

TABLE OF CONTENTS

CH 1 INTRODUCTION TO THE LAND USE PLAN	3
1.1 HISTORY OF THE LUP.....	3
1.2 PURPOSE OF THE PLAN & VISION.....	4
1.3 THE PLANNING PROCESS – DEVELOPING THIS LUP.....	5
1.4 LIVABILITY PRINCIPLES.....	5
1.4.1 Provide more transportation choices.....	6
1.4.2 Promote equitable, affordable housing.....	6
1.4.3 Enhance economic competitiveness.....	6
1.4.4 Support existing communities.....	6
1.4.5 Coordinate and leverage federal policies and investment.....	7
1.4.6 Value communities and neighborhoods.....	7
1.5 IMPACT OF ADOPTION.....	7
CH 2 COMMUNITY BACKGROUND	8
2.1 PLANNING AREA.....	8
2.2 REGIONAL SETTING.....	8
2.3 PHYSICAL CHARACTERISTICS.....	10
CH 3 EXISTING COMMUNITY	12
3.1 POPULATION.....	12
3.1.1 Composition & Change.....	12
3.1.2 Age-Gender Distribution.....	13
3.1.3 Natural Increase.....	13
3.1.4 Migration.....	14
3.1.5 Populations Projections.....	14
3.2 HOUSING.....	16
3.3 ECONOMY.....	17
3.3.1 Greater Grand Forks Economic Trade Area.....	18
3.3.2 Employment.....	19
3.3.3 Commercial Activity.....	19
3.3.4 Industrial and Manufacturing.....	21
3.4 EXISTING LAND USE.....	21
3.4.1 Commercial Area.....	23
3.4.2 Industrial Area.....	23
3.4.3 Industrial Reserve Area.....	23
3.4.4 Residential Area.....	23
3.4.5 Residential Growth Area.....	23
3.4.6 Urban Expansion Area.....	23
3.5 TRENDS IN LAND USE DISTRIBUTION.....	23
3.5.1 Division #1.....	27
3.5.2 Division #2.....	28
3.5.3 Division #3.....	29
3.6 PUBLIC FACILITIES.....	30

3.6.1	Transportation Plan Goals & Policies.....	30
3.6.2	Parks & Open Space.....	33
3.6.3	Natural Resources Goals & Policies.....	37
3.6.4	Public/Semi-Public.....	38
3.6.5	Police Station.....	38
3.6.6	Fire Station.....	39
3.6.7	Flood Protection.....	39
3.6.8	Water System.....	40
3.6.9	Electrical System.....	40
CH 4 GOALS & POLICIES.....		42
4.1	PROPOSED LAND USE GENERAL GOALS & POLICIES.....	42
4.2	GROWTH MANAGEMENT GENERAL GOALS & POLICIES.....	49
4.3	RESIDENTIAL AREA GOALS & POLICIES.....	52
4.4	COMMERCIAL/INDUSTRIAL AREA GOALS & POLICIES.....	54
4.5	URBAN EXPANSION AREA GOALS & POLICIES.....	57
4.6	NATURAL RESOURCE GOALS & POLICIES.....	60
4.7	PARKS & OPEN SPACE GOALS & POLICIES.....	62
4.8	IMPLEMENTATION PROGRAM NARRATIVE.....	65
CH 5 IMPLEMENTATION & FUTURE LAND USE.....		69
5.1	CURRENT PROJECTS & STUDIES.....	69
5.1.1	US 2 Access Management Study.....	69
5.1.2	Central Avenue Corridor Study.....	71
5.1.3	River Forks Downtown Plan Update.....	73
5.1.4	Implementation of Goals.....	75
5.2	FUTURE LAND USE NEEDS METHODOLOGY.....	76
5.2.1	Analysis.....	77

CH 1 INTRODUCTION TO THE LAND USE PLAN

1.1 HISTORY OF THE LAND USE PLAN

There are many Plans that the City of East Grand Forks looks at for guidance and implementation strategies. They can be very broad and all encompassing or specific down to a single neighborhood. The broadest, a Master Plan and a Comprehensive Plan are commutable in that they both protect and promote the public health, safety, comfort, convenience and general welfare. The City of East Grand Forks preferably uses the term Comprehensive Plan, which includes the 2040 Land Use Plan, The River Forks Downtown Plan, the 2035 Long Range Transportation Plan Update and other Specific Plans including but not limited too: Greenway Plan.

The City of East Grand Forks began its Comprehensive Planning Efforts in August of 1964 when the City Council adopted the Downtown Business District Comprehensive Guide Plan. This document was prepared by Community Planning Design Associates Inc. with funding provided by an urban planning grant from the Housing and Home Finance Agency, under the provisions of the Housing Act of 1954.

Wehrman Champman Associates Inc., created the first actual Land Use Plan for East Grand Forks in 1978. The purpose of the plan was to analyze local land use problems and issues, and to provide a “third party analysis of these issues.” The plan also advised the city to “respond to these issues with definite policies.”

Floan-Sanders Inc. updated the plan in 1985. That update provided an analysis of updated population, economic data, and land use trends since 1978. The plan attempted to “provide the decision-makers with a basic set of land use policies which address the issues presented in the 1978 plan, as well as new issues that surfaced in the intervening years”.

The Grand Forks – East Grand Forks Metropolitan Planning Organization (MPO), in collaboration with East Grand Forks Planning, conducted the last two land use plan updates in 2002 and 2006. Since the last update of 2006 not much has changed in the city. The 2010 update will consist of a restructuring of the document outline as well as updates to all statistical data and maps. Goals and policies will be expanded or combined. Some policies added or further defined to implement and promote the goals and objectives of the plan. The US Government has defined six livability principles that will be incorporated into the Land Use Plan. These principles will promote more sustainable communities and create a better quality of life for all its citizens.

1.2 PURPOSE OF THE PLAN AND VISION

The 2040 East Grand Forks Land Use Plan is a document that serves several purposes:

- The plan update reflects the changes in the community and land use trends after the 1997 flood.
- A guide for city residents and decision-makers to plan for future growth and development through 2040, with the Urban Expansion Area representing the ultimate growth boundary of the city;
- A representation of the goals and values of the city and a vision for maintaining a high quality of life;
- Direction in making decisions such as zoning and land use requirements in the planning area, as well as transportation, park development, economic development and natural resource protection.
- The plan focuses on five main elements: 1) Land Use, 2) Transportation, 3) Parks, Trails and Open Space 4) Agricultural/Urban Reserve/ Natural Resources and 5)Growth Management.

1) LAND USE

The City Council is the planning authority for the City of East Grand Forks. The land use element guides residential density, commercial and industrial activity and zoning within the East Grand Forks planning area. A land use decision-making process has been in place since 1965 when the City Council adopted the first zoning ordinance. This Plan has been developed utilizing a comprehensive methodology to analyze land use from an area wide perspective. The Plan also addresses a strategic and cost effective approach to the urban growth being experienced by the city. A high degree of communication and joint decision-making allows this planning approach to be successful.

2) TRANSPORTATION

This element incorporates goals and policies, including those that are land use related, of the Grand Fork/East Grand Forks Long Range Transportation Plan, but for expediency and efficiency, references that plan as a separate document.

3) PARKS, TRAILS AND OPEN SPACE

This element provides a framework for long-range planning efforts that affect state, regional, city, parks, trails, and future open space needs. It is the primary intent of this section to lay the foundation for future planning efforts.

4) NATURAL RESOURCES/AGRICULTURE/URBAN EXPANSION RESERVE

The plan includes city goals, policies, and implementation efforts that are directed toward the protection of natural resources in the planning area. The specific areas of

importance include; the protection of the ground water and the surface water drainage system from the impacts of rural development.

5) GROWTH MANAGEMENT

Growth Management is comprised of ways the city plans to grow within the Flood Protection system. This is also the way the city guides development to occur in areas that have existing infrastructure instead of expanding resources.

1.3 THE PLANNING PROCESS

Governments, as well as individuals, families, businesses, and industries engage in planning for three basic reasons: to meet expected change, to produce desirable change, and to prevent and avoid undesirable change.

The land use plan is one document that puts into writing the values and vision of a community in the form of goals and objectives for guiding its future land use. If the land use plan is to serve as an effective blueprint for future development, it is imperative that public and private groups and individuals affected by the plan be involved in the planning process during plan preparation.

The planning process can be conceived as a four-step procedure: (1) inventory and analysis of existing city conditions; (2) the development of goals, objectives, and policies; (3) plan development; and (4) plan implementation.

The analysis section of a plan sets forth projections and forecasts of changes that might be expected to occur during the planning period (usually 20 years). The goals and objectives section represents the collective desires of the people for the type of community in which they want to live based upon what was found in the analysis section. Policy statements guide decisions and explain how goals are to be accomplished.

Plan development is the study of alternative courses of action. In this section, decisions are made for future uses of the land as well as decisions affecting the social and economic well being of the community.

The final step is implementation. Zoning and subdivision regulations are the tools normally associated with this phase. Other tools are considered such as; capital improvements, annexation, official mapping, and other health safety standards. These tools are developed to carry out the intent and goals of the plan. The key to the success of a plan is the way these tools are used in a consistent and non-capricious manner.

1.4 LIVABILITY PRINCIPLES

Livability, by definition means suitable for human living. When applying the principles to the human living of the average American, it will cover all the aspects of daily life. These include, but are not limited to; transportation, housing, economy, communities,

preservation of natural environment, health and safety. These six principles will help develop and define the way we build our environment we live in to better accommodate all social and economic classes of people.

These six principles are being put in place by the Government agencies HUD, DOT and EPA to allow them to all be able to work off the same playbook when formulating and implementing policies and programs. It allows the agencies to work together and collaborate on the standard that cities and rural areas will follow. Since city planning involves housing, transportation, and the environment it is appropriate that the three agencies formed a partnership.

Six Livability Principles

Each of the follow six principles has indicators that follow the definition. The indicators can give evidence that the principles have had an impact on the community.

1.4.1 Provide more transportation choices

Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health. Indicators of more transportation choices include job accessibility, housing & transportation affordability, choice in commute mode, accessibility to non-work opportunities, and carbon footprint.

1.4.2 Promote equitable, affordable housing

Expand location and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation. Housing & transportation affordability, job accessibility, accessibility to non-work opportunities, land use mix, and carbon footprint are all indicators of equitable, affordable housing.

1.4.3 Enhance economic competitiveness

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets. Economic competitiveness indicators include job accessibility, education & labor force skill mismatch, and public safety-crime rate.

1.4.4 Support existing communities

Target federal funding toward existing communities through strategies like transit oriented, mixed-use development, and land recycling to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.

1.4.5 Coordinate and leverage federal policies and investment

Align federal policies and funding to remove barriers for collaboration, leverage funding, and increasing the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy. Indicators of coordination and leverage of federal policies and investment include civic engagement, public safety, accessibility to non-work opportunities, education & labor force skill mismatch, and carbon footprint.

1.4.6 Value communities and neighborhoods

Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods, rural, urban, or suburban. Land use mix, composite sprawl index, diabetes rate, public safety – crime rate, civic engagement – community vitality index, impaired waters, housing & transportation affordability, and accessibility to jobs & non-work opportunities are all indicators of valuing communities and neighborhoods.

