



planning minnesota

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The Benefits of the Collaborative Process of Compromise: A Case Study from Alexandria, MN

Guest Writers

Jack Forslund, PTP – WSB & Associates, Inc.

Reuben Collins, EIT – WSB & Associates, Inc.

Karin Tank – City of Alexandria



The City of Alexandria is a beautiful city of approximately 13,000 in west-central Minnesota. Alexandria offers its residents and visitors numerous lakes, parks and trails for recreation, a strong economy and a vibrant downtown filled with numerous commercial establishments. Immediately north of downtown is the Central Lakes State Trail, which is a 55 mile asphalt trail linking three counties and numerous communities. It is used by cyclists and pedestrian for both recreational and utilitarian purposes by local residents, as well as being a significant tourism amenity drawing users from across the State of Minnesota.

Separating the trail from the downtown area is 3rd Avenue (TH 27/29), which is a 5-lane state highway approximately 60 feet wide and averaging nearly 17,000 vehicles per day. While Minnesota law requires all vehicles on a roadway to yield the right-of-way to pedestrians at un-signalized intersections, drivers often fail to properly yield. Recognizing that this situation could be improved, Douglas County along with the City of Alexandria, through a partnership between Douglas County Safe Communities and Active Living Douglas County, applied for and received a grant supported by Blue Cross and Blue Shield of Minnesota to conduct a study to identify potential infrastructure improvements.

This study evaluated a seven-block east-west segment of 3rd Avenue with signalized intersections on either end. While these signalized intersections were equipped with pedestrian actuated walk signals, these intersections (Broadway and Nokomis, respectively) were also complicated by the presence of high traffic volumes – particularly by the number of turning vehicles.

Working with a Steering Committee consisting of representatives from area agencies and businesses, the first step was to identify a “catalogue” of potential pedestrian and bicycle infrastructure enhancements that may have application throughout the area. Also, a more focused analysis was conducted to identify a preferred strategy to improve the crossing of 3rd Avenue by pedestrians and bicyclists, particularly at a location between the signalized intersections of 3rd Avenue at Broadway and Nokomis Street.

The intersection of Jefferson Street with 3rd Avenue was identified as a key location where additional pedestrian enhancements would be particularly helpful. The intersection is located roughly halfway between Broadway and Nokomis Street, and Jefferson Street has been identified by the City of Alexandria as a bicycle route through the City connecting the high school, Alexandria Technical College, and major employers.

Inside this issue

- 3 Trisha Rosenfeld, AICP
New Chapter VP
- 4 2011 State Planning
Conference
- 5 Statewide Health
Improvement Program
- 7 Planning & Zoning
- 8 Executive Committee
Explained
- 9 Chapter News
- 10 Upcoming Brown Bag
Events
- 12 Employment Opportunity
- 13 Event Calendar

- continued on next page -

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The Minnesota chapter of the American Planning Association (APA MN) publishes this newsletter on a monthly basis, with combined June/July and December/January issues.

submissions:

We welcome articles, letters to the editor, photos, calendar items, project profiles, planners on the move items, and other news. Send all submissions via e-mail to:

newsletter@mnapa.com

deadlines:

All submissions should be sent to the editors by March 15, 2011 for inclusion in the April issue.

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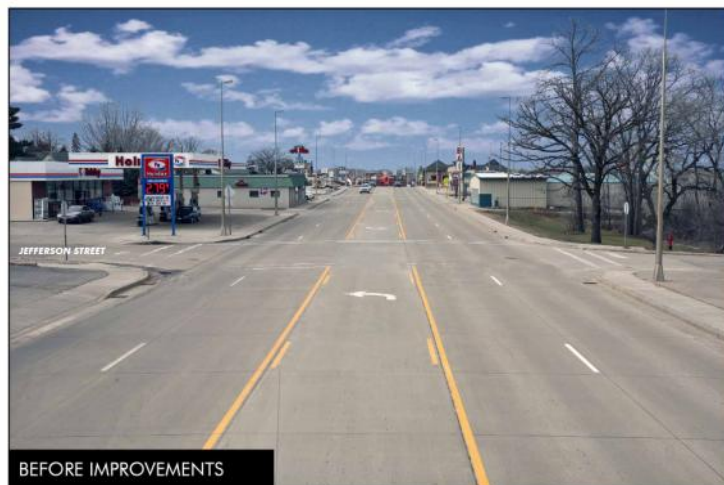
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Three alternatives were developed to present a range of options surrounding a central theme, which generally consisted of a median or pedestrian island, an enhanced crosswalk, and one of two types of pedestrian actuated signals. It was determined that the most significant barrier facing pedestrians and cyclists in the area was the overall width of 3rd Avenue and the lack of gaps in the traffic stream appropriate to cross the entire street at once.

