

NDPA

NORTH DAKOTA PLANNING ASSOCIATION

SPRING newsletter | 2017



North Dakota
Planning Association
serving North Dakota since 1973

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PRESIDENT'S MESSAGE



SCOTT HARMSTEAD, AICP

The weather is finally starting to warm up and requests for building permits are coming in the door. Despite rumors of a severe economic downturn, most local governments throughout North Dakota continue to maintain levels of service and staff necessary to provide for local needs. In many places, development prospects have not subsided—in fact, many communities are preparing for growth fueled by renewed private investment.

Meanwhile, we are coming to the end of another legislative session. Familiar arguments over extraterritorial jurisdiction have been revisited through various house and senate bills looking to limit and to even do away with city extraterritorial authority altogether. This time nothing is likely to change, as the extraterritorial bills did not make it out of either chamber. Cities weighed in on these bills in a big way and helped to ensure that the status quo would be maintained. The legislature is also becoming very interested in energy development and its relationship to planning and zoning. The oil and gas transmission line review process will likely change, with involvement by local jurisdictions as a result. The State may also wade more heavily into wind power development regulations. For more information on legislative action pertaining to planning and zoning, see page 3, “Legislative Update”.

At the time this message is being prepared, Vision West ND and the NDPA are in the midst of holding planning and zoning training workshops focused on local government (townships, counties, and cities) staff and decision makers. Workshops are being held in both Stanley and Killdeer, with the intent to involve jurisdictions across the oil patch. Thus far, participation has been robust thanks to outreach efforts provided by Vision West ND. Joel Quanbeck, NDPA's Treasurer, was instrumental in putting together the training program, including two hours focused on planning and zoning basics, an hour focusing on special waste landfill regulations, and a final hour on wind energy facility development regulations. Steve Tillotson, the State Department of Health Solid Waste Management Program Manager, presented on solid waste landfills, and Steve Josephson, the Stark County Planner, presented on Stark County's experience with wind energy development.

As the ground continues to thaw, there is much to look forward to in the planning world. 2017 offers a robust set of planning conferences available for different levels of interest. The American Planning Association's National Conference is right in front of us, May 6-9 in New York City. Hosting a diverse set of Midwest and Western issues, the Western Planner Conference will be held in Spearfish South Dakota September 13-15—what a great opportunity to attend this conference in such close proximity to much of our state! Finally, our NDPA conference will be held in Fargo on September 28.

NPC17

Registration is open for APA's 2017 National Planning Conference in New York. NPC17 will be the premier planning event of the year, with hundreds of options for tours, advanced training, mobile workshops, special events, and opportunities to network with planners from across the country and around the world.

**MAY 6-9, 2017
NATIONAL APA CONFERENCE
NEW YORK CITY, NY**

For more information and to register:
<https://www.planning.org/conference/>

Western Planner Conference

The NDLC Legislative Workshop is open to all elected and appointed city and park district officials. Strong Towns President Chuck Marohn will give this year's keynote.

**SEPTEMBER 13-15, 2017
SPEARFISH HOLIDAY INN
SPEARFISH, SD**

For more information and to register:
<https://www.westernplanner.org/2017-conference/>

NDPA Conference

Save the Date! The association is in the works planning for the annual NDPA Conference.

**SEPTEMBER 28, 2017
FARGO ND**



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LEGISLATIVE UPDATE

By: Natalie Pierce

NDPA ADDRESSES ETAS, ENERGY IN 65TH LEGISLATIVE SESSION

The 2017 legislative session has proven to be a busy one, with elected officials tackling a variety of issues from the Dakota Access pipeline to medical marijuana. Planning related policies received their fair share of attention. Extra territorial areas (ETAs) were under siege from both the House and the Senate.

HB 1258, introduced by Rep. Nelson (D) of Rolla, would have eliminated all extraterritorial zoning authority state-wide. The first hearing of the bill in front of the House Political Subdivisions Committee took place on January 20th. The Committee ultimately reported back “do not pass.” On February 17th the House rejected the bill by a 68N-17Y vote.

As introduced, SB 2257 would have reduced the ETAs around municipalities by half. The bill had its first hearing in front of the Senate Political Subdivisions Committee on February 3rd. At the hearing, the bill sponsor, freshman Senator Jordan Kannianen of Stanley, amended the bill such that it would eliminate only the area of joint jurisdiction. In a rare move, the Committee reported back without a recommendation, as the six committee members were deadlocked. The bill failed in the full Senate on a 36N-9Y vote.