1.5 IMPACT OF ADOPTION

Once the final document is adopted it can be used to make rational decisions about growth in the future. It allows the city to grow in a contiguous manner. By developing goals and objectives for future growth, some specific directions or policies can be implemented. These policies can help continue a high quality of life with numerous transit choices, retail and employment opportunities, recreational spaces, and a local government that is moving towards the future in the right direction.

CH 2 COMMUNITY BACKGROUND

2.1 PLANNING AREA

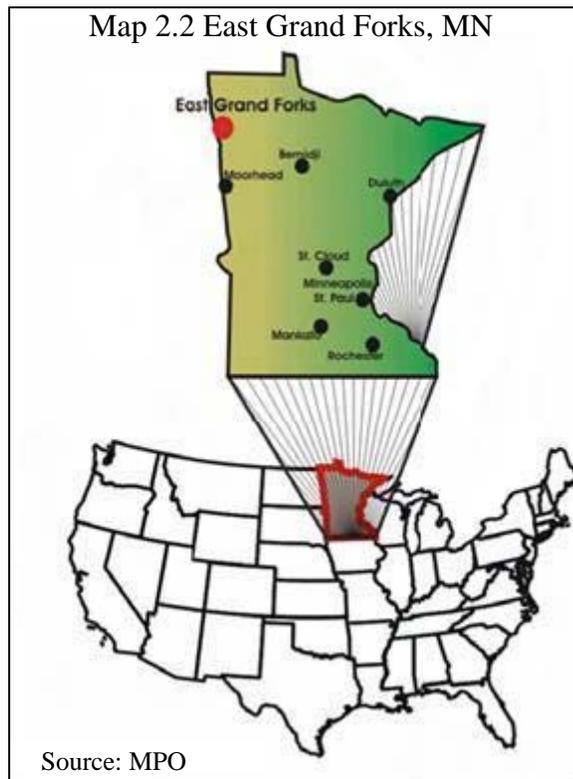
For the purposes of this document, the planning area will be defined as that area which includes the corporate limits of the City of East Grand Forks, Minnesota and the area within the flood protection project (ring dike). The total planning area is about 12 square miles, of which 5 square miles are inside the corporate limits. (Map 2.1 next pages)

Although Minnesota statutes bar the City from extending the primary implementation tool – zoning regulations – of its planning document beyond its corporate limits (the townships’ zoning regulations preclude this), this plan will consider the area inside the ring dike. However the city has the ability to regulate subdivisions inside the corporate limits and two miles outside the corporate limits. The major reason being that the City will grow; and, as it annexes land, this plan will provide a guide of what future land uses should be allowed in newly annexed lands. This is important because if this coordination did not occur, the potential for this Plan to be in conflict with the township plans would be too great.

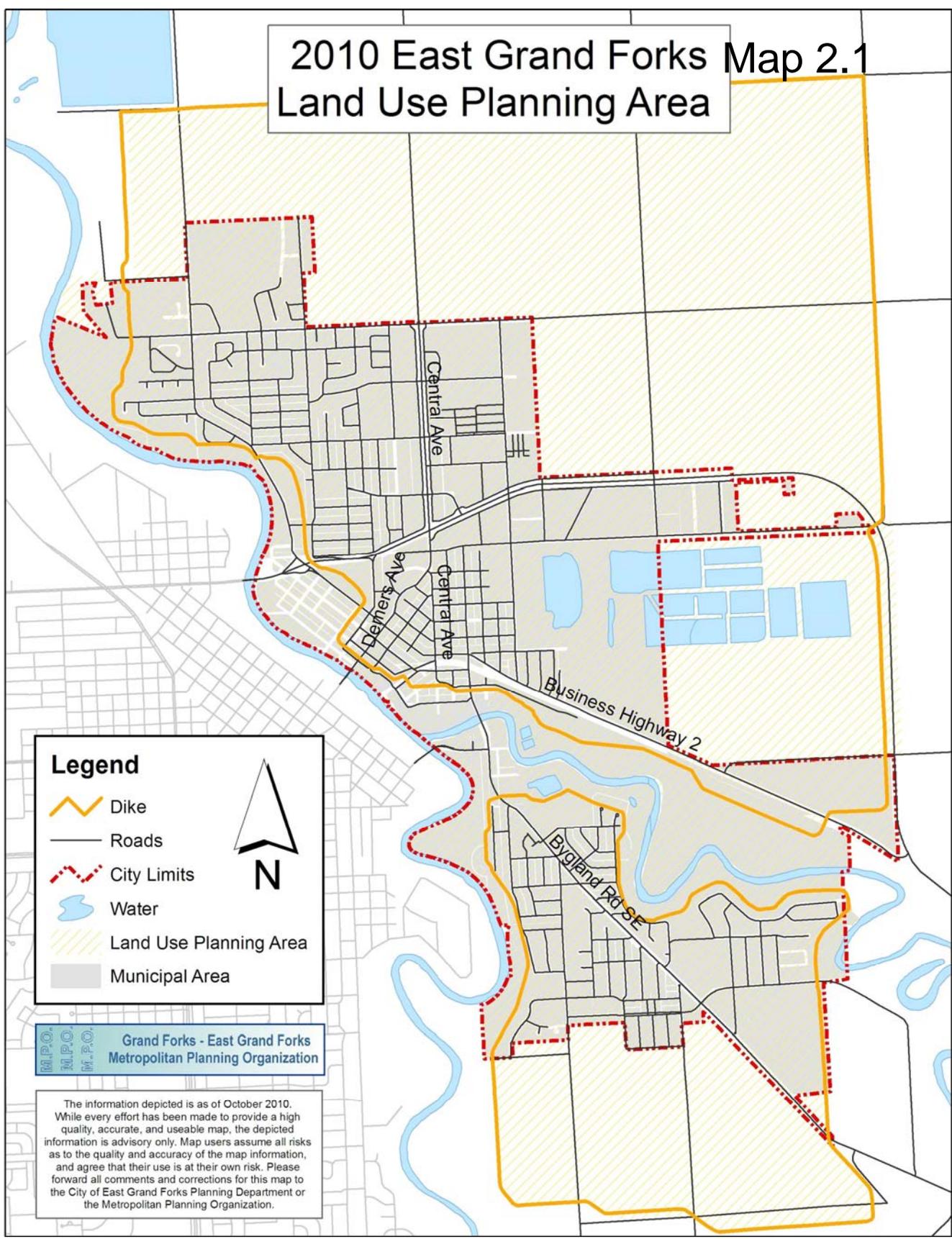
2.2 REGIONAL SETTING

The City of East Grand Forks is located in the Northwest Portion of Minnesota, approximately half way between the City of Moorhead and the Canadian Border, as demonstrated on Map 2.2. East Grand Forks and Grand Forks together form Greater Grand Forks, which serve as a regional center for northwestern Minnesota and northeastern North Dakota. Greater Grand Forks also acts as a hub between major routes of transportation including United States Highway 2, Interstate 29, and the BNSF railroad system. Railroad tracks were first built in the Greater Grand Forks as part of the route between Winnipeg, Manitoba and Minneapolis/St. Paul, Minnesota during the late 19th century.

The Grand Forks-East Grand Forks metropolitan area attained a population of over 50,000 between the 1970 and 1980 censuses, which resulted in the metro area receiving designation as a Standard Metropolitan Statistical Area (SMSA) – now termed Metropolitan Statistical Area (MSA).



2010 East Grand Forks Map 2.1 Land Use Planning Area



Legend

- Dike
- Roads
- City Limits
- Water
- Land Use Planning Area
- Municipal Area

N

M.P.O. Grand Forks - East Grand Forks
M.P.O. Metropolitan Planning Organization

The information depicted is as of October 2010. While every effort has been made to provide a high quality, accurate, and useable map, the depicted information is advisory only. Map users assume all risks as to the quality and accuracy of the map information, and agree that their use is at their own risk. Please forward all comments and corrections for this map to the City of East Grand Forks Planning Department or the Metropolitan Planning Organization.

In 1980 the populations of East Grand Forks was at 8,537 and Grand Forks was 43,765. The 1990 census showed that East Grand Forks had a population of 8,658 and Grand Forks had 49,500. The 2000 census indicated a slight decrease in population (due to the 1997 flood) with East Grand Forks at 7,501 and Grand Forks at 49,321. Currently the US Census numbers for 2010 in East Grand Forks are 8,601 and Grand Forks about 52,838.

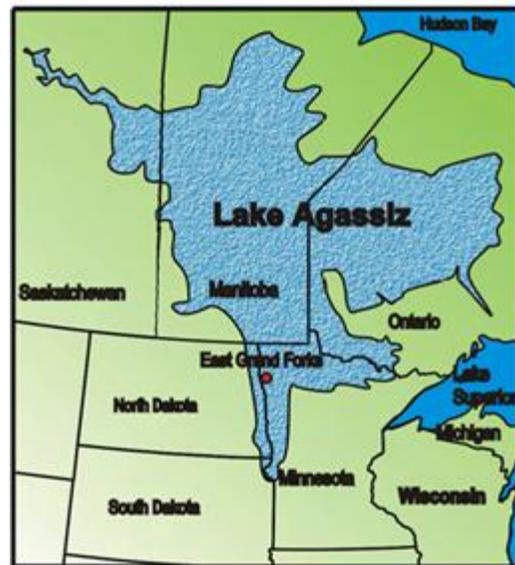
The agricultural land in and around these cities is comprised of the rich, fertile land of the Red River Valley of western Minnesota and eastern North Dakota. Principle cash crops of the region include potatoes, sugar beets, sunflowers, and wheat. Many of the area's major employers are manufacturers or processors of agricultural products. East Grand Forks benefits specifically from two agricultural-product industries, sugar beet processing and potato warehousing and processing. Although farming begins with spring planting and ends in the fall with harvesting, both industries are open year round for processing and employment.

Other major employers are the University of North Dakota, the Grand Forks Air Force Base, Northland Community and Technical College – East Grand Forks, School District 595, Crystal Sugar, the City of East Grand Forks, and Cabelas. As would be expected, with two institutions of higher education and the large air base populations, government services are an important segment of the local economy, although to a lesser extent in East Grand Forks than in Grand Forks.

2.3 PHYSICAL CHARACTERISTICS

The area in which the City of East Grand Forks is located is comprised of a former glacial lake known as Lake Agassiz, as shown on Map 2.3. When the climate warmed, after the last ice age, Lake Agassiz was formed from the melt waters of a high continental glacier that covered the northern half of the North American continent, approximately 10,000 to 20,000 years ago. As the glacier receded, melt waters were trapped between the glacier's terminal moraine (a ridge of sediment pushed up by the leading edge of a glacier) and the glacier, creating the lake. The sediments of Lake Agassiz form the bases of the excellent "black earth" soils in the Red River Valley. The connotation of "valley" is really a misnomer; with the correct geological term being a lucustrian plain. The soils of the Red River Valley are some of the most fertile in the world.

Map 2.3



Source: Minnesota Pollution Control Agency (MPCA)

The climate of the upper plains also is conducive to agriculture. The area's climate is the result of its interior, mid-continent location – 1,500 miles from the moderating affects of

either ocean. Because a land surface absorbs and loses heat more rapidly than a water surface, the continental climate of the plains is characterized by sharply defined seasons; warm summers and cold winters, with low to moderate amounts of precipitation and periodic drought. Despite periods of low moisture, the valley receives between 15-25 inches of precipitation on average annually, with most of it falling during the summer growing season.