The alternative preferred by the City and County included the construction of a pedestrian refuge island within the center-turn lane on the western approach of the 3rd Avenue and Jefferson Street intersection. The alternative also prohibited vehicles from making an eastbound left-turn movement to avoid queues from forming in the eastbound through lanes and to improve intersection safety. A more visible crosswalk would also be painted, and a pedestrian actuated signal would be installed (either a High-Intensity Activated crosswalk [HAWK] signal or Rectangular Rapid Flash Beacons [RRFBs]). Shown below is a rendering of how the initial improvement measure would look upon implementation.

- continued on next page -



The project is an example of how project stakeholders initially approach a problem with differing objectives, but through a process of compromise and collaboration a preferred alternative can be agreed upon. This process of collaboration can build positive working relationships that can influence future projects.

The project resulted in collaboration between the City, County and Mn/DOT to add a pedestrian refuge island to a Trunk Highway. Initially, the County hired WSB to prepare several alternatives that could be used to help pedestrians cross 3rd Avenue. However, since 3rd Avenue is a state highway, the City and County had to work closely with Mn/DOT to gain approval.

As discussions began, Mn/DOT expressed some concerns about some of the strategies the City and County wanted to use. In the end, all parties were able to come to an agreement about how to enhance the pedestrian crossing. Shortly thereafter, the City began a streetscape project on nearby Broadway, which is also a state highway. Based on the positive working relationship developed through the 3rd Avenue project, the City, the County and Mn/DOT were able to work more effectively and efficiently on the Broadway Streetscape project.

As a result of the success of the collaborative process, the City has received 2014 Enhancement Funds from Mn/DOT District 4 for the project.

A presentation on the project entitled, *The Benefits of the Collaborative Process of Promise: A Case Study from Alexandria, MN*, will be highlighted in the upcoming program of the **22nd Annual Transportation Research Conference**, with the theme, **The Benefits and Challenges of Building Successful Public-Private Partnerships**. The conference, sponsored by the Center for Transportation Studies at the University of Minnesota, will be held May 24th and 25th at the Crowne Plaza St. Paul Riverfront Hotel, 11 East Kellogg Boulevard, St. Paul. The conference offers CM credits for AICP planners.



Introducing APA-MN Vice President, Trisha Rosenfeld, AICP

In the last newsletter, the Board announced that it was seeking a new Vice President due to the resignation of Mike Darrow. Since that time, the Board has reviewed all the candidate submissions and made an appointment of Trisha Rosenfeld to fill the position.



Trisha Rosenfeld has been the Community Development Director with the City of Belle Plaine for nearly four years. Prior to working for the City of Belle Plaine, she was employed by Greater Mankato Growth to assist with the coordination of the regional planning effort, *Envision 2020*. Rosenfeld has her Master's degree from the Urban and Regional Studies Institute at Minnesota State University-Mankato, with a focus in Management and Planning. Her undergraduate degree is in Marketing and Speech Communications. Prior to her career in community development, Rosenfeld worked in marketing for the private sector. She currently serves on the education and legislative committees for EDAM.

A message from Trisha. . . .

"My past involvement with APA Minnesota includes the 2009 Co-Chair for the Annual Planning Conference. Until December, 2010, I was the APA Minnesota Webmaven for approximately two years.

I look forward to serving as the Vice President of the APA Minnesota organization to continue my involvement with the organization. With both of my previous roles with the organization having concluded, it is important to me to be integral in the planning issues that affect the planners of Minnesota. Having previously been involved directly with the organization's website, my experience will lend itself well to the roles of this position. I am also committed to aiding the decisions that affect Minnesota planners, while helping to obtain the necessary legalities in order to perform our job as planners with the appropriate tools."

Announcing the 2011 APA Minnesota Chapter Conference in St. Cloud September 28th to 30th



The 2011 Conference Committee is excited to announce preliminary details of the 2011 Conference in St. Cloud: *Riding the Waves of Change*.

Please mark your calendars for September 28-30 at the St. Cloud River's Edge Convention Center (formerly the St. Cloud Civic Center) and the Kelly Inn. The conference will provide you with the tools and confidence of being a practitioner in today's environment with increased productivity.

