everyone's* inability to hold a steady speed and following distance—a failure that test trials on closed courses has confirmed. Autonomous vehicles won't experience much of this problem, but human drivers suffer through it every day.

7. You need to get lots of cars off the road to reduce traffic

The much-feared Popemageddon traffic jams that were supposed to snarl New York, Philadelphia, and Washington, D.C. didn't happen during Francis's 2015

U.S. tour. One reason was that public officials, with the help of social media, alerted people about the potential problem. But the bigger explanation is that removing just a few cars from a road has a disproportionate impact on congestion.



The Pope's 2015 visit to Washington, D.C., didn't lead to crippling traffic. (AP Photo/Alex Brandon, Pool)

Experts would call this traffic being "non-linear." What they mean is that the relationship between cars and delay is not one-to-one. If you remove just 1 percent of commuters off the rush-hour road in especially high-traffic corridors, as some work has shown, you can reduce travel times by [18 percent](#). So when a few drivers stay home during, say, a Pope's visit, a lot of others benefit.

8. Removing an urban highway would be a traffic nightmare

This summer Toronto became the latest city [to consider tearing down](#) an urban expressway that cut through the center of town. Though city planners wanted to remove the highway, others (including the mayor) worried that removing it

would result in a crippling amount of traffic. That mindset eventually won the day (though the fight isn't over).

It's true that not every urban interstate can be torn down without having a major short-term impact on traffic. But drivers adapt extremely quickly to changes to the road network—a phenomenon that experts refer to as "disappearing traffic." Some people shift their routes, travel times, or modes when an existing road closes; others simply decide not to make a trip at all. As the authors of one study put it, "predictions of traffic problems are often unnecessarily alarmist."