Energy facilities have also been a focal point during the session. SB 2209 sought to change the allocation of wind generation tax revenue. The bill failed in the Senate.

SB 2314 was introduced as a bill to prohibit electricity rate increases related to providing energy to other states (MN) to meet their renewable energy mandates. The bill ended up being completely overhauled in the House and is now simply a statement that legislative

management shall consider studying a long-term energy plan for the state during the 2017-19 interim. The bill is pending in the House Energy and Natural Resources Committee.

SB 2313 sought to further define “exclusion and avoidance areas” for wind turbines. The version of the bill passed by the Senate included a provision for an avoidance area of 3 x tower height from the quarter line of a quarter that contains the residence of a non-participating land owner. After cross-over, NDPA presented testimony to the House Energy and Natural Resources Committee, advocating for local control of siting requirements. At the Committee hearing there was a significant showing from local governments and wind energy companies in opposition to the bill. The hearing lasted for about 4 hours with only two individuals speaking in support.

The Committee amended the bill and reported back as a “do pass” on March 17th. The House passed the bill on March 21st with a 60Y-32N vote. The House-amended version of the bill would change the exclusion area for wind towers across the state to: 1.1 x tower height from the property line of a non-participating land owner and 3 x tower height from any inhabited rural residence of a nonparticipating land owner, unless a variance is granted. The Senate refused to concur with the House amendments. Senators Unruh (of Beulah), Armstrong (of Dickinson) and Oban (of Bismarck) were appointed to a Conference Committee. House members have yet to be appointed to the Committee.

SB 2286 seeks to shift greater authority to the Public Service Commission for the siting of liquid and gas energy facilities. The initial draft of the bill proposed that if, after receiving notice from the Public

Service Commission (PSC), a local government representative does not appear at a PSC hearing related to the siting of any gas or liquid energy transmission facility, the PSC must presume that the proposed facility is in compliance with local zoning ordinances.

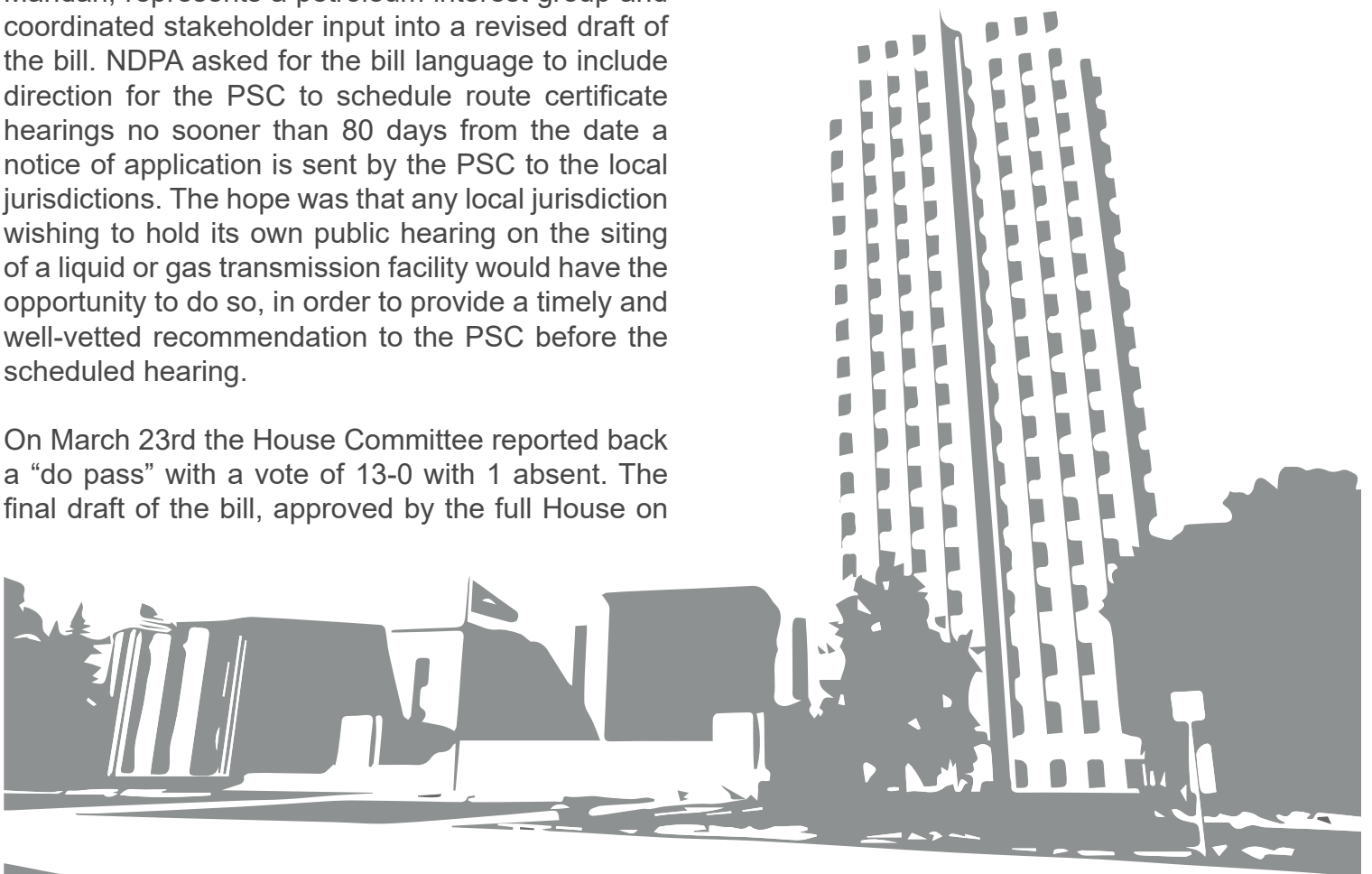
The Senate passed an amended version of the bill on February 20th. The draft of the bill that was heard before the House Energy and Natural Resources Committee on March 9th states that if, after the PSC provides notice to an affected political subdivision, the political subdivision does not provide the PSC with a list of all local planning and zoning requirements at least 10 days before the PSC hearing, the issuance of a PSC permit will supersede and pre-empt any local land use or zoning regulations.