More details, including registration information, will be coming in the following months. However, an RFP for Sessions is now available on the conference website, located at www.plannersconference.com and the APA Minnesota website at www.mnapa.com. If you have any questions or ideas for the conference, please feel free to contact Committee Co-Chairs LaTisha Birkeland and Tim Gladhill.

Don't be afraid to think outside the box for session proposals. The Conference Committee is looking for a well-rounded, multi-disciplinary approach to this year's conference. Ideas proposed for this year include GIS workshops, civil engineering principles, financial planning, demographics and census data and communication skills.



2011 Conference Committee

The conference will provide the maximum CM credits possible, especially important for those with AICP certification.

See you in St. Cloud!

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Statewide Health Improvement Program

by Patrick C. Hollister

Since February of 2010, I have been working for Clay County Public Health in West Central Minnesota as the Statewide Health Improvement Program Active Living Planner. The Statewide Health Improvement Program (SHIP), an integral part of Minnesota's nation-leading 2008 health reform law, strives to help Minnesotans lead longer, healthier lives by preventing the chronic disease risk factors of tobacco use and exposure, poor nutrition and physical inactivity. SHIP seeks to create sustainable, systemic changes in schools, work-sites, communities and health care organizations that make it easier for Minnesotans to incorporate healthy behaviors into their daily lives. For more information, visit:

<http://www.health.state.mn.us/healthreform/ship>.

In West Central Minnesota, the Public Health Departments of four counties (Becker, Clay, Otter Tail, and Wilkin) jointly applied for a SHIP grant and received the grant. The four counties decided to choose one city in each county to focus our efforts. The four cities are Detroit Lakes, Dilworth, Perham, and Breckenridge.

As the Active Living Planner, my job is to help our four cities implement policies and practices that create active communities by increasing opportunities for non-motorized transportation (walking and biking) and access to community recreation facilities. My job has focused on working with city leaders in a systematic approach to help leaders understand the link between community design and one's ability to be physically active. The goal is policies that lead to improved community design and "complete streets."

Specifically, here are some of the things that I've been working on:

- **Active Living Community Survey.** SHIP Staff, in coordination with the North Dakota State Data Center, designed a survey to distribute to our four Pilot Sites of Dilworth,



Detroit lakes, Perham, and Breckenridge. The majority of the questions on the survey were identical in each of the four cities, but each City was also given the opportunity to add questions specific to their City. The preliminary results of the surveys can be seen at the following link:

<http://www.ndsu.nodak.edu/sdc/presentations.html>.

Complete results will be available in early 2011. SHIP Staff has already begun using the information that we received from the survey returns to impress upon City leaders the importance of infrastructure improvements to facilitate more biking and walking and Active Living for their residents. We will continue to use this data to educate the public in each of our four cities, as well. Plans are being made to share the local results through community input meetings in early 2011.

- **Highway 75 in Breckenridge.** Mn/DOT is scheduled to resurface Highway 75 through Breckenridge in 2013. At SHIP's urging, Breckenridge, Wilkin County, and Mn/DOT District 4 are now meeting about the possibilities of accommodating cyclists and pedestrians as part of the new Highway 75. SHIP Staff was inspired to push for this because of the recent public input process in Alexandria regarding bike and pedestrian accommodation along Broadway Avenue.

SHIP encouraged community leaders in Breckenridge to take the same approach with the upcoming Highway 75 resurfacing project, and SHIP's efforts are now impacting the process.

- Safe Routes to School.** SHIP Staff held a series of meetings with all four cities to reveal the results of our school surveys of fifth graders (or sixth graders in the case of Breckenridge) and to motivate them to apply for Safe Routes to School grants in 2011. (The results of the school student surveys are available at <http://www.ndsu.edu/sdc/publications/research.htm>) All four cities and all four school districts said that they were interested in applying for a Safe Routes to School grant in 2011. Three of our cities attended the Safe Routes to School training in Alexandria on February 9, jointly hosted by Blue Cross Blue Shield and the Minnesota Department of Health.
- Sidewalk Policy.** The Breckenridge City Council adopted a revised sidewalk ordinance on August 2nd. (Ordinance #478) The adoption of this ordinance has two impacts. First, the new sidewalk ordinance requires that sidewalks along streets and avenues shall be constructed at the time of any street construction/reconstruction unless the Council grants an exemption due to special considerations. Second, the City will enforce the prohibition on destruction of sidewalks by adjacent property owners. The Council always had the power to enforce this, but now they are committed to doing so and revised their sidewalk ordinance to make the requirements for adjacent homeowners to maintain (and if necessary reconstruct) sidewalks even more explicit.
- Mini-Grants.** All four cities have received "mini-grants" from SHIP, each to further the cause of Active Living. Breckenridge is using their mini-grant for a variety of purposes, including handicapped bikes, geocaching, bike racks and the promotion of