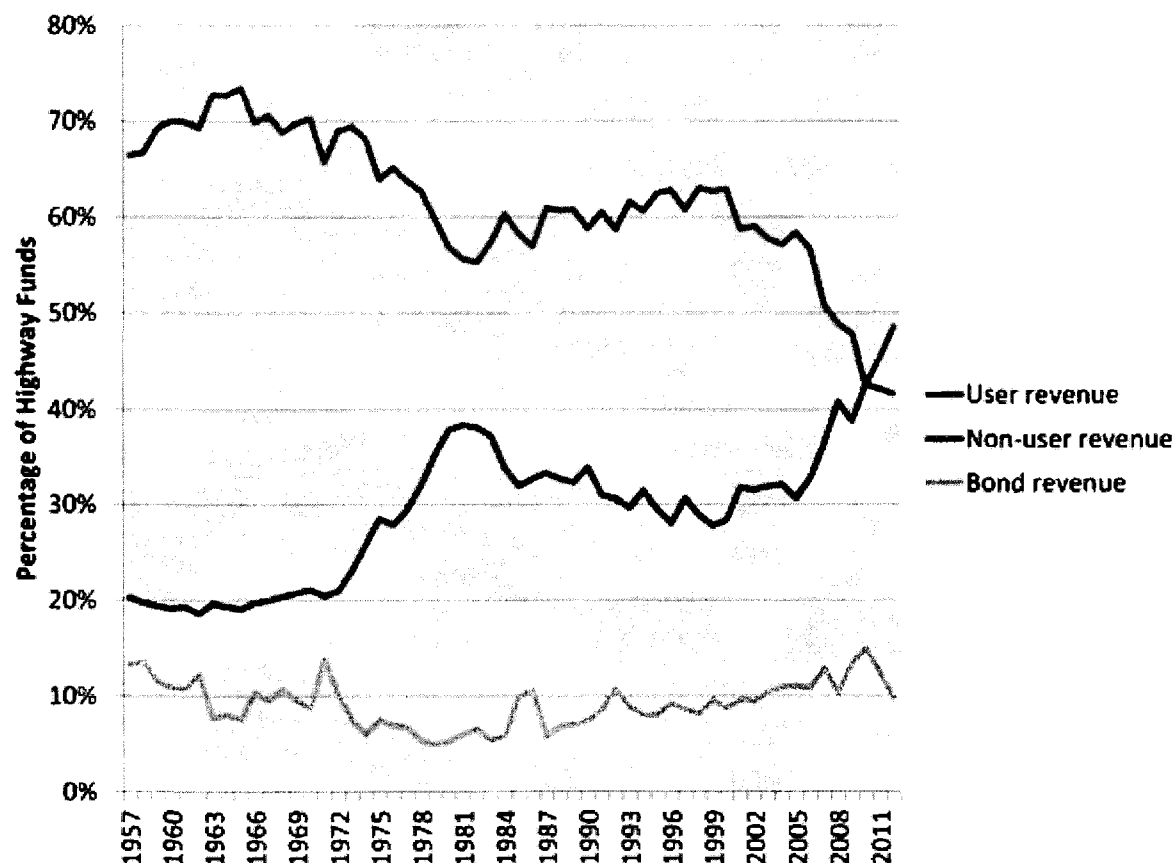
9. There's no downside to cheap gas

It was hardly a painful year for Americans at the pump. Gas prices started 2015 incredibly low and they ended it even lower, with average fuel costs in the U.S. dipping below \$2 this month. That's great for middle-class bank accounts, but it's bad for all the hidden social costs of driving, which have been estimated at some \$3.3 trillion (with a "T") a year. Of that total, at least \$1 trillion represents time lost to congestion both at home and at work.

10. Drivers pay the full cost of road maintenance

The point of the gas tax is to cover the cost of keeping American roads in a state of good repair. In its early days, back in the 1960s, this road user fee did handle the vast majority of maintenance expenses (though not all of them). But since that time its powers have steadily eroded, with Americans now paying some of the lowest gas taxes in the world.

Figure 1. Percentage of Highway Spending from Various Sources, All Levels of Government⁶



Who Pays for Roads?

The federal highway bill passed in late 2015 made the situation even worse. Instead of raising the gas tax for the first time in more than 20 years, officials raided yet more money from other funding pots, further destroying the relationship between driving fees and road repair costs. The result is a significant infrastructure maintenance crisis with little end in sight.

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



PENN STATE | ONLINE [▶ LEARN MORE](#)

Community and Economic Development Graduate Programs

([https://www5.smartadserver.com/ac?](https://www5.smartadserver.com/ac?jump=1&nwid=1541&siteid=80676&pgname=apa&fmtid=34984&visit=m&tmstp=[timestamp]&out=nonrich)

[jump=1&nwid=1541&siteid=80676&pgname=apa&fmtid=34984&visit=m&tmstp=\[timestamp\]&out=nonrich](#))

[About APA \(/aboutapa/\)](#) | [Membership \(/membership/\)](#) | [Events \(/events/\)](#) | [Education \(/educationcenter/\)](#) | [Outreach \(/outreach/\)](#) | [Re](#)
[Jobs & Practice \(/jobsandpractice/\)](#) | [APAPanningBooks.com \(/store/books/\)](#)

Search APA

News Center (/news/)

[News Releases \(/newsreleases/\)](#)

[Daily Planning News \(/news/daily/\)](#)

[APA in the News \(/news/apa/\)](#)

[Public Service Announcements \(/ncpm/psa/?\)](#)

[For the Media \(/media/\)](#)

[RSS Feeds \(/news/rss/\)](#)

Aging population leads Norwood Young America to consider granny flats

Star Tribune (Minneapolis, MN), 2015-12-21

Dec. 21 -- Norwood Young America is the latest metro-area city to consider so-called granny flats to accommodate its aging community.

The City Council discussed zoning for accessory dwelling units, or ADUs, during a Planning Commission meeting Tuesday. ADUs are small secondary housing units built on lots that already have a house. City Council members have proposed offering the option of ADUs to aging residents who want to stay in the community, where they can be close to family.

The proposal could be approved early next year.