Due to the extremely low relief of the valley, flooding has been a problem for people who reside along the Red River and its tributaries. At normal flow the Red Lake River provides about 45 percent of the Red River's flow at its confluence. In the past, flooding problems for East Grand Forks were compounded by the presence of Hartsville Creek, a small tributary of the Red Lake River which drains a small watershed to the south of East Grand Forks. (See Map 2.4) During high flood levels on the Red River, overflow water breaks out into the Hartsville Creek and flows north to its confluence with the Red Lake River at East Grand Forks. In addition, to the northeast lies the Grand Marais Coulee, a small tributary of the Red River.

Since the 1997 Flood, the City has constructed ring dikes surrounding both the north and south parts of the city that are separated by the Red Lake River. This dike system, combined with flood walls along the river, protects the city from river flooding as well as over-land flooding. Each spring, prior to the crest of the river, several bridges may close depending on the water heights. These closures dictate where people can cross the river and shifts more traffic on the remaining open bridges, creating rush hour congestion.

The dike creates a protected area that is much greater than the city limits and therefore simultaneously creates the extent of the planning area to the boundary of the flood control project.

CH 3 EXISTING COMMUNITY

3.1 POPULATION

Land use planning should be concerned with the human and social characteristics of the community's composition as well as the physical characteristics of growth and development. A study of population for the city of East Grand Forks must take into account the number of residents, the age and distribution of the population, natural increase (births less deaths), and net migration. An analysis of the community's past trends, current status and future projection of population can serve as a guide in anticipating the City's future land use, housing, transportation and community facility needs. The plan was finished and adopted before the 2010 Census was fully completed and released. After the official population numbers were released, they were added in this plan by amending several pages. These numbers are very important when it comes to finding accurate statistics about a city.

3.1.1 Composition & Change

In 2000 the population of East Grand Forks was at 7,501. This marked the lowest population for the City since prior to 1970 (see Table 3.1). The reduction was a result of the Flood of 1997. It is difficult to use Census numbers in trying to calculate the exact effect of the flood on the population. Since the Census is done every ten years, the 2010 Census is the most current population numbers since the flood. The City of East Grand Forks has recovered some of the population that was lost due to the 1997 Flood. City has had positive growth which is reflected in the 2010 census numbers. In 2010 the population count was at 8,601.

**Table 3.1 Census Population
East Grand Forks 1890-2010**

Year	Population	Change	% Change
1890	795		
1900	2,077	1,282	161.3%
1910	2,553	476	22.9%
1920	2,490	-63	-2.5%
1930	2,922	432	17.3%
1940	3,511	589	20.2%
1950	5,049	1,538	43.8%
1960	6,998	1,949	38.6%
1970	7,607	609	8.7%
1980	8,537	930	12.2%
1990	8,658	121	1.4%
2000	7,501	-1,157	-13.4%
2010	8,601	1,100	14.6%

Source: U.S. Census Population, 1890-2010

The MPO has provided some estimates on population from the time of the flood to the current year. Using building permits, and other information, the MPO estimated a population growth of 0.8% per year between 1990 and 1997, and a population of 9,155 at the time of the flood. As of 2009, the MPO estimates that the population of East Grand Forks is 8,712.

3.1.2 Age Distribution

In East Grand Forks the median age of the population has trended higher. In 1980 the median age was 27.1 years old. This figure rose to 31.3 years old in 1990. In 2000 the figure again increased to 34.1 years old. For 2010, the median age rose to 35.0 years of age. Table 3.2 shows a decrease in the age cohort 5 to 19 from 2000 to 2010 which contributes to the increasing median age.

Table 3.2 Age Distribution 2000 - 2010

Years	2000	2010	Change
Under 5	516	691	175
5 to 9	580	578	-2
10 to 14	646	595	-51
15 to 19	706	626	-80
20 to 24	526	633	107
25 to 34	865	1182	317
35 to 44	1219	1028	-191
45 to 54	971	1250	279
55 to 64	593	878	285
65 to 74	456	533	77
75+	423	607	184
Total population	7501	8,601	1,100

Source: U.S. Census 2000 & 2010

Between the 2000 and 2010, the 20 to 34 age cohorts increased as well as 45 to 75+. In both these cases the increase can not be attributed to just an increase in population, but directly in the result of the rise in median age. In the years to come, housing choices around the state are going to see a shift with young professional and entry level home buyers moving towards the urban core to be closer to amenities and activities. The other age group trying to achieve close proximity to amenities and activities are the baby boomers and folks going into retirement. For this group the realization that they will not be able to drive from their suburban neighborhoods due to aging are moving closer to the core to utilize other modes of transportation.

3.1.3 Natural Increase

Another important aspect of a population analysis is the community trend toward population increase, stability, or decrease. A natural increase occurs in a community when the number of resident births exceed the number of resident deaths. On the other hand, when resident deaths are greater than the number of resident births, a community would find itself experiencing a natural decrease. Presently, statistics indicate that many

rural counties in the State of Minnesota are experiencing a natural decrease. The city of East Grand Forks, primarily because it is part of a metropolitan growth center, has experienced a consistent rate of natural increase over the last decade.

Resident births in East Grand Forks remained relatively consistent with an average of 140 births annually from 1990 to 1997. The post flood numbers averaged 96 births annually from 1998 to 2000. The number of resident deaths in East Grand Forks remained steady with an annual average of 83 deaths between 1990 and 1997. As expected the number deaths also decreased with the population base, averaging 60 deaths annually from 1998 to 2000. Overall the city of East Grand Forks averaged a natural increase of 47 persons annually between 1990 and 2000.

Numbers for 2005 and 2009 have been taken from the Minnesota Department of Health Center for Health Statistics. Numbers from Polk County will be used, prorated to East Grand Forks percentage of the Polk County population. East Grand Forks amounts to about 24% of the population in Polk County between 2005 and 2009. That percentage will be multiplied by the amount of birth and deaths in 2005 and 2009 to come up with an estimate for East Grand Forks. The number of resident births in East Grand Forks remained steady with an annual average of 93 births in 2005 and 2009. The number of resident deaths in East Grand Forks remained steady with an annual average of 86 deaths in 2005 and 2009. The natural increase amounts to about 7 persons annually.

3.1.4 Migration

Another aspect of a population analysis is the migration pattern and trend being experienced by a community. Trends in Greater Minnesota indicate an out-migration of its population since 1940. During this sixty-year period, rural areas and smaller communities in the state were the most affected by this trend of out-migration. The rural residents moved to larger urban centers, like Greater Grand Forks, to find better employment and educational opportunities. During this same period the population of East Grand Forks doubled.

The flood of 1997 destroyed many businesses and homes. A majority of the housing that was destroyed were older homes along the river, which left the city with a lack of affordable housing. This lack of housing and general discontent with flood related issues lead to an exodus of residents during the 1990's. However, during the 2000's the city rebuilt its self and has begun a steady rise in population. The community has remained quite stable in through the US recession and may draw people from other states where unemployment is high.

3.1.5 Population Projections

Estimates of the most probable future growth for the City of East Grand Forks are based primarily on growth patterns for a small metropolitan area. Population growth due to a natural increase, and the expansion of employment opportunities are the primary factors responsible for such growth. The City of East Grand Forks is classified as part of a metropolitan service center because the community provides goods and services to a seventeen county region with a population of approximately 210,000 people. Population

forecasts are based on expectations that the local economy will continue to expand, primarily due to the continuing growth of Greater Grand Forks as a metropolitan service and trade center. Recent developments reflecting this growth include an increase in housing starts and new residential developments being platted in East Grand Forks.

The relationship between the economy and population growth is reciprocal in effect. Population growth will stimulate the economy and economic growth will attract more people. The impact of industrial growth has a similar effect, but large introductions of new industries into the local economy are not anticipated at this time. The federal government is currently in the process of reducing the size of the military, which includes military base closings around the world. The Grand Forks Air Force Base, which contributed significantly to past growth in the community, has recently lost its refueling unit, but has gained an Unmanned Aerial Vehicle (UAV) unit, which would make up for some of the loss of personnel at the base. The University of North Dakota (UND) and the Northland Community and Technical College (NCTC), are both major employers for East Grand Forks residents. The UND is expected to remain stable, whereas NCTC is expected to grow with the addition of a four-year medical degree in nursing.

Table 3.3 Population Projections

	0.60%	0.90%	1.20%
Year	Growth	Growth	Growth
2010*	8,601	8,601	8,601
2015	8,862	8,995	9,130
2020	9,131	9,407	9,691
2025	9,408	9,838	10,286
2030	9,694	10,289	10,918
2035	9,988	10,760	11,589
2040	10,292	11,253	12,302

Source*: U.S. Census 2010 Population

In summary, continued economic growth and employment opportunities in Greater Grand Forks will foster continuing population growth. Economic indicators such as employment and new housing will probably exceed the rate of population growth in the future because household size is decreasing and more East Grand Forks residents, especially women, are joining the labor force. The population projections are an extrapolation of the trends established between the 1960's through the 1980's. See Table 3.3 and Figure 1 for the population projections to the year 2040 for the City of East Grand Forks.

If the population trends of the 1970's, 1980's, and 2000's continue into the future, the annual growth rate would be approximately 0.6 percent per year (the 1990's were excluded due to the flood creating unique population losses). Using these figures, the anticipated population of the City of East Grand Forks in the year 2040 would be an estimated 10,292 people with a 0.6 percent growth rate or 12,302 people at 1.2 percent growth from the 2010 Census population.

3.2 HOUSING

The City of East Grand Forks supports its current growth with an ample supply of vacant lots available for the construction of new homes. On average, 45 building permits for new homes were issued annually within the city from 2004 to 2009. In July of 2010 there were 148 vacant residential lots within the city limits of East Grand Forks. At this rate the City has a three year supply of lots for new construction. Although the average building permit number is 45, it may not reflect the current trends of new homes being built seen in 2008-2009 in Table 3.4. The last two years the USA economy has been in a recession which has significantly slowed the housing market. If the last two years are averaged it equals about 19 building permits annually which would extend out the City's supply of vacant residential lots.

Table 3.4 Permits for New Residential Buildings		
Building Type	Single Dwellings (1-2 Family)	Multiple Dwellings
2004	48	0
2005	74	4
2006	58	0
2007	51	1
2008	27	1
2009	12	0
Total	270	6
2004-2009 All Totals		276

Source: Building Department EGF

The City of East Grand Forks supports lifecycle and affordable housing goals. The Department of Economic Development and Housing Authority (EDHA) serves as the vehicle to promote and administer the various housing programs and incentives available within the city. Low-income housing is in relative short supply within the City. The majority of the housing destroyed by the flood was considered low to middle income housing. As a result, the EDHA offers several housing programs and building incentives for low to middle income families.

The EDHA's New Construction Program offers a deferred loan (maximum of \$5,000) to any household that buys or builds a newly constructed single-family home, townhouse, or condo in East Grand Forks. The deferred loan maximum of \$5,000 is forgiven after 10 years unless the applicant sells, transfers, or ceases to live in the property during the 10-year period of the agreement. If these requirements are not met, full repayment of the principal is required. Deferred loans are without interest.