use of the City's walking trails. Perham is using their mini-grant funding to revive the Cal Miller Bike route through town, which was first designated over a decade ago but has largely faded from memory. Detroit Lakes is using their mini-grant money to provide more bike racks and bike and walking trail design. Dilworth is using their mini-grant for winter recreational equipment and promotion of their city parks and recreational facilities. We anticipate many policies to be developed in the coming months that would support the sustainability of these system and environmental changes.

Check out our Facebook page ("Statewide Health Improvement Program") and our YouTube channel ("BCOWSHIP"). If you have any questions about any of the above or want to learn more, feel free to contact me at either 218-329-1809 or patrick.hollister@co.clay.mn.us.

Patrick C. Hollister
SHIP Active Living Planner
Becker, Clay, Otter Tail, and
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A Post-Krummenacher world—life without variances

*Loren Gordon, AICP
City Planner for Minnetonka*

These are curious times for community planners across the state. Budgets are tight, development activity is down and the Legislature is back in session faced with a deficit budget. Life in the overly cliched, “new normal” right? We are all adapting to what this brings.

Another “new normal” began June 24, 2010. Everyone remembers that day – the day the Minnesota Supreme Court turned 20 plus years of variance statute interpretation on its head. The day the variance died? Maybe. But for some, it was the day the 1980’s statute was reaffirmed, or revived. Nonetheless, the proposed variance bill (House File 52 / Senate File 13) which was supported by APA-MN, intends to clarify variance language and provide definition to “undue hardship.” Although the bill gained many initial supporters, more recent events at the capital have caused some to pull their endorsement. Certainly nothing unusual as far as political drama, but it is telling about what a new statute might mean for cities.

Despite the current uncertainty, communities can take charge of their regulatory approach to bring local control and flexibility. So how is your community addressing variances and general regulation post-Krummenacher?

Since June, the city of Minnetonka has taken three important steps to address the need for flexibility in zoning and land use regulation, two of which were new ordinances to address the need for flexibility in zoning and land use regulation:

The first ordinance developed an approach to address the expansion of non-conforming uses. This ordinance was important for our built-out



suburban community. In researching city variance history, we found that nearly half of the requests were for projects with aspects that fall under the non-conforming use statute. The expansion ordinance provided a necessary tool for the city to address property redevelopment and reinvestment.

The second ordinance moved lot standards out of the zoning and into the subdivision code. This provided a procedure for varying the regulations under the subdivision statute which is not subject to the court decision.

Finally, as a third step, we have identified a few dozen zoning provisions that are candidates for flexibility. Many of these are community accepted standards previously approved by variance.

In many regards, the court decision, as inconvenient as it has been, has forced us to look differently at our regulations, policies, and comprehensive plan. In doing so, we are finding that we need to be more in tune with our code and more open to out-of-the-box thinking about regulation. Approaches such as form-based regulation are no longer as difficult to imagine implementing.

What the heck does the Executive Committee do?

Or, Why Would I Want to be Vice President?

Jean Coleman, Chapter Secretary

We recently said farewell to Mike Darrow after two years as APA MN Vice President and now welcome Trisha Rosenfeld to that position. Several great candidates expressed interest in the Vice President position and we hope this level of interest in Chapter executive positions results in multiple candidates for the next election. The transition with a new member of the Executive Committee offers an opportunity to highlight the role of the Chapter Officers who comprise the Executive Committee.

Chapter Officers are elected every two years, in years opposite district representative elections. The next officer elections will be at the end of 2012. According to the APA MN Bylaws, the primary duties and requirements of the officers are:

President. The President shall: (a) preside at meetings of the Executive Committee and Chapter Board and of the membership; (b) provide leadership on the development of Chapter policies in coordination with the Chapter Board and the association; (c) prepare an annual budget for approval by the Chapter Board; (d) create and/or disband, all Chapter committees and appoint and discharge committee chairs unless otherwise provided in these Bylaws; (e) represent the Chapter on the APA Chapter President's Council; (f) call meetings and perform other duties required by these Bylaws or customary to the office; and (g) be a member of the Association and the Chapter.