The city has sent out a survey to residents asking for their thoughts on the housing option. City Administrator Steve Helget said the city recognizes that seniors are looking to stay close to home.

"We are trying to fill a need," he said.

Carver County, which counted about 5,200 residents 65 and older in 2000, expects to see about 24,500 senior residents by 2030. Construction is underway for an additional assisted-living facility with about 35 units in the Norwood Young America area.

"Norwood Young America has done the fantastic job of being proactive in addressing the desire to keep residents in the community to live out their life span," said Cynthia Smith-Strack, a consulting planner for the city.

Metro-area suburbs including Bloomington, Roseville and Shoreview approved ADUs early on. But due to strict regulations, some of those cities are seeing few residents apply for ADUs.

Minneapolis approved ADUs for the entire city in 2014, while in St. Paul the concept sparked intense debate among residents who feared that such additions would change the character of their neighborhoods.

Supporters of the units said they would allow baby boomers to remain independent and still live near their families. Opponents argued that ADUs would compound density, block views, shrink green space and add unwelcome new rentals to single-family home neighborhoods.

"We like the option of tiny houses, which meet a family need and are convenient," said Jean Wood, executive director of the Minnesota Board on Aging. "They seem reasonable in cost, fairly easy to install and flexible for both the person who lives in the tiny house and for the family in the permanent home."

In rural Norwood Young America, space is not an issue.

Norwood Young America City Council Member Dick Stolz said that if the community doesn't adjust to the growing needs of aging residents, they will leave the community.

"If we can do something to try to keep them here, we want to do that," he said.

(c)2015 the Star Tribune (Minneapolis)

Visit the Star Tribune (Minneapolis) at www.startribune.com

Distributed by Tribune Content Agency, LLC.

[<<- Return to All Daily Planning News \(/news/daily/\)](#)



([https://www5.smartadserver.com/ac?jump=1&nwid=1541&siteid=80676&pgname=apa&fmtid=34984&visit=m&tmstp=\[timestamp\]&out=nonrich](https://www5.smartadserver.com/ac?jump=1&nwid=1541&siteid=80676&pgname=apa&fmtid=34984&visit=m&tmstp=[timestamp]&out=nonrich))

(/myapa)

Mark A. Ostgarden, AICP

Your membership is paid through September 30, 2016

[My CM Log \(/cm/log/\)](#)

Customer service
 (/customerservice/?CustomerServiceID=218)

APA MN (/chapters) Primary chapter: Minnesota (/chapters)

[Go to My APA \(/myapa\)](#)

[Log Out](#)

AICP Find out more about APA's Professional Institute.

American Institute of Certified Planners

(/aicp)