At the House Committee hearing, there were approximately eight individuals who spoke in favor of the bill. NDPA presented testimony in opposition. Todd Kranda, of Kelsch law firm in Mandan, represents a petroleum interest group and coordinated stakeholder input into a revised draft of the bill. NDPA asked for the bill language to include direction for the PSC to schedule route certificate hearings no sooner than 80 days from the date a notice of application is sent by the PSC to the local jurisdictions. The hope was that any local jurisdiction wishing to hold its own public hearing on the siting of a liquid or gas transmission facility would have the opportunity to do so, in order to provide a timely and well-vetted recommendation to the PSC before the scheduled hearing.

On March 23rd the House Committee reported back a “do pass” with a vote of 13-0 with 1 absent. The final draft of the bill, approved by the full House on

March 28th by a 92-0 vote, includes a provision for 45 days advance notice for PSC public hearings rather than the 80 days suggested by NDPA. This is still an improvement over the 20 day minimum for advance notice that currently exists in the State Administrative Code.

Natalie Pierce is the Planning & Zoning Director for Morton County. She served as a Planning & Zoning Commissioner for the City of Dickinson and also worked as a real estate agent. Prior to that, she worked for the Housing and Neighborhood Preservation Department in the City of Virginia Beach, VA. Natalie holds a Master of Urban and Regional Planning degree from the University of California, Irvine. She resides in a walkable Bismarck neighborhood with her husband and two young sons.



WILLISTON OVERHAULS SIGN REGULATIONS

By Rachel Laqua

MODERNIZED ORDINANCE BALANCES CITY, STAKEHOLDER NEEDS

The City of Williston's current zoning ordinance was originally passed in 1983. While in many instances this ordinance functions well, some updates have been needed, particularly since 2006, when Williston began experiencing an uptick in population and activity due to economic growth in the Bakken area. Though the City is working on an updated Unified Development Code (UDC), which would replace the current zoning code, some interim updates to the zoning code have been necessary. In many cases, these have been changes to address modernization of standard business practices. Signage updates, however, were more complicated.

Sign technology has changed a great deal since 1983, as have modern marketing practices. The 1983 zoning code did not address modern signage needs, which was recognized by the City. An attempt was made to address this in December of 2012 with an ordinance that updated some needs of the City such as adding emergency locator signs and adding some new definitions. The City also made several smaller updates to sign regulations in April of 2013, June 2014, and February of 2015, each

working to add specific regulations such as billboard location, dynamic messaging regulations, and land development signs.