Vice-President. The Vice-President shall: (a) assist the President in the guidance and coordination of committee activities; (b) carry out any other duties assigned by the President; (c) assume the duties of the President if necessary; and (d) perform other duties required by the Bylaws or customary to the office; and (e) be a member of the Association and the Chapter.

Secretary. The Secretary shall be responsible for (a) preparing and reporting minutes of Chapter Board and Executive Committee meetings; and (b) performing other duties required by these Bylaws or customary to the office; and (c) the Secretary shall be a member of the Association and the Chapter.



Treasurer. The Treasurer shall: (a) receive and disburse Chapter funds; (b) collect Chapter dues and assessments not collectible by the National office; (c) assist the President in preparing an annual budget; (D) maintain financial bank and tax records which shall be open to inspection by officers and subject to audit; (e) prepare quarterly and annual financial reports for review by the Executive Committee; (f) perform other duties required by these Bylaws, or customary to the office; and (g) be a member of the Association and the Chapter.

In addition to the individual duties of the Officers, they meet between board meetings as the Executive Committee. The primary function of the Executive Committee is to ensure the smooth operation of the Chapter Board and work with the Chapter Administrators between Board meetings. Over the past two years, the Executive Committee has also ventured into the realm of auditing the Chapter finances and approving participation with National APA in two amicus curiae briefs on federal cases stemming from Minnesota lawsuits. The Chapter Board has also discussed authorizing the Executive Committee to function also as a Finance Committee. A final decision will be made at an upcoming Board meeting.

As Vice President, Mike Darrow took on the additional duties of managing website improvements as part of increased member services. Trisha Rosenfeld was formerly our Chapter "webmaven" and will continue to be engaged with the website as Vice President.

The Chapter Officers are committed to making APA MN a fun, engaged, and effective organization. We encourage you to contact any of the Chapter Officers at any time to discuss items of interest or concern. Current Officers are listed on the last page of this newsletter.

New Brown Bag Committee Chair

A new Brown Bag Program Committee Chair has been appointed. **Matthew Parent**, Anoka County Transportation Planner, has taken over organizing these events for the coming year. Matt would welcome any suggestions you may have for future Brown Bag Lunches; he can be reached at: matthew.parent@co.anoka.mn.us or via phone at 763.862.4291.



Matt began working with Anoka County as an intern two years ago and is now working with the County full time in the Highway Department. He earned his planning degree from UW River Falls, with a focus in GIS, which has served him well at the County.

We wish to thank Joe Hogeboom, Mark Grimes, Lisa Wittman and the entire Planning Department at Golden Valley for the years they have promoted and planned these highly successful programs. Many hours were spent putting together 12 to 15 programs each year, attended by dozens of our Metro Area members. We appreciate all of their efforts. They will continue to put together other events for the benefit of our chapter.

Planners on the Move...

Kimberly Johnson recently joined the City of Waseca as Planning Director. Johnson will be managing the Planning and Community Development Department which administers all Planning and Zoning, Economic Development, Historic Preservation and Housing programs for the City. Johnson is excited about the new opportunities and challenges this position offers, and is pleased to be working with historic preservation, again. Prior to her position in Waseca, Johnson held the position of City Planner in Faribault for approximately 10 years.

Upcoming Issues of *planning minnesota* to Highlight Work of Consultants

Focus on Contributions of Planning Consultants

This year, the Newsletter Editors want to bring a focus to a special part of our planning community. We want to highlight the many and varying contributions of consultants to the world of planning. For those of us who need to study a specialty, have a specific project, need to extend our staff, but cannot do so permanently, consultants can be just the right answer.

Planning Consultants are available everywhere in the state. Some are part of small firms, others are part of very large firms, many are members of our Minnesota Chapter of APA and many have received their AICP certification.

These consultants provide expertise in a variety of topics: environmental, transportation, long-range planning, zoning, comprehensive plans, neighborhood plans, downtown plans, ordinance writing, grant writing and many, many other topics. They are experts in small town, rural community, developed city, township, county and state-wide planning topics.

We would like to highlight the work and contributions of consultants over a series of 3 of 4 editions of the newsletter. If you are a consultant, or have worked with a consultant who you think should be highlighted, let us know.