EARN YOUR MASTER OF ARTS IN
PUBLIC POLICY AND ADMINISTRATION

NORTHWESTERN UNIVERSITY

SCHOOL OF PROFESSIONAL STUDIES

STUDY ON CAMPUS OR ONLINE

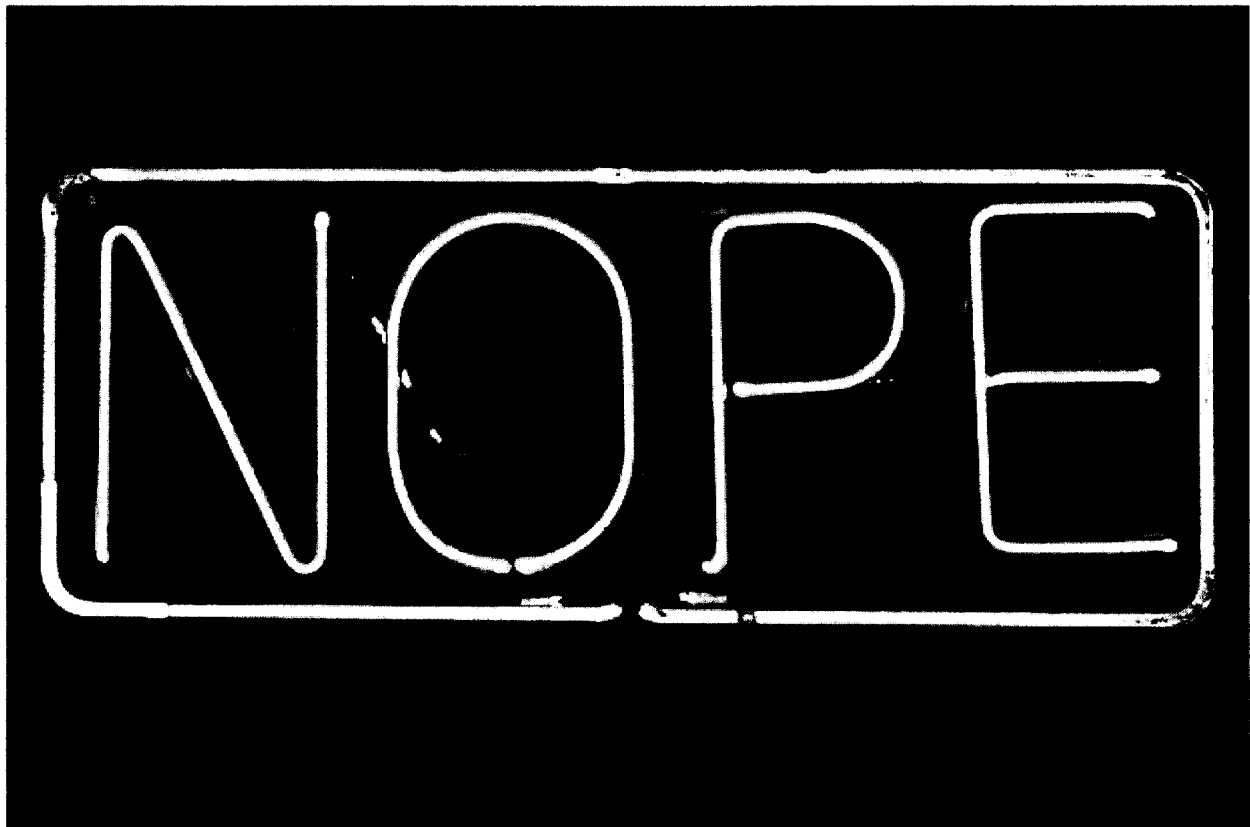
([https://www5.smartadserver.com/ac?jump=1&nwid=1541&siteid=80676&pgname=apa&fmtid=34984&visit=m&tmstp=\[timestamp\]&out=nonrich](https://www5.smartadserver.com/ac?jump=1&nwid=1541&siteid=80676&pgname=apa&fmtid=34984&visit=m&tmstp=[timestamp]&out=nonrich))



Stubborn Myths and Dated Terms We'd Like to Retire in 2016

A New Year's wish list from CityLab.

THE EDITORS | Dec 30, 2015 |  70 Comments



[potentialpast / Flickr](#)

Whether they're overused, misunderstood, or wrongfully deployed, sometimes good words and concepts go bad. As CityLab wraps up 2015 and looks forward to a new year full of promise, we've compiled the following list of myths we're tired of debunking and phrases we're tired of seeing—not to mention writing. Maybe, just maybe, if we all hold hands and jump together, we can reduce the number of times we're collectively forced to contend with these terms in 2016.

Happy New Year, CityLab readers!

"Uber for X"—Given's Uber's early success in capturing the world's hunger for on-demand services, it's no surprise that subsequent startups have tried to mimic their business model, giving rise to the "Uber for X" phenomenon. Such companies often tout themselves as the "Uber for" groceries, maids, trucks, or haircuts. All this, however, feels like it's finally getting awfully boring. There's even a startup called Mowares that's offering an "Uber for X" [starter kit](#) for a mere \$400.