The down payment Assistance Program is designed to assist low- or middle-income families in the purchase of single family and two family homes in East Grand Forks. It will be available to qualified buyers for a portion of their down payment and closing

costs, up to a maximum of \$7,500. No monthly or yearly payments will be required for the first year, and no interest will accrue during that time. If not paid in full after one year, the EDHA will finance the principal amount for up to five years at an annual percentage rate of five percent.

There is also a Landscaping Incentive Policy established in 2008, which reimburses homeowners of newly constructed homes for trees and shrubbery used in residential landscaping. Residents may submit their invoices to the EDHA for up to a \$500 reimbursement for the cost of the plants (costs associated with labor do not apply).

The EDHA administers the housing and urban development (HUD) Housing Choice Voucher rental assistance program for families that meet the low-income criteria. The applicants are required to dedicate a percentage of their income towards the rent and utilities. The EDHA, with HUD funds, pays the balance of the rent. The rental assistance program includes a wide range of housing within the city. Privately owned duplexes, townhouses, apartment units, cooperatives, congregate housing, and single family homes are all included if they are within the maximum rent limits of the appropriate size for the family.

This plan also will provide incentives to developers for providing opportunities for affordable and lifecycle housing in areas of the City compatible with existing development, planned densities and supportive infrastructure.

3.3 ECONOMY

A thorough analysis concerning economic trends in East Grand Forks would go well beyond the scope of this plan, as it is intended as a guide for land use planning, not economic planning. However, the effect of the economy on land use cannot be overlooked; the general growth and development of a community depends in large part upon the economic opportunity available within a community and surrounding area. In East Grand Forks, the economy depends upon the level of agricultural, industrial, commercial, business trade and service activity. In addition, the level of activity at the University of North Dakota, the Grand Forks Air Force Base, and other public institutions, also has a major impact on the local economy. Greater Grand Forks is a trade center for a large area in northeast North Dakota, northwest Minnesota, and southern Manitoba. The local economy cannot be understood without considering its relationship to the surrounding regional area. Other indicators affecting the viability of the local economy are employment levels, the volume of wholesale and retail trade and the amount of industrial activity present in the area. This section will discuss the Greater Grand Forks Economic Trade Area, employment trends in East Grand Forks, outline the local wholesale and retail trade sector and discuss the local industrial and manufacturing activity.

3.3.1 Greater Grand Forks Economic Trade Area

The Greater Grand Forks Economic Trade Area consists of seven counties in northwest Minnesota and 10 counties in North Dakota. Three more counties, Griggs, Steele, and

Trail Counties, have their population centers in the northern parts of the counties are closer to Greater Grand Forks than Fargo and may reasonably be considered within the Greater Grand Forks Trade Area. Since these counties are located between Polk and Clay Counties, there is some overlap between the Greater Grand Forks Economic Trade Area and the Fargo-Moorhead Economic Trade Area. Although it is not possible to determine the economic impact of the Canadian influence on Greater Grand Forks in terms of area served, it is assumed to include that area of southern Manitoba as far north as Winnipeg.

The Greater Grand Forks Economic Trade Area is highly specialized in agriculture thus, to a significant degree, agriculture is its basic industry. A variety of crops are grown including wheat, potatoes, flax, sugar beets, barley, sunflowers, and other small grains. While agriculture is the area's most important industry, it must be noted that agriculture employment has been declining and income growth has been slow. The region's dependence upon agriculture has been a principal cause of slow economic growth in the trade area. An economic recession in the past two years, 2009-2010, has further slowed the city's economic growth and it may be years before the economy allows for a brighter economic growth in the East Grand Forks area.

As is typical of most economies dominated by agriculture, all but four of the counties in the Greater Grand Forks Economic Trade Area have been declining in population. Those four counties are all located on the eastern fringe of the trade area and are not considered to have agricultural economies. Out migration from the 1997 flood and shifts in employment opportunities have resulted in varying growth rates in the populations of the cities in the area. The cities of East Grand Forks and Grand Forks area remained relatively constant for the first time in many decades. The loss of population is a direct result of the 1997 flood as many people moved out of the region due to lack of housing. Military employment, especially the Air Force Base, is important to the area; however, decisions concerning its status are made outside the area and are not shaped by local economic considerations.

East Grand Forks, part of the regional transportation network trade center, is served by an adequate transportation network. U.S. Highway 2 runs east and west through East Grand Forks while Interstate 29 runs north and south past the west edge of Grand Forks. Rail facilities link East Grand Forks to the Great Lakes ports of Duluth and Superior; to Minneapolis and St. Paul; to Fargo; and to the Pacific Coast via Seattle, 1,400 miles west. There are also railroad connections to the Canadian border and to Winnipeg, Manitoba. The Grand Forks International Airport is served by Delta Airlines and Allegiant Air, and also acts as a collection node for Federal Express in this region. There is also extensive general aviation traffic, in part, due to the University of North Dakota Flight Training Center.

3.3.2 Employment

Employment can be divided into nine basic sectors (Table 3.5) including Natural Resources and Mining, construction, manufacturing, Trade, Transport and Utilities and public utilities, Professional Business Services, Education and Health, Leisure

Hospitality, Other Services and Public Administration. According to the Department of Employment and Economic Development for the state of Minnesota the total amount of jobs in East Grand Forks has increased 515 jobs. The sector that has had the highest growth % between 2000 and 2007 is Leisure Hospitality sector, which consists of seasonal industries like golf courses, arts, entertainment, recreation, food services and drinking establishments. The four main sectors that make up about 77% of employment are Manufacturing, Leisure Hospitality, Trade, Transport and Utilities and Education and Health. Agricultural employment is categorized under Natural Resources and Mining. Even though Agriculture is a larger employer in the area, it is not reflected in the employment numbers under Natural Resources and Mining. This is because agriculture fits under more than one category, for example the trucking of the beets would be in Trade, Transport and Utilities and processing the beets to sugar would be under Manufacturing.

Table 3.5 Employment

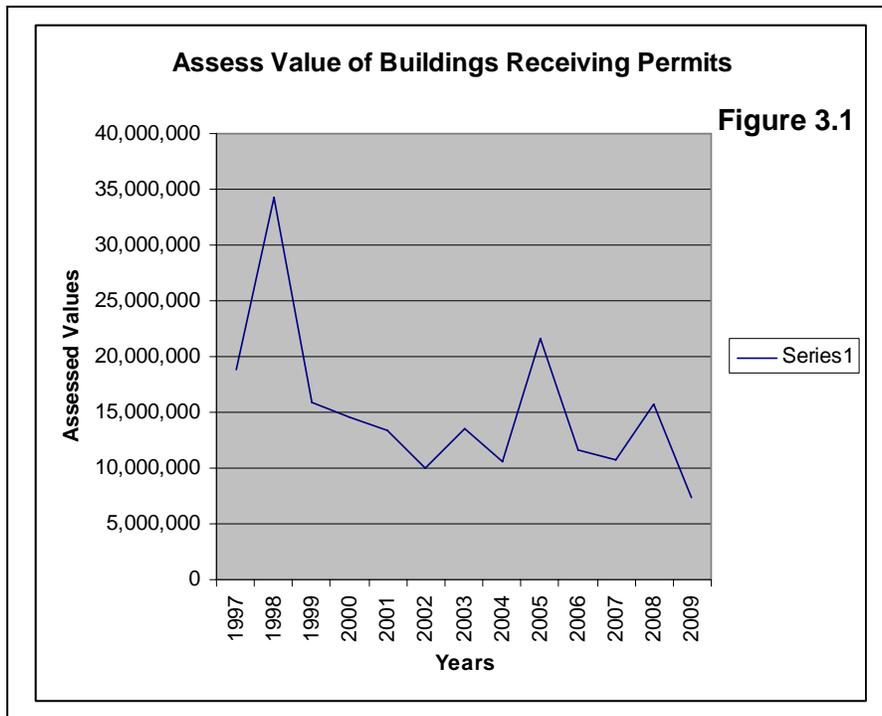
Category	2000	2003	2005	2007
Natural Resources and Mining	98	112	74	94
Construction	142	130	127	157
Manufacturing	570	565	620	592
Trade, Transport and Utilities	738	747	735	651
Professional Business Services	23	142	182	217
Education and Health	1126	1260	1296	1307
Leisure Hospitality	452	467	516	597
Other Services	212	192	161	211
Public Administration	175	155	160	225
Total	3536	3770	3871	4051

Source: Positively Minnesota Department of Employment and Economic Development

3.3.3 Commercial Activity

Greater Grand Forks is the dominant retail trade center for a seventeen county trade area that serves an estimated population of 210,000 people. The demand for rural goods and services has been limited by the decline in rural population, affecting both the amount and type of goods, and services provided to the surrounding area. Again, the downturn of the US economy in 2009 -2010 has also lowered retail sales and demand. However, the ND and NW Minnesota areas have not been as affected by the recession as the southern parts of the country.

Particularly on the weekends and during Canadian Holidays, the number of Canadian visitors has increased in the past years due to the increased buying power of the strong Canadian Dollar and the weakened US dollar. According to the Canadian government, the Pembina Border Crossing is the second busiest commercial crossing between the U.S. and Canada west of the Great Lakes. A number of the people crossing the border are going to Greater Grand Forks on shopping trips.



Source: Building Department EGF

Indicators of economic growth include the value of commercial building permits issued (Figure 3.1), the retail sales and taxable sales in East Grand Forks (Table 3.6). This chart shows that in the late 90's there was a spike of construction permits due in part to reconstruction after the flood of 1997. Permits Fees have been relatively constant from 1999 through 2008, although a decline can be seen in 2009. This falling trend could be most likely attributed to the US Economy recession.

An indication of stability in the community's commercial status can be seen with the success of the River Cinema in the downtown area. The movie theatre, along with Cabela's, a major commercial business and numerous restaurants along the boardwalk have helped bring both locals and visitors to the downtown.

Taxable sales are a good indicator of commercial activity. The taxable sales in East Grand Forks have increased from \$41 million in 1998 to over \$65 million in 2007 (Table 3.6); that is a steady increase over a nine year period. Once again, due to the US Economy going through a recession it is noticeable to see a drop in taxable sales from 2007 to 2008. The data for the up coming years will most likely show a bottoming out.

Table 3.6 Taxable Sales

	Taxable Sales	Gross Sales
1998	41,255,500	105,180,838
2000	51,565,902	136,042,322
2003	55,094,809	142,317,969

2004	59,749,649	156,494,824
2005	58,336,849	145,710,394
2006	59,312,056	155,588,678
2007	65,359,257	182,521,669
2008	54,873,493	162,130,986

Source: EDHA EGF

3.3.4 Industrial & Manufacturing

The dominance of agriculture upon the trade area economy as well as the location of East Grand Forks at such a distance from other major manufacturing areas has greatly influenced the nature of industry in the area. Industrial activity in the East Grand Forks area focuses on the processing and distribution of agriculturally related products. The leading industrial activity is food processing, notably sugar beet refining. Related industrial activities include seed processing and potato warehousing, the processing of dairy products, and the production of chemicals and fertilizers.

Some smaller industrial activities include concrete products, printing and publishing, farm equipment manufacturing, and other machinery and machine works. Sand and gravel are the only mineral resources that are extracted in the area.