With the UDC, however, it was recognized that the City needed a larger overhaul of sign regulations that truly took into account the wide variety of development types occurring in Williston as well as modernizing regulations. Staff began to work on that item in 2014, but quickly determined that sign regulations – particularly temporary sign regulations – were something that many citizens had strong opinions on and needed to be dealt with sooner than with the UDC.

Based on complaints regarding the proliferation of temporary signs in Williston, which were common due to the fast pace of development at the time, City staff put together a committee and memorandum on temporary signage. Utilizing American Planning Association's Planning Advisory Service (PAS) reports, City staff analyzed the model ordinance provided, as well as regulations in cities around the country and region. The PAS report gave examples of both permissive and restrictive ordinances, and staff found examples of both styles within the state and region, as well. In the end, staff worked with the committee to determine that the ordinance style which best fit Williston was a permissive ordinance, which allows a great deal of signage but has strict timelines and standards for maintenance. The permissive style of ordinance also attempts to balance the need for businesses to be able to utilize temporary signage with stated comprehensive plan goals, which look to create a feeling of permanence within the City.

In late 2015, this ordinance, which modernized permanent signage standards and included updated temporary sign standards, went out for public review, and garnered a fair amount of attention and comment. In particular, negative comments were received from several temporary sign companies in town and were heavily publicized in the newspaper, though not much focus at that time was placed on the permanent sign changes. While staff and commissioners held meetings with concerned citizens, including the Homebuilders Association,

Chamber of Commerce and Board of Realtors, staff became aware through the American Planning Association of a U.S. Supreme Court decision that had been handed down earlier in 2015, *Reed vs. the Town of Gilbert*.

Reed vs. the Town of Gilbert completely altered the legal landscape in which sign regulations exist. Historically, signs were regulated based on their content – not to the extent of denying free speech but, for example, by regulating categories of signs as “real estate signs” or “commercial event signs”. A result of *Reed vs. Town of Gilbert* is that this is no longer allowable. Signs cannot be regulated on content. Signs may still be regulated based on size, material, location, and duration. The changes to how signs can be regulated was significant, and caused a year’s delay in passing the city’s proposed sign ordinance. In that time, the City spent several months gathering information and working with the City Attorney to update the proposed draft of the sign ordinance to reflect those needed changes. The final version of the ordinance is unavoidably detailed, but reflects a compromise on the part of all stakeholders.

During the year in which the City researched the effects of *Reed vs. Town of Gilbert*, staff also held meetings with various stakeholders. There was a great deal of public input about the effects that new temporary sign regulations would have on

businesses and non-profits, including from the two temporary sign companies in town. In the end, through a great deal of discussion, the City ended up keeping limitations on the number of permits and length of permits (15 days per permit, with eight permits annually per property) while creating two types of permits and reducing the cost of the permits – an individual permit, where a property can buy a permit for an individual event for \$25, and an annual permit, where a temporary sign company can buy an annual permit with a one-time \$1,000 fee, with reduced administrative processes when a property requests a sign from the company.

Other challenges during that year included redefining some sign types that staff had spent a great deal of time working on with a group of local realtors in previous years, including “land development” and “construction” signs, which, because they were regulated by content, were no longer allowed to be called out specifically. Finding a workable solution that met the day-to-day needs of developers and realtors, addressed the aesthetic and enforcement concerns of the City, and stayed within the legal bounds of *Reed vs. Town of Gilbert* was a challenge, but with a lot of education and discussion, the final result seems to be working.

Education was a huge component of the ordinance effort. There was a lot of misinformation that was



**REED VS. THE TOWN OF GILBERT (2015)
COMPLETELY ALTERED THE LEGAL
LANDSCAPE IN WHICH SIGN REGULATIONS
EXIST.**

SIGN REGULATIONS continued...

put out about the ordinance, and it was particularly effective when it came from a non-profit saying “We won’t be able to advertise our events anymore because we won’t have a place to put the signs and we can’t afford it.” In this case, it was vital to explain the full situation to that non-profit. For example, one particular park in town has a parking lot which looks directly onto a main intersection – it’s a great place for advertising local events! On the other hand, the park district wasn’t being asked for permission to place signs there, and it felt like the situation needed to be regulated, because on some days, three to four portable signs were being placed within the parking lot. The non-profit needed to understand that the property owner (the park district), not just the City, was in favor of changing the status quo, while staff needed to understand that the original proposed permit price was unaffordable.