Not to mention, Uber's model of outsourcing labor to contract workers to keep costs low clearly still [has issues](#) that need sorting out. At CityLab, we're all for entrepreneurial spirit, but we'd love to write about some startups in the new year that offer something more than just an "Uber for X" copycat.—*Linda Poon*



The Charles Dickens Museum is seen here in central London. DO reread Dickens when you're able. DON'T borrow his book titles to explain economic segregation. (REUTERS/Toby Melville)

"A Tale of Two Cities"—The story of Baltimore in the Freddie Gray-era is not a tale of two cities. Neither is the story of where Michael Brown lived a story of

two Fergusons. This dichotomous lens may have been applicable in the time of Dickens (though I doubt it), but anyone who used this term as a lens to understand a place in 2015 was not looking carefully.

Today's cities are not neatly split between black and white, or rich and poor. Trying to sum up any urban landscape, or any urban tragedy, in just two settings assumes that everyone within those binaries shares similar experiences. A queer black woman has a different city experience than a straight black woman; a Mexican-American construction worker has a different experience than a Cuban-American police officer. Describing any story as "a tale of two cities" erases too many unique points of view. It's time to put this one in the coffin.—*Brentin Mock*

"Artisanal"—I get tons of emails trying to sell me handmade, homespun caramels or crafts. Everything is "artisanal." This word has been casually tossed around to refer to anything that borders on twee; it's lost its status as something that nods to a skilled trade or impressive feat. Dipping a marshmallow in some coconut might make it a great snack, but it doesn't make it artisanal.

Look, I get it: We live in a world of \$6 bowls of cereal, owl cafes, and murals made out of yarn. It's pretty twee in here. But unless you're hyping some hand-chiseled skyscraper or thread dyed with rainbow unicorn tears—which I'm not ruling out—please pick a different adjective.—*Jessica Leigh Hester*



Bread is bread. Can we drop the "artisanal" please? (Rob Bertholf / Flickr)

"Eyesore" —This word drives me crazy because it's so lazy. It's often used to express disgust over inadequate infrastructure or buildings that appear to be mere expressions of an architect's ego. But if it's suffering from neglect, then say so. Is it dangerous? Explain how. Design tastes vary, so an explanation of why your object of derision is so bad for the people who use it will always be worth more than some vague sense that you just don't like the looks of it, for whatever reason.—*Mark Byrnes*

"Wider Roads = Less Traffic" —The most [enduring popular traffic myth](#) holds that building more roads always leads to less congestion. This belief is a perfectly logical one: if there are 100 cars packed into one highway lane, then building a second should mean there's 50 cars in each. The problem, as transportation researchers have found again and again, is that when this new lane gets added the number of cars doesn't stay the same. On the contrary, people who stopped driving out of frustration with traffic now attack the road with an enthusiasm unknown to mankind.

While residents of heavily congested metro areas have a suite of four-letter words to describe this effect, experts call it “induced demand.” What this means, simply put, is that building more road eventually (if not always immediately) leads to more traffic, not less. Fortunately, local leaders are starting to distinguish reality from myth when it comes to induced demand. Unfortunately, the best way to address it—congestion pricing—remains all-but politically impossible in the U.S. That pretty much leaves one thing to do: deal with it.—*Eric Jaffe*

“Creative Placemaking”—In context—parks, plazas, and other public places—creative placemaking is a great thing. The term itself, however, has got to go. It’s an abysmally passive phrase that swaps out artists for nameless planning bureaucrats. “Creative placemaking” describes public art without mentioning art, artists, or artworks. It’s a way of framing the power of public art, and calling for investment in public art, without, you know, talking about art. Too often, “creative placemaking” seems to describe a process: art is useful insofar as it placemakes. It’s not the planning field’s fault that the term’s usage has grown to near-ubiquity; the National Endowment for the Arts embraced “creative placemaking” in a big way a few years back. Since then, it’s grown clear that this framework obscures an important division of labor. Artists should be a partner in creating public spaces, not a subcontractor.—*Kriston Capps*



Placemake this! (SPUR / Flickr)

"Climate-Change Doubter"—When I started writing about weather for a Virginia TV station in 2010, I used "climate-change denier" to refer to a person who doesn't believe global warming is real (or that it's real but not human-caused). I was quickly advised by a station meteorologist to drop this term, as people might see an offensive similarity to "Holocaust denier." Why anybody would draw a comparison between these vastly different things is beyond me, but I nevertheless switched to the less-forceful "climate-change skeptic."