Industries have been slow to locate in East Grand Forks, due in part to the costs of operating businesses in Minnesota versus the costs of doing so in North Dakota. In recent years, however, some new manufacturing businesses have chosen to establish themselves in East Grand Forks. For example, the American Crystal Sugar plant added a molasses desugarization facility, adding thirty jobs to its operation.

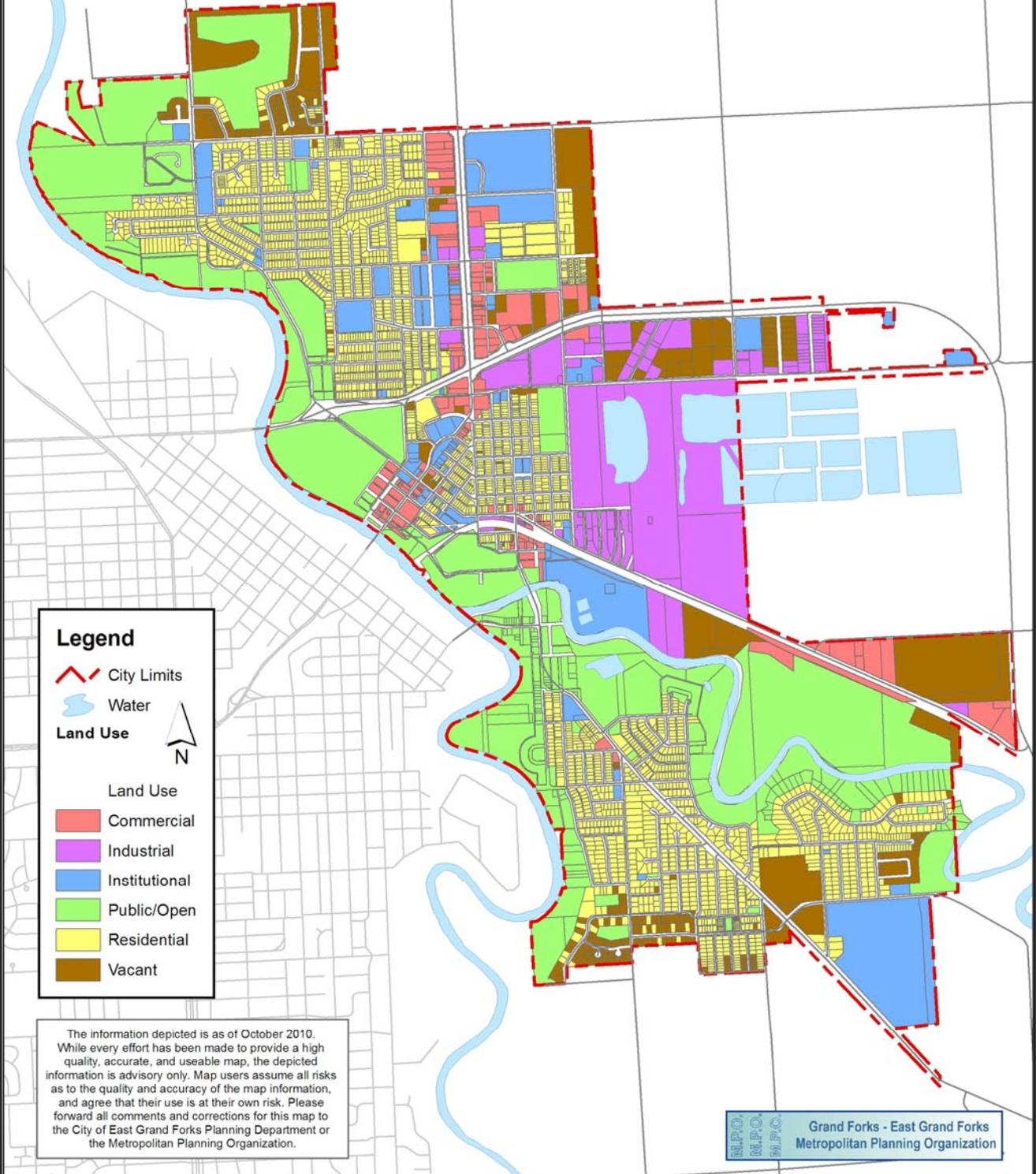
3.4 EXISTING LAND USE

A land use inventory was compiled to determine the city's existing land usage. The actual land use data was originally obtained by way of a survey, conducted in the spring of 1993. Since then the City's land use has been maintained by the Planning Department and the Building Permit Database.

The land use inventory conducted in 1993 utilized eight categories and even went as far as breaking some uses into subcategories. While data to this detail is still available, the 2010 existing land use map, (Map 3.1) used the six broad categories (residential, commercial, industrial, institutional, public open space, and vacant). The purpose of using these categories is to keep the land use maps within this plan uniform.

2010 East Grand Forks Land Use Inventory Map

Map 3.1



Definition of Terms:

3.4.1 Commercial Area:

That area where existing commercial uses are located and which have previously been designated for that use. These areas will be allowed to accommodate additional development provided the necessary infrastructure is provided.

3.4.2 Industrial Area:

That area where existing industrial uses are located and which have previously been designated for that use. These areas will be allowed to accommodate additional development provided the necessary infrastructure is provided.

3.4.3 Industrial Reserve Area:

That area appropriate for future industrial development that may take place by the year 2040, or where existing industrial uses are located without urban services and may be annexed by 2040.

3.4.4 Residential Area:

That area where existing residential uses at urban densities are located which are served by municipal services. These areas will be allowed to accommodate additional development provided the necessary infrastructure is provided.

3.4.5 Residential Growth Area:

That area where the projected 2040 urban style, residential growth shall take place. This area hosts a growth corridor that provides the logical and most economically feasible extension of urban services and associated infrastructure. Annexation of this area by the year 2040 is expected. The Residential Growth Area will allow limited rural development at a one dwelling per forty-acre density to prevent conflict between future urban land uses.

3.4.6 Urban Expansion Area:

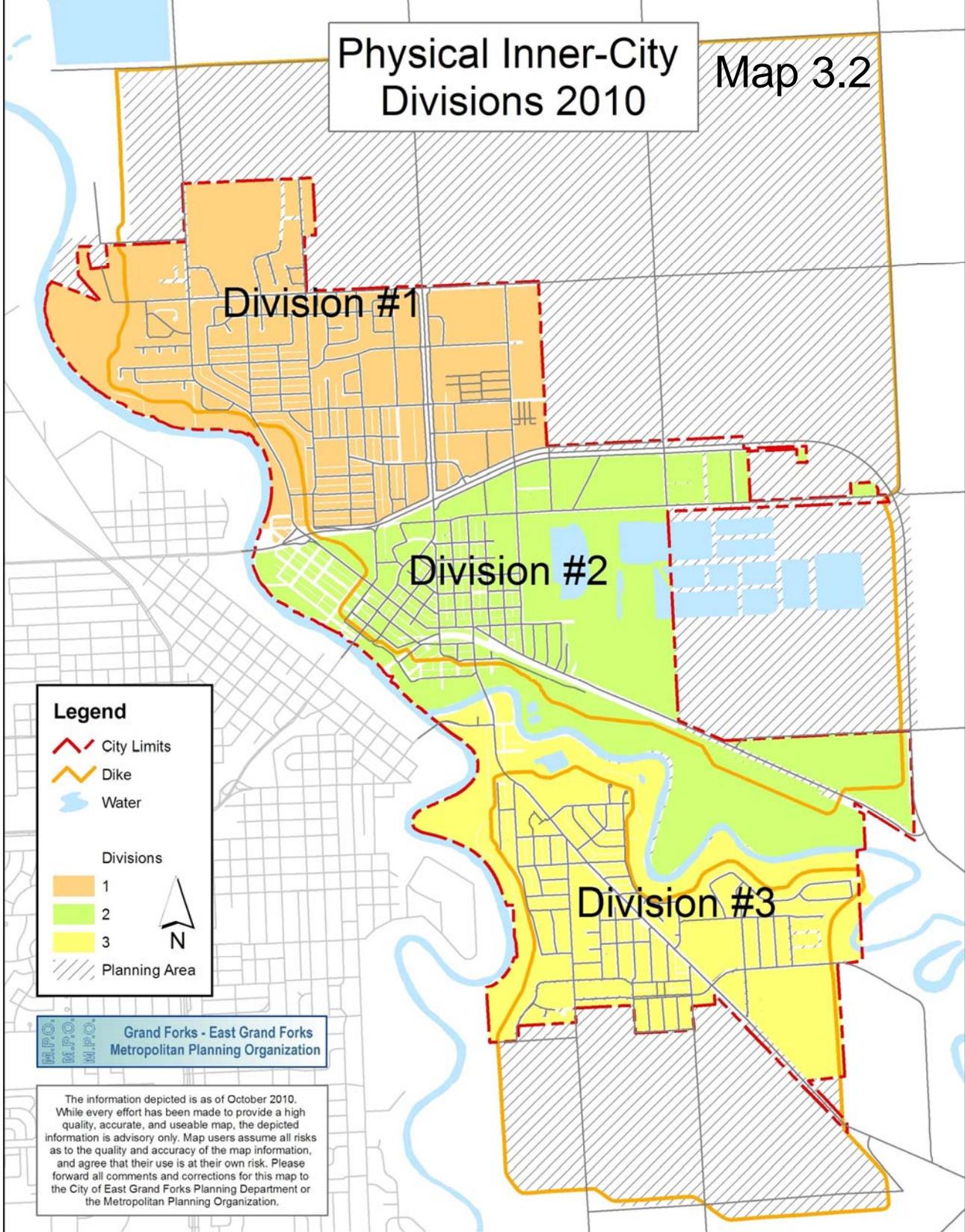
The area inside the flood protection project that the city is anticipating to annex by the year 2040. The Urban Expansion Area is protected by this plan to facilitate future development at urban densities along with the necessary infrastructure. This area can contain any and all land uses depending on future community needs.

3.5 TRENDS IN LAND USE DISTRIBUTION

Physical land determinants provide East Grand Forks with three natural inner-city divisions, as shown on Map 3.2. On the west, the Red River of the North affords the city a definitive boundary. Land lying in the floodplain can be characterized as floodway (river channel plus some adjacent areas needed to carry base floods without substantial increase to flood) which explains the expanse of vacant and recreational land that lines the two river fronts.

Physical Inner-City Divisions 2010

Map 3.2



Legend

- City Limits
- Dike
- Water

Divisions

- 1
- 2
- 3

Planning Area

N

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The information depicted is as of October 2010. While every effort has been made to provide a high quality, accurate, and useable map, the depicted information is advisory only. Map users assume all risks as to the quality and accuracy of the map information, and agree that their use is at their own risk. Please forward all comments and corrections for this map to the City of East Grand Forks Planning Department or the Metropolitan Planning Organization.