In other instances, educating the public meant holding meetings with most realtors and the realtor board, explaining why “real estate sign” was no longer a definition in the ordinance, and what was intended to replace it. In this instance, the City’s hands were tied – Reed vs. Gilbert means that the City’s ordinance could not single out a “real estate” sign, nor treat it differently than any other sign type. Instead, the ordinance has an allowance for a “fixed yard sign” on any commercial and industrial property, which needs to be placed into the ground and made of finished material. This sign is not considered a temporary sign (hence needing to be placed into the ground), and does not require a permit. This is intended to serve the purpose of a real estate sign. This concept took a great deal of discussion, and explaining why the standard framing at the bottom of a typical 32-square foot real estate sign, which does not allow for insertion into the ground, would mean that it was counted as a temporary sign and would need to be permitted.

We also had numerous meetings with permanent sign companies, who used the opportunity to lobby for larger signs. They utilized some ordinances in the area that allow for very large signs or don’t have

sign requirements at all, which meant that the City had to ensure that the proposed ordinance really was utilizing modern signage standards. To that end, the City looked at several cities in the area who had updated their sign regulations recently and determined that the proposed ordinance was proposing a slightly smaller freestanding sign size than allowable in those cities and subsequently updated the regulations in the proposed ordinance.

In the end, the City ended up with an ordinance that allows for more permanent signage for most properties, allows for more temporary signage, creates allowances for non-residential residentially zoned properties such as churches, creates flexibility for large commercial and campus-style properties, and represents and accommodates the needs of stakeholders. It was a long process, but the City has a modern, workable ordinance now.

Rachel Laqua is the Principal Planner for the City of Williston, ND. Rachel has been living in Williston for five years, since graduating from the University of Illinois at Chicago’s Master of Urban Planning and Policy program in 2012.

BISMARCK TAKES ON INFILL CHALLENGE

By Will Hutchings

NEW PLAN HELPS GUIDE DEVELOPMENT WITHIN EXISTING CITY FOOTPRINT

As the City of Bismarck looks to manage orderly, outward expansion, a key strategy is to guide some city growth inward. Recently, the City adopted an Infill and Redevelopment Plan in its continuing effort to guide development within the existing footprint of the city, a key growth strategy advocated by Mayor Mike Seminary in his “footprint initiative.” The purpose of the Plan is to facilitate high-quality infill and redevelopment that enhances quality of life, economic vitality, and fiscal responsibility. The Plan complements the City’s Growth Management Plan, adopted in 2014.

“We really tried to cast a positive vision, focusing on the kind of growth we want to encourage rather than what we want to prevent.” - Daniel Nairn

The Plan is the result of a nearly year-long process, and was led by an advisory committee consisting of architects, landscape architects, realtors, developers, and staff representatives from the City of Bismarck, the Bis-Man Transit Board, local school districts, and the Bismarck Parks and Recreation Department. Bismarck City planner Daniel Nairn, AICP, was the project manager. Will Hutchings, another Bismarck planner, assisted with the plan.

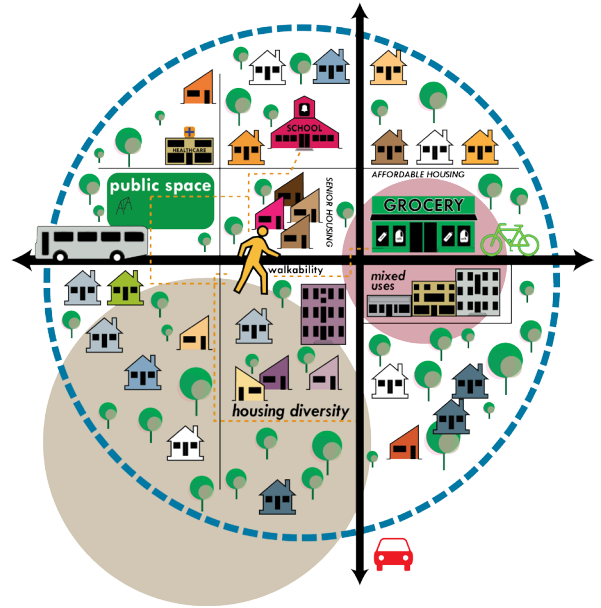
“Addressing growth in existing areas is a challenge,” Nairn said. “Planning staff and the advisory committee looked carefully for those win-win situations where greater urban density can be achieved while the character of neighborhoods are protected at the same time.”

“Above all,” Nairn said, “we really tried to cast a positive vision, focusing on the kind of growth we want to encourage rather than what we want to prevent.”

A public open house introduced the plan to the public in November of 2016. In addition, the plan was posted online to allow citizens an opportunity to review the draft and provide comments.