Now *that* term seems to be falling out of favor, to judge from a revision in the *AP Stylebook* (a writing guide used by many journalists). The AP would have us use "climate-change doubters" or "those who reject mainstream climate science" because, as outlined in an [editor's memo](#):

Scientists who consider themselves real skeptics—who debunk mysticism, ESP and other pseudoscience, such as those who are part

of the Center for Skeptical Inquiry—complain that non-scientists who reject mainstream climate science have usurped the phrase skeptic. They say they aren't skeptics because "proper skepticism promotes scientific inquiry, critical investigation and the use of reason in examining controversial and extraordinary claims."

But "doubter" still isn't the right term. That's because multitudes argue against climate change for nonscientific reasons. They don't like the president who talks about it, for example, or they are paid by the fossil-fuels industry to blow smoke over the facts. Like 97 percent of scientists, they don't at all doubt it's happening, they just refuse for whatever weird or selfish reason to say otherwise. (This includes executives at companies like Exxon, who knew about the dangers of greenhouse gases decades ago yet continued to fund anti-global-warming campaigns.)

So I'm leaving "skeptic" and "doubter" in the dust and going back to "denier," at least until a better d-word comes along—perhaps "dillweed" or "dummy"?
—*John Metcalfe*

"Hipsters" —As any CityLab staffer will tell you, filing a story containing this word is an excellent way to make yours truly begin shouting expletives and sputtering incoherently about how life may no longer be worth living. I hardly know what to say about the continued use of this term anymore; it's just so meaningless. Are hipsters people who dress a certain way? (And if so, which way is that?). Or drink certain kinds of beers? (Cheap? Fancy? I sure don't know!). Or live in certain cities or neighborhoods? (Surely there are people who live in Brooklyn who are *not* hipsters?). It's 2015, and the *Des Moines Register* is writing about the rise of "artisanal bread" in Iowa. Whatever "hipsters" may have signified 10 or 15 years ago, this term has lost its usefulness entirely. Either we're all hipsters now, or no one is.—*Sommer Mathis*

"Illegals" —The rhetoric deployed in the immigration debate in 2015 was problematic on a number of levels. But the term that needs to be discarded most urgently has been in use for many years. "Illegals" or "illegal aliens"

remained generously (or stubbornly) employed in 2015 to refer to immigrants who entered the U.S. without authorization.

In 1970, immigration activists actually preferred the term to much more problematic alternatives, as NPR's Adrian Florido has explained. But over the last 45-plus years, the label has taken on the weight of the prejudices borne by those who wield it. The good news is that activists, news organizations, Supreme Court justices, and even political leaders are all arguing that it's finally time to retire it completely.

Discouraging the use of this semantically-inaccurate term isn't just a politically correct frill or a distraction. Nor is it an excuse for legal transgressions. Instead it's an acknowledgement that undocumented immigrants are human beings—not nameless, faceless problems.— *Tanvi Misra*



Millennials: Not all stiff plastic white dummies who look and dress and act exactly the same. (REUTERS/Robert Galbraith)

“Millennials”—I appreciate the need to categorize age groups for sociological study. Planners must be able gauge how much housing and how many jobs are

awaiting young adults entering the workforce, for instance. But the term "millennials" has proven uniquely capable of absorbing all kinds of meanings beyond a strict temporal boundary. The result has been a perception of an entire generation made up of white, upper-middle-class urbanites from prestigious universities, more concerned about which tech startup to accept a job with than where their next meal is coming from. Because who else was born in the 1980s and '90s?