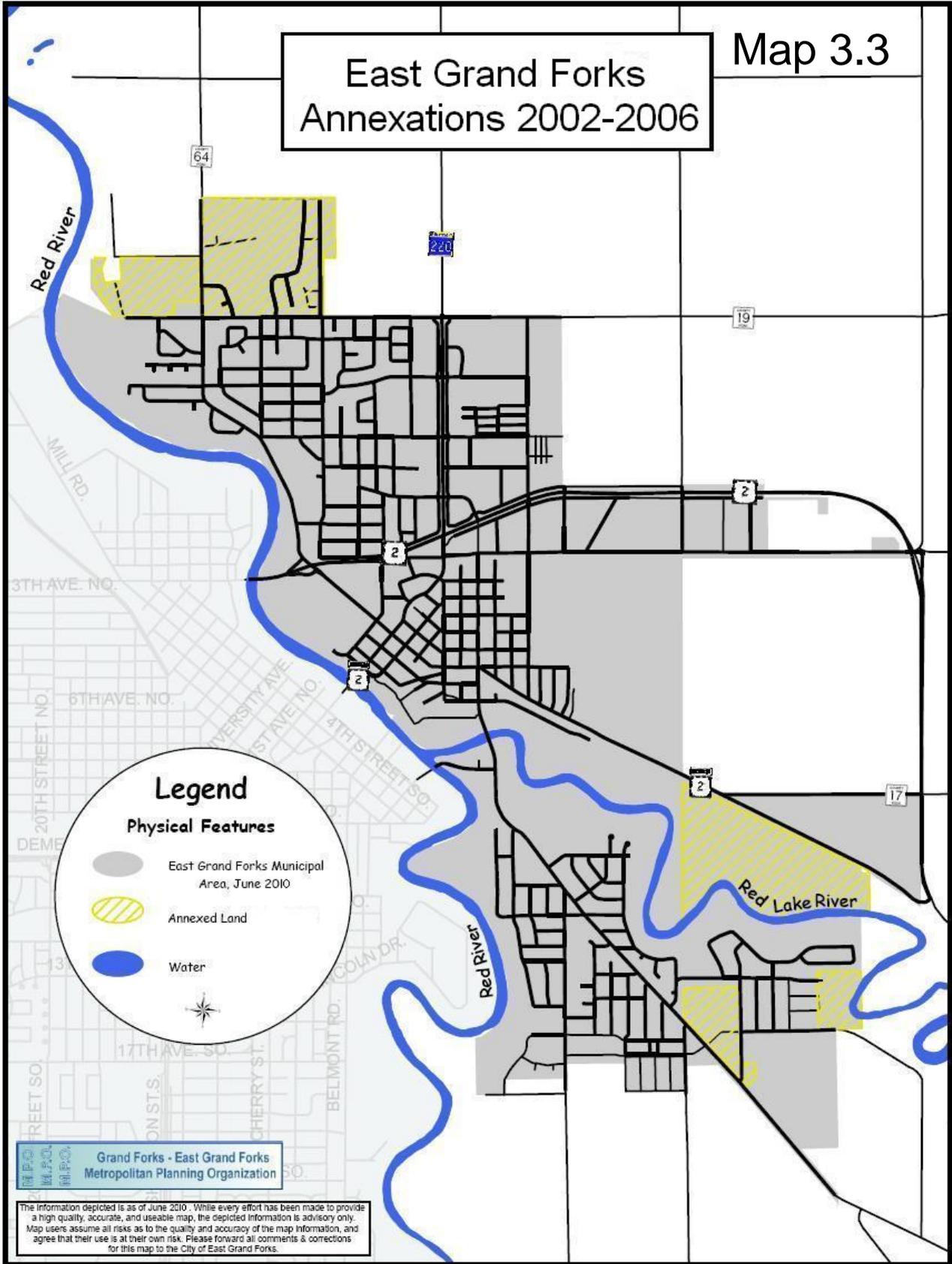
Within the city limits, the Federal Emergency Management Agency (FEMA) and Department of Natural Resources (DNR) Floodplain map or Flood Insurance Rate Maps (FIRM) has been revised since the construction of the flood control project. The city only has floodway now (with ponding areas) as the areas in the flood fringe are now out of the designated floodplain. The property outside of the city limits by within the flood control project is being remapped by FEMA/DNR.

The City of East Grand Forks itself is effectively divided into three parts. US Highway #2 provides the boundary for the north third of town. The area between US #2 and the Red Lake River constitutes the second third of the city; and the land south of the Red Lake River is the final third (The Point Area). The Louis B. Murray Memorial Bridge is the only access to the southern portion of the city at this time. The Mallory Bridge, located east of East Grand Forks city limits, also crosses the River, but is not really a viable alternative for the residents of southern East Grand Forks. The American Crystal Sugar plant places a constraint on the city's eastward development. Transportation in the center section of the city is not only limited by the Red and Red Lake Rivers, but by the Burlington Northern Santa Fe rail tracks as well. There are a limited number of railroad crossings, none of which are grade separated.

The expansion of East Grand Forks prior to 1993 was minimal. Between the years of 1985 and 1993 only 174.5 acres were annexed into the City. From 1993 to 2002, the number of acres annexed increased to 485. Since then, an additional 455 acres have been annexed into the city from 2002 to 2006. Map 3.3 shows the location of the land annexed since 2006. The vast majority of annexations that have taken place in the last eight years occurred in either the northwest or southeast portions of the city. The land annexed resulted in mostly residential and public/open land uses, with some commercial use along Business Highway 2. (There have been no changes to map 3.3 since the last update in 2006 and there has been no new annexations since 2006.)