CONSULTANTS: *Please send an email to newsletter@mnapa.com to request a form that asks each consulting firm to respond to specific questions and provides guidelines on photos and exhibits to include when we highlight your firm.*

APA Minnesota Brown Bag Lunch Event

Community Character: Principles for Design and Planning

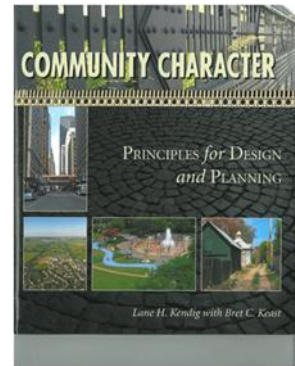
Presented by Lane Kendig

When: March 31, 2011 12:00 noon to 1:00pm

Where: Wayzata City Hall

About **Community Character** :

Community Character provides a design-oriented system for planning and zoning communities, but accounts for how people who participate in a community live, work and shop there. The relationships that Lane Kendig defines here reflect the complexity of the interaction of the built environment with its social and economic uses, taking into account the diverse desires of municipalities and citizens. Among the many classifications for a community's "character" are its relationship to other communities, its size and the resulting social and economic characteristics.



According to Kendig, most comprehensive plans and zoning regulations are based entirely on density and land use, neither of which effectively or consistently measures character or quality of development. As this book shows, there is a wide range of measures that define character, and these vary with the type of character a community desires to create. Taking a much more comprehensive view, this book offers "community character" as a real-world framework for planning for communities of all kinds and sizes.

About Mr. Kendig:

Lane founded Lane Kendig, Inc. in 1982 as an interdisciplinary firm that provided planning, plan implementation, and design consulting services to regional agencies, communities, county and local governments, and developers. Lane has experience in land use planning, growth management, housing, environmental planning, zoning and land use controls, site and land design and impact and feasibility analyses. He has worked throughout the United States and in Saipan, Commonwealth of the Northern Mariana Islands. His projects include comprehensive plans and implementing regulations; zoning, subdivision, and land development regulations and impact and management systems. He has written plans and ordinances separately and simultaneously and has studied special problems concerning economic development, transportation, growth management, special zoning regulations and open space programs, among others.

Research in the areas of land use, community character, suburban and rural design and environmental protection is an important aspect of Lane's practice, which contributes to his ability to provide state-of-the-art land use plans and controls. Lane has developed computer programs that address land use, nonpoint source pollution, transportation and development impacts and buffer-yards. This specialized software improves the firm's internal capabilities and cost effectiveness. He is the author of *Performance Zoning; Too Big, Boring, or Ugly: Planning and Design Tools to Combat Monotony*, *The Too-big House* and *Teardowns; Traffic Sheds, Rural Highway Capacity, and Growth Management; New Standards for Nonresidential Uses* (all published by the American Planning Association), as well as many articles on planning.

Lane represents both municipal and private sector clients in litigation, where he has served as an expert witness in Florida, Illinois, Missouri, Pennsylvania and Texas. He and the firm are also noted for designing the Fields of Long Grove, a 160-acre conservation development honored for the Best in American Living Award from the **National Association of Home Builders**, *Better Homes and Gardens* and *Professional Builder* magazines, as well as many other residential developments as commercial projects to the level of regional malls.

After 41 years of practice, Lane has stepped down as president of Kendig Keast Collaborative, but remains active with the firm as a strategic advisor available for specific projects or problem areas. He will continue writing, and is working on an updated Performance Zoning book to illustrate the changes in its 35 years of use. Attendees are welcome to bring their own lunch to this event. Please RSVP to Matthew Parent at matthew.parent@co.anoka.mn.us by **Monday, March 28th**.

APA Minnesota Brown Bag Lunch Event

Access to Destinations Study

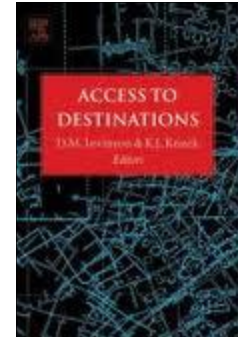
Presented by Dr. David Levinson

When: April 14th - 12:00 noon to 1:30pm

Where: University of Minnesota

<http://www1.umn.edu/twincities/maps/MechE/>

Room 1130 of the Mechanical Engineering Building



About the *Access to Destinations Study*:

Access to Destinations is an interdisciplinary research and outreach effort coordinated by the Center for Transportation Studies at the University of Minnesota, with support from sponsors including the Minnesota Department of Transportation, Hennepin County, the Metropolitan Council and the McKnight Foundation.

The Access to Destinations Study takes a new approach to understanding how people use the transportation system, and how transportation and land use interact. At the heart of this approach is the concept of accessibility: the ability of people to reach the destinations that they need to visit in order to meet their needs. By focusing on accessibility—rather than simple congestion measures—the Access to Destinations Study aims to produce a more complete and meaningful picture of transportation and its role in our lives.