The Plan is broken into three main sections: Introduction, Design Principles, and Implementation Strategies.

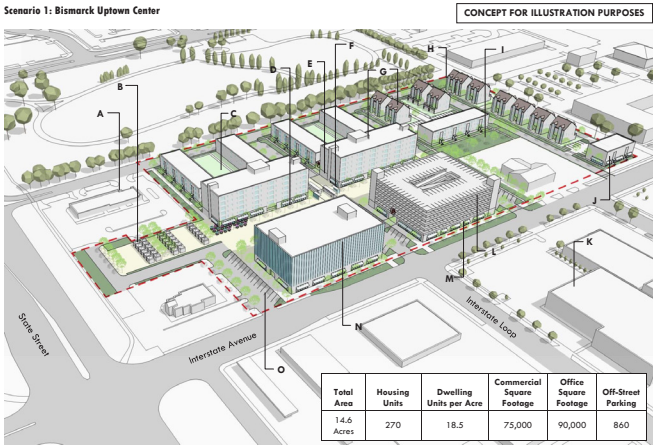
The Introduction highlights the purpose of the plan, outlines goals, and addresses the merits behind infill growth of compact character. The Introduction also analyzes changes in the City’s density and spatial population distribution, and identifies some typical opportunities and challenges of inward growth. The Plan recognizes the importance of preserving the unique character of Bismarck, but also identifies six regional peer communities, which have engaged with infill and redevelopment in a similar manner. They include the cities of Billings, MT; Rapid City, SD; Sioux Falls, SD; Grand Forks, ND; Fargo, ND; and Rochester, MN.



The Design Principles section establishes eight principles to improve the quality of design for infill and redevelopment projects. These eight principles are not intended to be regulatory but are recommended best practices that may be applied to promote high quality infill and redevelopment projects that aim to preserve and enhance the character of the City of Bismarck.

- 1. Formation and Growth of Complete Neighborhoods
- 2. Integration of Civic and Open Space into Development
- 3. Provisions for Mixed-Use Development of Appropriate Scale
- 4. Preservation and Enhancement of Architectural and Historical Character
- 5. Building at the Scale of the Pedestrian
- 6. Fostering a Network of Connected Streets and Paths
- 7. Mitigation of the Impact of Parking on Public Space
- 8. Design to Allow Adaptation to Future Conditions

The city of Bismarck also hired David Witham, AICP, of Civitecture Studio, who is an architect and urban designer with extensive knowledge of high quality urban design. Mr. Witham applied the eight design principles to three hypothetical demonstration scenarios to illustrate context-sensitive and appropriate infill and redevelopment. The scale of each demonstration project varies. The first, titled “Uptown Center”, examines the large-scale redevelopment of an existing big box store located in north Bismarck into a new mixed use, pedestrian-friendly area with a regional parking approach. The second, titled “The New Galleria”, examines the infill of a vacant lot and redevelopment of an existing public parking structure in the downtown core into a residential complex with active ground floor retail and a new joint-parking structure. The third, titled “Gentle and Lean Infill”, illustrates how higher intensity residential may be implemented into an existing residential zoning district while maintaining the proper scale and appearance with surrounding single family residences and mitigating the visual impact of parking from the public realm.



One of the demonstration projects examined in the Plan envisioned the redevelopment of an existing big box store located in north Bismarck into mixed-use commercial and residential center.

The Implementation Strategies section provides a set of key strategies that are intended to support the vision of the plan. There are 24 strategies that serve as guidance and recommendations for future actions that the City may take to support the Infill and Redevelopment Plan. Some of these strategies include allowing setbacks to match the existing context, establishing modified parking requirements to allow shared parking and set criteria for parking reductions, and creating a new traditional neighborhood zoning district that allows for smaller lot sizes, lessens setback requirements, and provides greater options for different housing types.

Nairn notes that the Plan also led to a lot of discussion about design, which was bolstered by the demonstration projects.

To view the plan visit: <http://www.bismarcknd.gov/DocumentCenter/View/27981>

Will Hutchings is a planner for the City of Bismarck. He graduated from Portland State University with a Bachelor’s degree in Architecture with a focus in Urban Design/Planning. Will is also the co-editor of the NDPA Newsletter. A 3-year Bismarck resident, he is originally from eastern Montana.