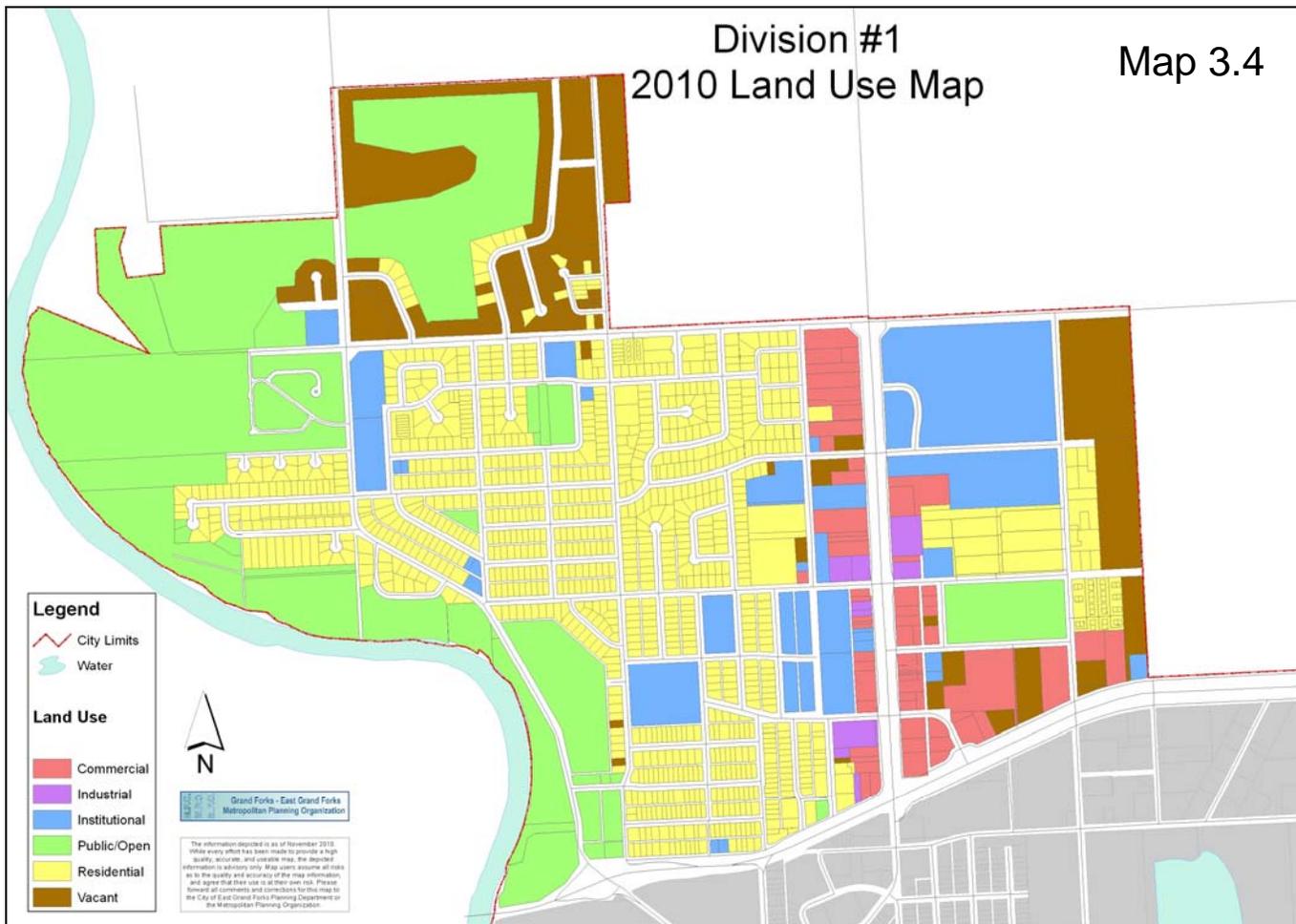
East Grand Forks Annexations 2002-2006

Map 3.3



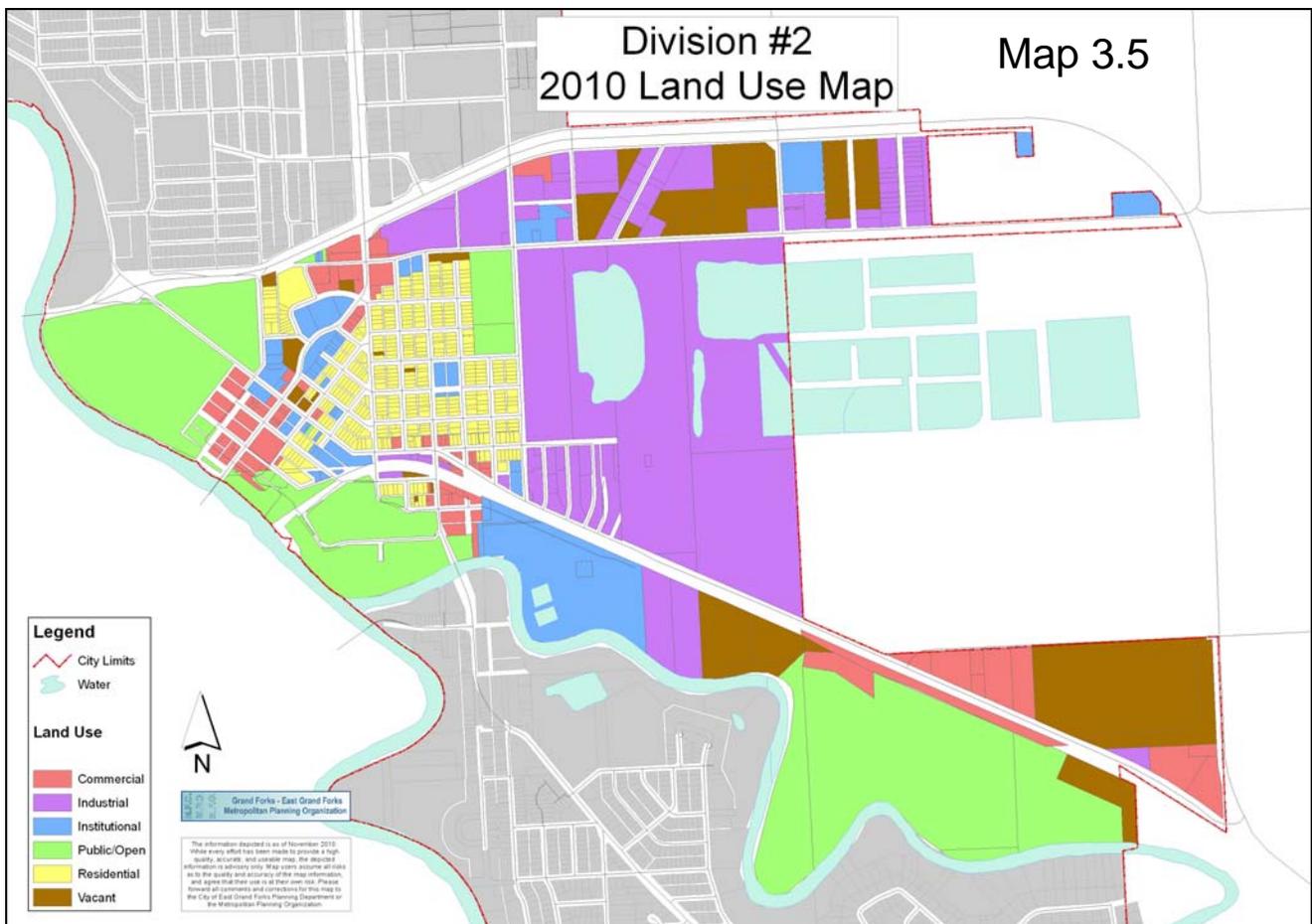
3.5.1 Division #1

Map 3.4 shows three distinct trends within the division. The western portion of the division consists of public open space along the river. Specific existing uses within this area include, a cemetery, a golf course, and park property acquired by the city for flood protection called the Greenway. The central part of Division #1 consists of residential land uses, which includes a mix of single and multi-family dwellings. The northern portion of this residential area is primarily single-family housing, while the southern portion has a concentration of multi-family units. The eastern portion of the division consists of a mix of commercial and institutional land uses. The primary institutional use is the Northland Community and Technical College along with New Heights Elementary K-2 and Senior High school as two other major institutional uses. The existing commercial uses are of a wide variety and located along State Highway 220 and Trunk Highway 2.



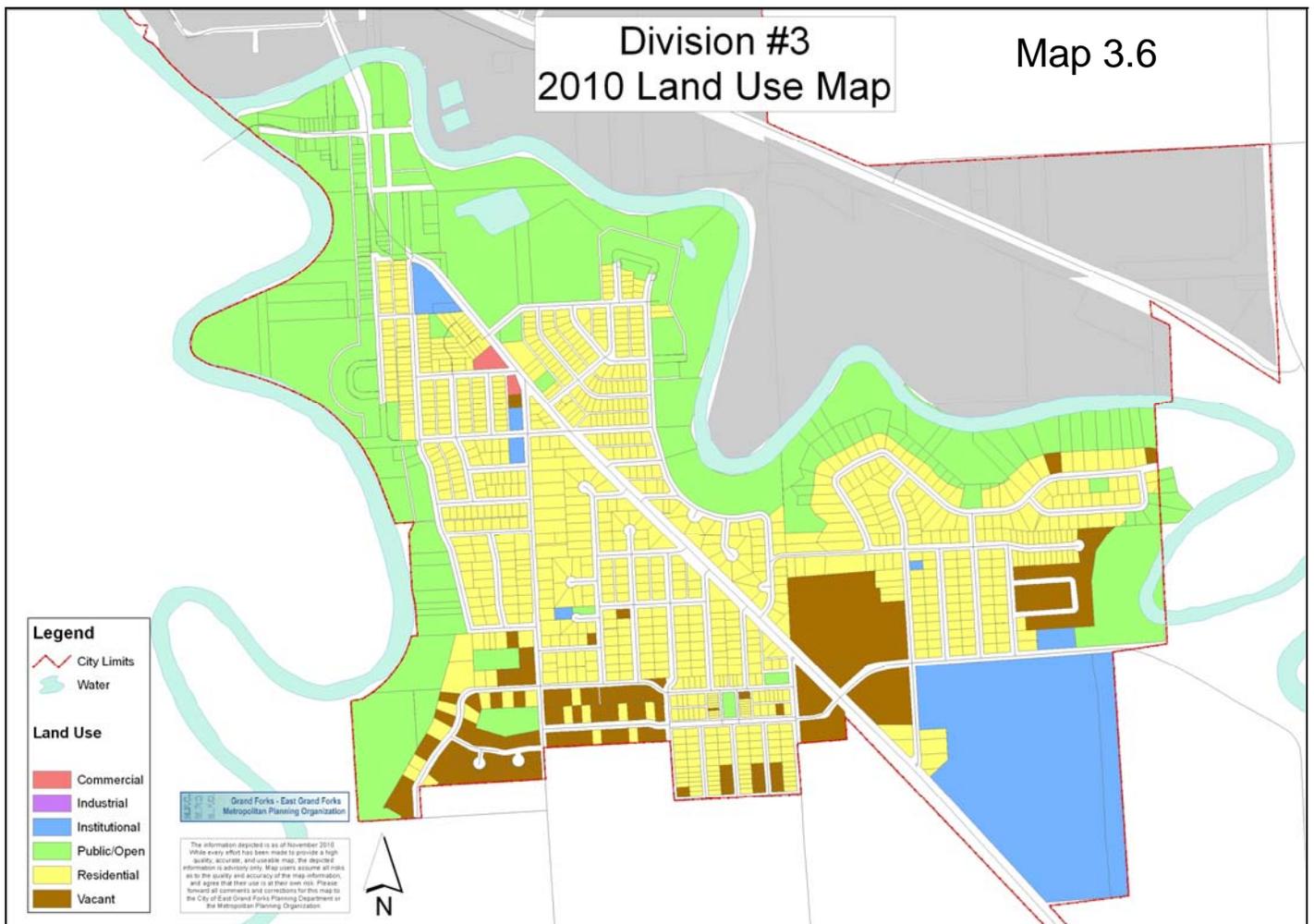
3.5.2 Division #2

There are four noticeable land use trends in this area, as shown on Map 3.5. The western one third of the division is comprised of public open space and the Central Business District. The open space is located along the river and is either flood protection or parkland within the flood plain. The Central Business District is a mix of downtown retail businesses and institutional uses, such as City Hall. The central one third of Division #2 is a continuation of the residential land use trend to the north, with less multifamily units. The eastern portion of division is dominated industrial land uses. American Crystal Sugar Company and the associated sugar beet processing plant occupy the majority of the industrial land in this area.



3.5.3 Division #3

This designated area has only two land use trends. Map 3.6 indicates that area is dominated by residential land uses. The one exception is the corridor of public open space that coincides with the flood protection system and the flood plain parks along both the Red and Red Lake Rivers. The residential land use in this area is primarily single family dwellings. Historically this southern portion of the City has been the area in which the majority of the residential growth has taken place. This area includes the following institutional uses: South Point Elementary school grades 3-5 and Central Middle school grades 6-8.



3.6 PUBLIC FACILITIES

3.6.1 Long Range Transportation Plan

The City of East Grand Forks has adopted the Grand Forks/East Grand Forks 2035 Long Range Transportation Plan as the City's official Transportation Plan. The 2035 Long Range Transportation Plan is a document that addresses recent, current, and the future state of all modes of transportation in the region. The purpose of the plan is to use a comprehensive, objective approach to examine the transportation needs of the region, and propose a course of action which will maintain the high level of service now provided by the transportation system.

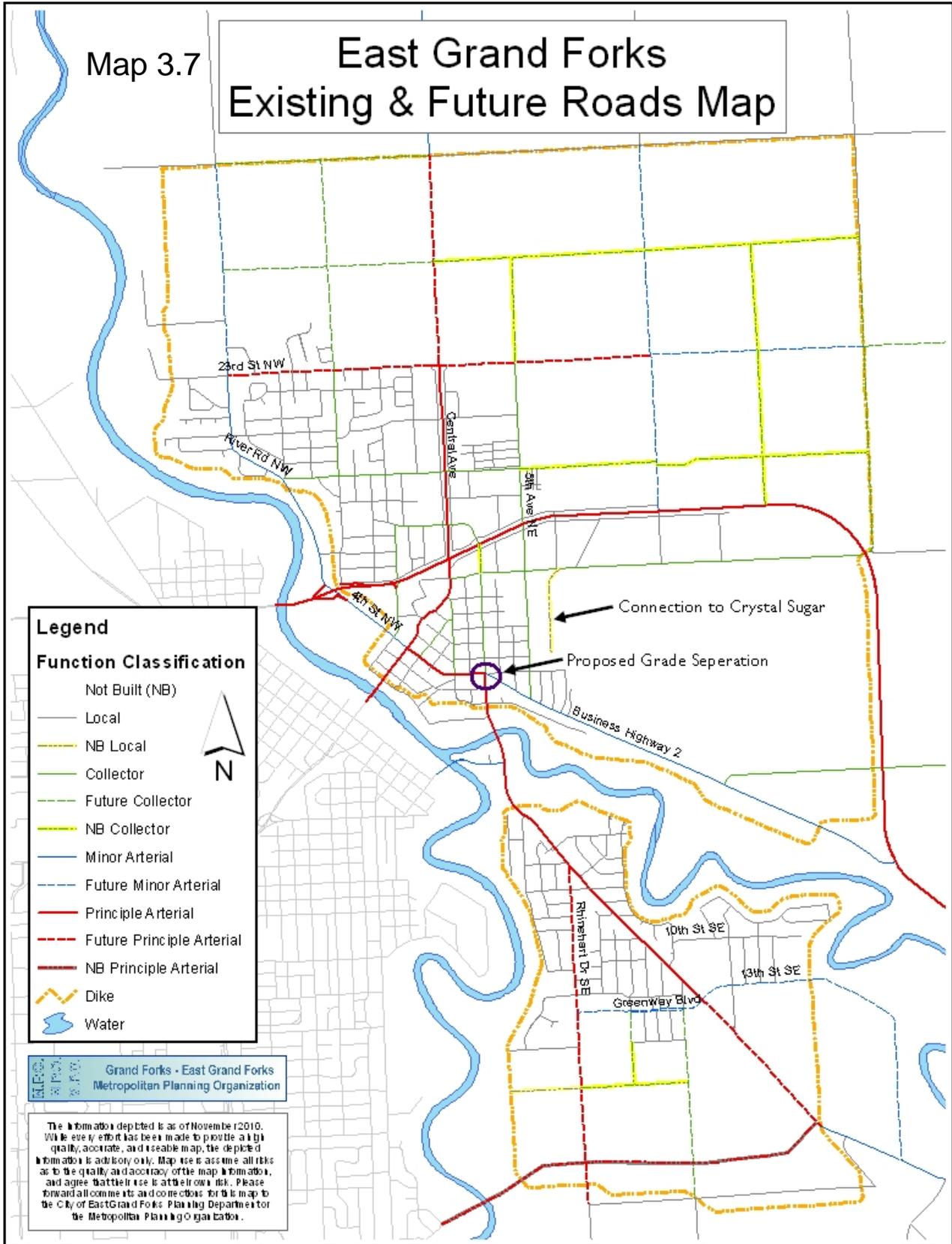
The 2040 East Grand Forks Land Use Plan recognizes the Grand Forks/East Grand Forks Transportation Plan as a separate document, but shall consider the goals and policies within it as part of the Land Use Plan. The goals and policies within the Grand Forks/East Grand Forks Transportation Plan shall be applied to all land use decisions to provide sound transportation planning of future growth.