This summer, a web browser extension that converts each mention of "millennial" in news stories to "snake person" revealed the absurdity of some of the claims about the people supposedly in this cohort. Here's hoping the 2016 conversation on generational change and cultural mores can move beyond the buzzwords and towards a little more specificity and substance.

—*Julian Spector*

"Resilience"—In these uncertain times, governments, corporations, non-profits, and their leaders all claim "resilience" as a central goal. But to "build resilience" for the future, as so many sectors wish to do, is vague at best, and evades accountability at worst. To judge groups of people by their "resilience" also risks ignoring insufferable conditions under which they may have already been living. Human lives and ecosystems deserve honest, explicit survival plans from those charged with their protection. Deploying the term "resilience" alone, without backing it up with concrete actions, is just lip-service.—*Laura Bliss*

"Wage Gap"—These words have quickly become an inadequate, all-encompassing term for inequality in the workplace. In the new year, my hope is to encourage a more nuanced understanding of this concept (and how it extends beyond gender) in order to craft more effective policies.—*Aria Bendix*



Sometimes a company is just a company. (AP Photo/Bebeto Matthews)

"Sharing Economy"—2015 was the year the AP finally banned using the term "ride-sharing" to describe companies such as Uber and Lyft. (It was CityLab's editorial policy long before.) It was also the year Uber launched its endgame of platform domination, integrating with other apps; delivering kittens, food, and flu shots; and successfully trolling the de Blasio administration. Meanwhile, another "sharing economy" app, Airbnb, caught flak for its ill-advised ad campaign against regulation in San Francisco. Whether you applaud these companies for the flexibility they offer or bemoan them for the job security they don't, you should call them what they are: businesses with a bottom line. They are not altruistic institutions, just into sharing and good vibes.— *Vicky Gan*

About the Author

The Editors

ALL POSTS



Toward a Stronger Theory of NIMBYism

A more sound understanding of local obstructionism could be the first step to diminishing it.

ERIC JAFFE |  @e_jaffe | Feb 9, 2016 |  90 Comments



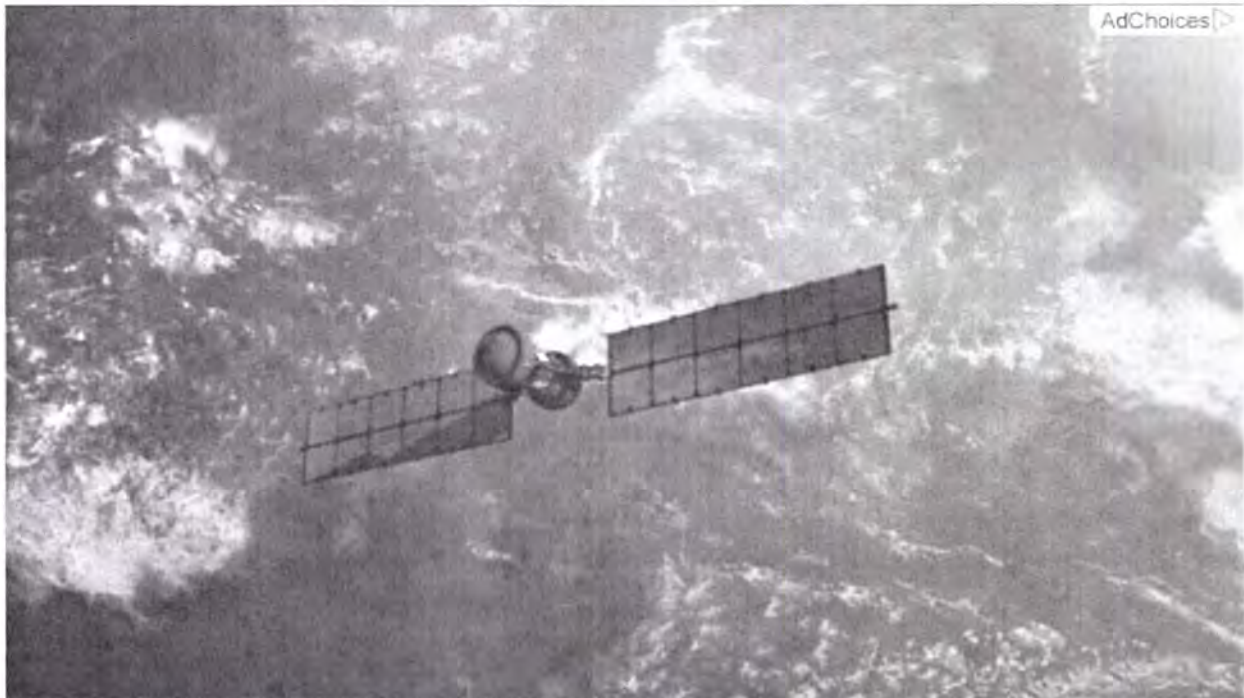
[Marco Raaphorst / Flickr](#)