This presentation will discuss the research and results of this five-year study, along with a newly created online mapping tool to help those who make transportation and land-use decisions in the Twin Cities region capture variations in accessibility to different types of destinations for travelers who drive, bike, walk, or use transit.

To learn more about accessibility and its role in the Access to Destinations Study, visit www.cts.umn.edu/access-study.

About Dr. David Levinson:

David Levinson's current research focuses on understanding the process of network growth, evaluating transportation technology and policy and modeling travel behavior. He teaches courses in Transportation Policy, Planning, and Deployment, Transportation Systems Analysis, Transportation and Land Use, Transportation Economics and Transportation Engineering. He is the director of the Nexus research group, exploring issues related to networks, economics and urban systems, and is a co-leader of the interdisciplinary Access to Destinations Study.



Levinson earned a Ph.D. in Engineering at the University of California, Berkeley in 1998. His dissertation, "On Whom the Toll Falls," focuses on local decision making for the financing and management of roads. Before joining the University of Minnesota, he worked as a transportation planner, developing integrated transportation/land-use models used in Montgomery County, Maryland. He was awarded the 1995 Tiebout Prize in Regional Science.

Attendees are welcome to bring their own lunch to this event. Please RSVP to Matthew Parent at matthew.parent@co.anoka.mn.us by **Tuesday, April 12th**.

Employment Opportunity

Job Title: Associate Planner

Location: Breezy Point, MN

Salary Range: \$22.60 to \$31.64 per hour

Link: www.cityofbreezypointmn.us

Contact: Joe Rudberg
City of Breezy Point, MN
8319 Co. Rd. 11
Breezy Point, MN 56472
218-562-4441
jrudberg@cityofbreezypointmn.us

Deadline: March 10, 2011

Job Description

The City of Breezy Point, MN is seeking a full time, benefited Associate Planner to address development, zoning regulations, shoreline regulations, policies and the implementation of the recently adopted Comprehensive Land Use Plan. Breezy Point is a resort community in the Brainerd Lakes area located about 25 miles north of Brainerd on beautiful Pelican Lake.

Minimum Qualifications

4-year degree in planning or related field; 2 years of related experience (internships may apply towards experience). Excellent interpersonal skills. Ability to write effectively; ability to operate personal computers with proficiency in Microsoft Word, Excel; proficiency in GIS a plus; valid driver's license. Must possess ISTS inspector license (or ability to receive one in 1 year).

Benefits

Position includes benefits of health and life insurance, vacation, sick time and holiday benefits. Flexible spending plan includes health care and dependent care reimbursements.

Application Instructions:

For complete position description and application see our web site at:

www.cityofbreezypointmn.us.

Resumes will not be accepted without completed application, and are due by March 10, 2011.

eConference: Planning Healthy and Child-friendly Communities

This *eConference* brings together outstanding leaders, expert professionals and scholars renowned for their breadth of vision and depth of experience. Audio presentations, transcripts of keynote speeches, slides and papers presented at the 48th IMCL Conferences are now available online.

This is an invaluable resource for your city, firm or university - insightful strategies, knowledge, and tools to guide healthy and child-friendly planning policies. View at: <http://www.livablecities.org/conferences/econference>.

Presentations include: Health and the Built Environment; Healthy Transportation Planning & Livable Streets; Children and the Urban Environment; Children & Nature; Children & Youth Participate in Planning; Planning & Urban Design Challenges.

Register for the eConference and listen to, review or download all the presentations. To register, please create a user account at <http://www.livablecities.org/user/register>. You will receive an email with a temporary password that you will use the first time you login. Then, visit the eConference page in the Conferences menu and register for the Conference. Registration is \$495. Access is available until May 31st.

If you have a question, please contact:
Suzanne.Lennard@LivableCities.org

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March, 2011 Event Calendar

For updates and more event details, visit MnAPA.com and click on **Member Events**.

Tuesday, March 1 Webinar: Green Streets as a Community Revitalization Strategy

12:00 noon to 1:30pm Central time. Explore how Green Streets can be a sustainable storm water management strategy that also contributes to community redevelopment. Many Midwestern cities are using 'green street' strategies in place of routine street rehabilitation to address storm water, transportation, and neighborhood stabilization goals. By combining transportation choice with environmental strategies, a green street product can support redevelopment efforts from multiple stakeholder perspectives. Attendees will see a blend of planning, engineering, and neighborhood revitalization strategies from each panelist in a case study format. HUD, DOT, and EPA representatives will highlight the federal and state options to use agency funding to implement green streets projects in your community. No webinar cost, however, attendees need to reserve a webinar seat in advance at: <https://www2.gotomeeting.com/register/968278187>

Thursday, March 3 American Society of Landscape Architects - Minnesota Chapter Legacy Project

6:00 to 9:00pm (includes reception following panel discussion) University of Minnesota College of Design, 100 Rapson Hall, 89 Church Street SE, Minneapolis, MN 55455. Presented by the U of M Department of Landscape Architecture.