GRAND FORKS PILOTS PARKLETS FROM CONCEPT TO IMPLEMENTATION

PUBLIC-PRIVATE INITIATIVE TRADES ONE PARKING SPACE FOR PLACE-MAKING OPPORTUNITY

By **Stephanie Erickson**
Planner
City of Grand Forks



One prerequisite for a vibrant downtown is good walking opportunities. But a lively downtown is more than just a nice walk. A lively downtown promotes social interaction and helps create a sense of place. Improving conditions for bicyclists and pedestrians strengthens the downtown experience and leads to a more livable and walkable city.

Recently, Grand Forks' Planning and Community Development Department began using a small installation that has been popping up in cities all over the world - the parklet. We see this as another way to improve conditions for bicyclists and pedestrians and enhance downtown life. Focusing on people through human-scale design ensures that cities really are great places to visit, live, work, and play.

What is a parklet? A parklet is a sidewalk extension that repurposes the street and provides space and amenities like seating, planting, bicycle parking, and art. A well-designed parklet reimagines part of the street into a public space for people. Parklets are intended as aesthetic enhancements to the streetscape, providing an economical solution to the need for increased public open space. Grand Forks' parklets reflect the creativity and passion of local grassroots initiatives of the community, and demonstrate the City's commitment to encourage walking, biking, and creating neighborhood destinations that attract attention to local businesses and to the downtown.

The term parklet was first used in San Francisco in 2009 to describe the conversion of an automobile parking space into a mini park. The installation had its origins in Park(ing) Day (the third Friday of September), which encourages citizens across the world to install temporary parks in parking spaces. In 2011, Park(ing) Day resulted in 975 parklets in 162 cities around the world.

To clarify the role of the parklet in the public realm, many cities have created manuals and changed their ordinances so that parklets can be installed on a seasonal or permanent basis. Often they begin with a pilot program. The City of Grand Forks looked to communities such as San Francisco, Minneapolis, and Grand Rapids for examples of successful programs. Those communities envisioned parklets as a powerful economic development tool, a method for invigorating the public realm, and a unique marketing potential for adjacent businesses.

“A good city is like a good party – people stay longer than is really necessary, because they enjoy themselves.” - Jan Gehl

In Grand Forks, the Planning and Community Development Department sought the input of several other City departments to make sure the parklet concept would not infringe upon their duties and responsibilities, and to discuss requirements for an eligible applicant. In the spring of 2015, the City drafted the Grand Forks Parklet Pilot Project Manual.

Near the end of that process the City was contacted by two applicants, Brick & Barley Bar and Restaurant and Rhombus Guys Brewing Company. Originally the plan was for the pilot to be one location. Because the two locations differ in terms of streetscape design elements – i.e., street grade, fire hydrant locations, proximity to intersections, etc. – we felt that having the two locations go through the pilot would really put it to the test.

General Guidelines:

Accepted applicants are responsible for the design, installation, operation, management, maintenance, and removal of the parklet. Applicants will maintain the parklet structure and furniture in good repair.

Key policies:

Design Professional – A licensed architect, landscape architect, or engineer must seal proposed plans and supervise the installation. (For the pilot, a licensed contractor is acceptable.)

Encroachment Permit – An Encroachment Permit issued by the City of Grand Forks is required before a parklet can be installed. All installed parklets are subject to the terms and conditions outlined in the Encroachment Permit.

Duration of Installation – Approved parklets are permitted for installation from April 1 through November 1 and must be designed for easy removal. All approved parklets are temporary installations and are subject to removal per the Encroachment Permit.

Accessibility Requirements – All Parklets must comply with the Americans with Disabilities Act (ADA) and be accessible to all users, including people with physical disabilities, wheelchair users, and those with impaired vision.

Required Maintenance Construction Bond – Applicants shall be required to present a construction bond, surety, or letter of credit to be approved by the City of Grand Forks for the purpose of ensuring that the costs of maintaining and/or removing the parklet are covered. The amounts to be covered shall include \$5,000 for construction and \$1,000 for maintenance.

Advertising – With the exception of a small plaque (four inches by six inches) recognizing donors, advertising is prohibited.

Building Permit – A building permit is required for the deck, including built-in planters and/or railings and for any other structures, such as a raised platform or roof.

Public Outreach – Business which front or are adjacent to the proposed parklet location must be notified by the applicant. If they do not own the property, they are required to notify the property owner and provide documentation that the abutting property owners/businesses have been notified.

Service and consumption of alcoholic beverages – The applicant must obtain approval by the City Council if the service and consumption of alcohol is a part of the operation of the parklet.