The old adage about pornography from Supreme Court Justice Potter Stewart—that it's hard to define, but you know it when you see it—could just as easily apply to NIMBYism. If the term were merely a catch-all for

development opposition, then it would fit San Franciscans [reflexively blocking](#) infill proposals as well as Jane Jacobs stopping a highway through the Village. That one is clearly NIMBYism and the other closer to heroism suggests a need for greater verbal precision.

That's the mission embraced by Austin land-use regulations lawyer Chris Bradford at his new blog, [Club NIMBY](#). Bradford contends that when it comes to NIMBYism we are all Justice Potter: powerless to define the practice systematically instead of ad hoc. He believes people concerned with zoning restrictions and land use regulations—and, [by extension](#), housing affordability and income inequality in American cities—must improve their understanding of local obstructionism as a first step toward diminishing it.

ADVERTISING



"Developing a sound theory of NIMBYism will, of course, enable us to *define* NIMBYism," he writes. "But if a 'theory of NIMBYism' is to be useful, it must *explain* NIMBYism as well as define it."

The key to any strong definition or explanation, suggests Bradford, is that it must go beyond the simplistic idea that NIMBYism aims to protect home value, full stop. If that's the case, why do *some* homeowners reject development projects so forcefully while others don't? Why is California more NIMBY than

Texas, for instance, or Austin more NIMBY than Houston? Why is NIMBYism more intense now than it was 40 years ago, when home value mattered just as much to personal wealth?

Bradford builds his own central thesis around the idea that NIMBYs seek to monopolize "access to neighborhood amenities":

In the absence of zoning restrictions on the number of housing units in a neighborhood, neighborhood amenities would be a public good. Zoning converts neighborhood amenities from a public good (a partially non-rivalrous, non-excludable good) into a "club" good (a partially non-rivalrous, excludable good). Because "club" membership is bundled with home ownership, zoning causes the value of neighborhood amenities to be capitalized into home prices. NIMBYism can be thought of as the practice of objecting to development in order to protect the value of "club" membership.

The idea, of course, is not to answer the question in one blog post but to start a bigger discussion. It's one that will have to address NIMBYism as an unfortunately rational response to a society that's put home value at the center of wealth accumulation. It's also one that will have to acknowledge the far more absurd NIMBY complaints, such as neighbors who get up in arms about a bike lane, that seemingly have less to do with amenities or property values than fear of change or the unknown or the Other.

As for realistic policy solutions, Bradford makes an initial go at these, too. Rather than trying to undo existing single-family zones, he says, an easier place to start would be for local planners and officials to stop automatically applying such zoning to new developments. "There is no particular constituency for zoning fringe greenfields exclusively for single-family use, so cities ought to stop doing it," he writes. "This practice merely begets the next generation of NIMBYs."

A better theory of what drives NIMBYism would be a welcome addition to the neighborhood of ideas. Here's favoring its construction.

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](#)