Please join us for "THE FOUNDERS", a panel discussion with Herb Baldwin, Roger Clemence, Roger Martin, and Peter Olin on the early days of the Department of Landscape Architecture and reflections on the impact that landscape architects have had on shaping the Minnesota environment. Moderators: Carrie Christensen (MLA '08), principal-in-charge, ASLA-MN Legacy Project Professor John Koepke (BLA '81) ASLA. Event is free but registration is requested: <http://z.umn.edu/founders>

In collaboration with American Society of Landscape Architects Minnesota Chapter (ASLA-MN), the University of Minnesota College of Design Department of Landscape Architecture will undertake a process of oral history gathering, focusing on the stories of key landscape architectural contributors from the second half of the 20th century. The histories will be archived with the Northwest Architectural Archives, University of Minnesota Libraries. For more information about the project and event, contact aslammnlegacy@gmail.com or call 612-250-1320.

Thursday, March 3 Bi-Annual AICP Exam Panel

APA Minnesota is sponsoring its bi-annual AICP exam panel on Thursday, March 3rd from 2:00 to 4:00pm at the St. Louis Park City Hall, 5005 Minnetonka Boulevard. The event will feature panelists who took the exam in November 2010. If you are taking the May exam, or thinking about becoming a candidate in the future, this panel discussion will provide an overview of the exam and ideas on how to prepare. Please RSVP for the event by contacting Rita Trapp at 612-252-7135 or rita@hkgi.com.

Thursday, March 10 Historic Preservation and Form-Based Codes

12 noon to 1:30pm Central time. An urban designer joins with an historic preservationist for an interesting webinar in March. Please join us for Historic Preservation and Form-Based Codes on Thursday, March 10, beginning at 12 noon. Also, FBCI continues to offer three recorded webinars about form-based codes. More information follows, below. AIA CES and AICP CM credits available for the March 10 webinar. AICP CM credits available for recorded webinars. 90 minutes. [REGISTER HERE](#)

Form-based codes and historic preservation districts begin from the same point: an analysis of existing community fabric. Jim Lindberg and Stefan Pellegrini combine the unique insights of a preservationist and a city designer in a lively 90-minute presentation. They'll provide examples of form-based codes within historic districts, and discuss how to treat historic districts within form-based codes, using case studies from towns large and small. Q/A will follow. 1.5 AIA CES and AICP CM (approval pending).

March, 2011 Event Calendar

Thursday, March 24 **The Driehaus Form-Based Codes Award Call for Submissions**

The Driehaus Form-Based Codes Award Sponsored by the Form-Based Codes Institute with the Generous Support of the Richard H. Driehaus Charitable Lead Trust.

Deadline is March 31. For Details Please [Click Here](#). The Board of Directors of the Form-Based Codes Institute (FBCI) is pleased to announce its fifth annual award for achievement in the writing and implementation of Form-Based Codes.

Entries should be codes intended to guide development consistent with a master plan, and should advance the field of Form-Based Code writing. Submitted codes must have been adopted into law by a unit of local government. Submission of codes that show built results and "lessons learned" is encouraged.

Submissions must be received by FBCI no later than 5:00pm Central time on Thursday, March 31, 2011. Recognition Award winners will be announced June 3, 2011, during Today's Best Form-Based Codes session at the Congress for the New Urbanism's nineteenth annual meeting in Madison, Wisconsin. Winners will be invited to participate in a discussion of their codes at the Congress. Additionally, winning entries will be featured on the FBCI web site. Anyone is eligible to submit a legally adopted Form-Based Code. However, if any current jury member or member of their firm or organization are, or were, part of a codewriting team or a participant in the design, writing, adoption, or implementation process, that code is ineligible for review in the 2011 program.

Submission Information. There is no entry fee. For complete information and to obtain detailed instructions, entry and submission forms, and to see previous winners, go to the FBCI website - www.formbasedcodes.org. Questions may be submitted to Carol Wyant, FBCI Executive Director at 312.498.7166 or carol@formbasedcodes.org.



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