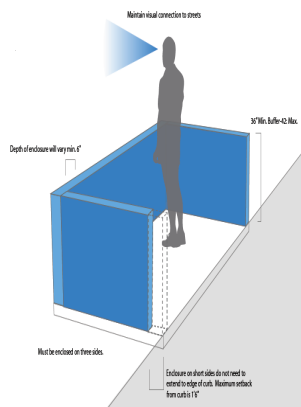
ENCLOSURE GUIDELINES

Buffers on the edges – All Parklets shall have an edge to buffer the street. This can take the form of planters, railing, cabling, or some other appropriate buffer. The height and scale of the buffer required will vary depending on context of the site.

Maintain a visual connection to the street – Parklet designs must maintain a visual connection to the street and not obstruct sight lines to existing businesses or roadway signage. You are allowed to include columns, overhangs, and other vertical elements with approval by the City of Grand Forks Planning and Community Development Department.

Consider the street side of the Parklet – While not visible from the sidewalk, the Parklet's back is highly visible from across the street. Large blank walls are not permitted.

Materials – All materials must be high quality, durable, and capable of withstanding heavy use and exposure to the elements.



Extend the Sidewalk – Parklets should be designed as an extension of the sidewalk, with multiple points of entry along the curbside edge.

The parklet was something that had never been done in this area, but there was little concern about the concept in Grand Forks. Many city departments and the public wanted to know what they were and were open to the idea. We felt it was very important for the success of the pilot that all the stakeholders were on board, so we had several meetings with other City departments and the public. Ultimately, the City Council approved both locations for a three-year pilot program, which would allow the applicants sufficient time to work out the bugs and give the public the opportunity to use the parklets for more than just one season. This also gives staff time to monitor the use of the parklets.

The first parklet popped up in Grand Forks in the summer of 2016 in front of the Rhombus Guys Brewery. The parklet took up one parking spot but in turn offered four additional tables of for outdoor seating, and counter seating along the street side. The city has heard nothing but positive reviews and buzz. In 2017, the other applicant, Brick & Barley Bar and Restaurant, will unveil its parklet. Currently, our neighboring community, East Grand Forks, Minnesota, is considering its own parklet program.

The Grand Forks Planning and Community Development Department created the Parklet Pilot Project Manual to guide applicants through the process and procedures. It provides an overview of the program. You can find the entire manual at <http://www.grandforksgov.com/home/showdocument?id=18148>

Stephanie Erickson is a planner for the City of Grand Forks. She reviews site plans for the City and oversees bicycle and pedestrian planning. Ms. Erickson is working on the Bike and Pedestrian Plan component of the Long Range Transportation Plan for 2045, The Transit Development Plan, and local Complete Streets policy. She chairs the Bicycle, Pedestrian, and Greenway Advisory Committee, and co-chairs the Bike and Pedestrian Safety Committee for Safe Kids. She represents the City on the Alley Alive grassroots group, was part of the Warehouse Ecodistrict & Grand Corridor Project team, and the Copenhagen Study Tour. Previously, she worked for the Grand Forks-East Grand Forks Metropolitan Planning Organization. Erickson received a B.S. in City Planning from the University of Utah.

Formed in 1973, the North Dakota Planning Association strives to be a forum for a diverse population across the state, region and county. It serves professional planners, economic developers, state agency staff and officials, region council board members, city and county planning board members, private individuals, businesses and utilities.

Over the years, the North Dakota Planning Association has provided a place for an exchange of ideas, educational opportunities, legislative information and lobbying activities, and kept its membership informed on the current topics of concern across the state.

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<http://www.ndplanning.org/contact-us.html>

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**North Dakota
Planning Association**

serving North Dakota since 1973

2017 MEMBERSHIP RENEWAL

In order to join the NDPA, or renew your membership for 2017, you may simply send a \$50.00 check made out to "NDPA" to NDPA, PO Box 1588, Fargo ND 58107 and include your contact information (name, email address, mailing address, phone number, title, organization name). Or you can go to the NDPA website and navigate to the Membership page, and click on the Join NDPA Today at the bottom of the page. This will open a membership application form which you can print and send along with payment to the address noted above, or fill in the form and submit the application by email. If you have any questions, please email joel.quanbeck@kljeng.com.

BECOME A MEMBER

Who should join?

- Planning Commissioners
- City/County Commissioners
- City/County Council Members
- Planners/City planners
- Community developers
- Local engineers interested in planning
- Building officials interested in planning
- Other professionals interested in planning

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