The Future Roads Map as seen on the next page (Map 3.7) calls out the future projected roads for East Grand Forks. Some of the more notable projections can be seen on the south end of town (The Point) labeled in red. The red labeled roads represent principle arterials, which are the roads that carry the highest volumes of traffic. As The Point experiences more growth it will become more of a desired reality to look at connecting to the south part of Grand Forks, ND.

The Grand Forks – East Grand Forks Long Range Transportation Plan has designated a future bikeway network for the region, see Map 3.8. There are many areas within the community where bike trails are proposed. When these areas are developed bike trail acquisition shall be considered a priority of the City.

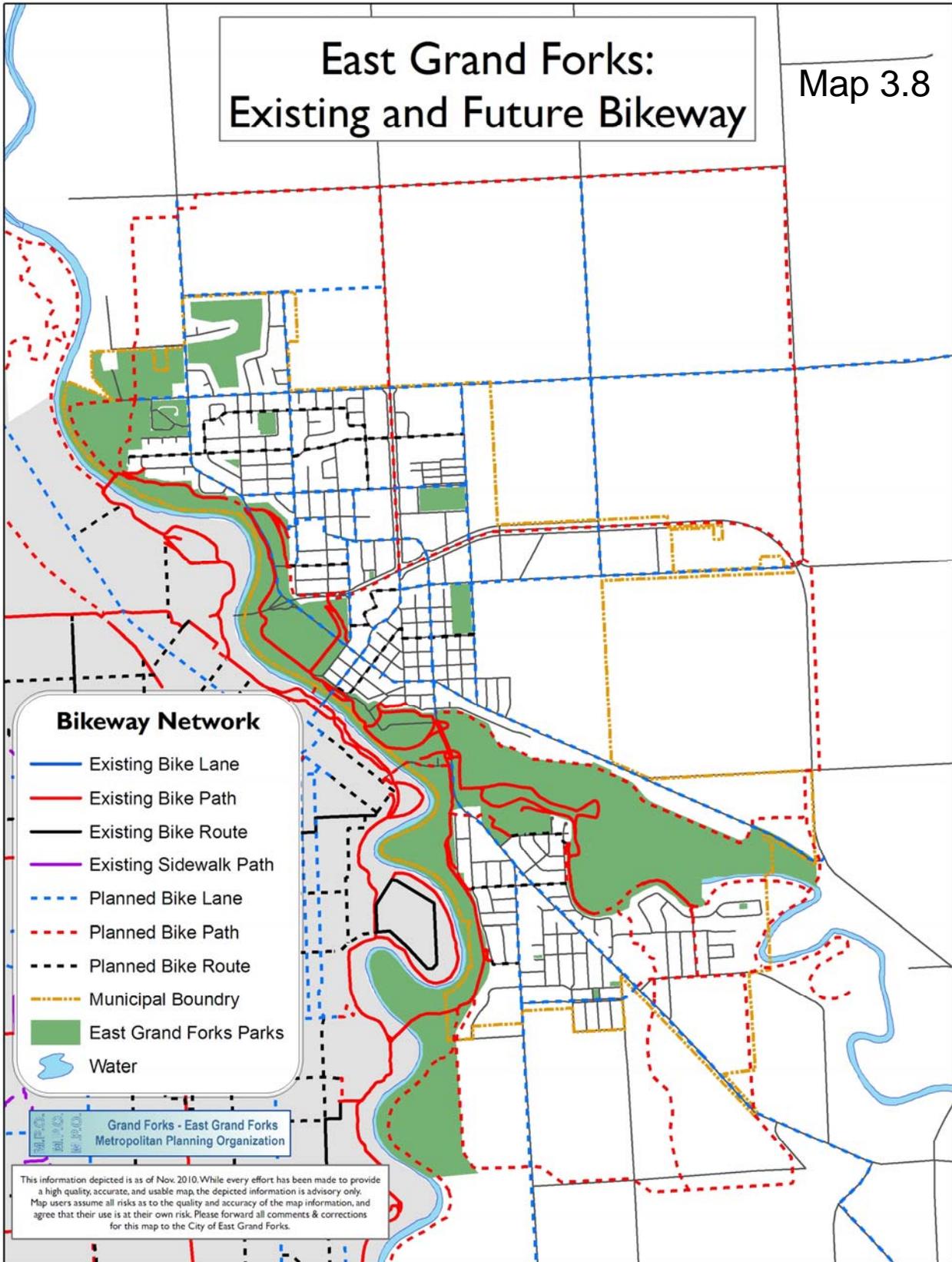
Map 3.7

East Grand Forks Existing & Future Roads Map



East Grand Forks: Existing and Future Bikeway

Map 3.8



3.6.2 Parks and Open Space

East Grand Forks has always had a substantial amount of land dedicated to recreational uses; this not only provides a necessary public service, but also serves to enhance the community's appearance. In 2010 almost thirty four percent of the land in East Grand Forks is dedicated as recreational/open space. This is a high percentage but can be explained by the large areas of the city that are located adjacent to the river in the floodway; these regions have been turned over to lower intensity land uses (i.e. recreation/open space) for reasons of safety and their aesthetic beauty.

There are seventeen city owned parks and special use areas in East Grand Forks, three of which are on land dedicated by developers. There are also two other park/recreation facilities that are maintained by entities other than the city. One is the Red River State Recreational Area, which is under the jurisdiction of the Minnesota Department of Natural Resources. The other facility is a privately run golf course in the northwestern portion of the community. Although the golf course is privately run, about 10% of its land is city owned, this includes the land where the old club house was located as well as the dike that runs through the course.

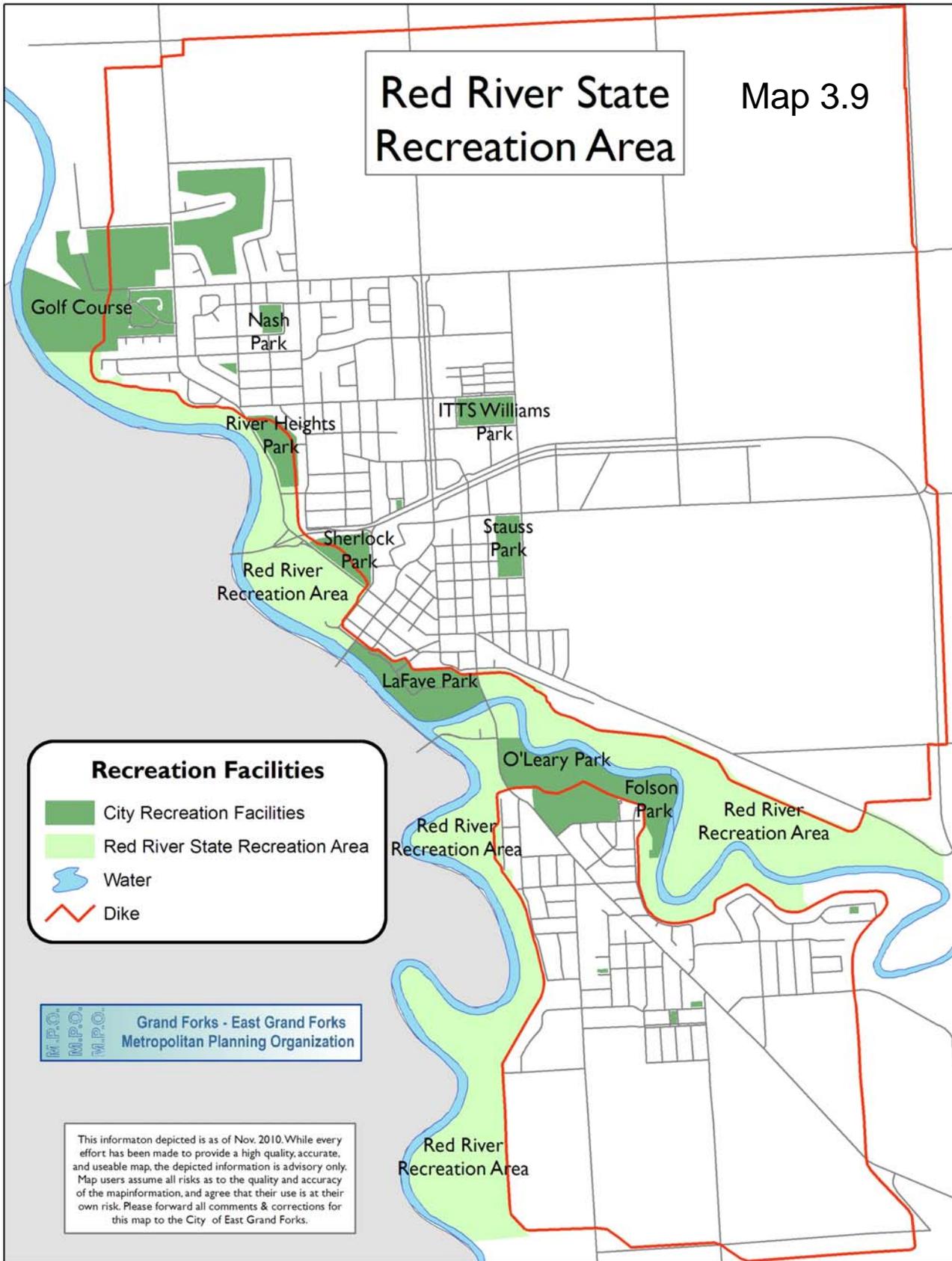
The Red River State Recreation Area (SRA) is the most recent addition to the East Grand Forks Park System. The Red River SRA is located in the open space between the U.S. Army Corps of Engineers Flood Protection System and the Red and Red Lake Rivers, as shown in Map 3.9. The SRA Statutory Boundary currently encompasses 1,230 acres of open space, stretching four miles along the Minnesota-North Dakota Border on the Red River, and two and a half miles along the Red Lake River in Minnesota. The SRA is designed as a model for sustainable floodplain management and fully maintained by the Minnesota Department of Natural Resources. The facilities for the SRA include a 113 site campground, walking and bicycling trails, enhanced shore fishing stations, areas for festivals, winter recreation, and picnicking areas.

The National Recreation and Parks Association have developed standards for municipal parks and recreation. These standards recommend minimum acres per 1,000 population and minimum population to serve a particular park and recreational use. Further, the NRPA has developed a hierarchy with which to classify different parks (community, sub-community, neighborhood, sub-neighborhood, and special use areas). The classification is based upon the area of the community the site serves, the size of the site, and the type of facilities provided at the site. Table 3.7 lists the City's park and recreation areas, as well as the special use areas. Included in the listing is an identification of the park hierarchy: each park has been classified by size, and typical facilities provided.

Map 3.10 has been prepared showing how the different parks cover the residential areas of East Grand Forks. As stated above, parks have different classifications and therefore, also have different service areas. As you can see, a park covers all residential developments. There may be a need for future sub-neighborhood parks in the Residential Growth Area. If needed additional parkland can be acquired through the Planned Unit Development (PUD) process.

Red River State Recreation Area

Map 3.9



Recreation Facilities

- City Recreation Facilities
- Red River State Recreation Area
- Water
- Dike

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Table 3.7 Park and Recreation Facilities For East Grand Forks

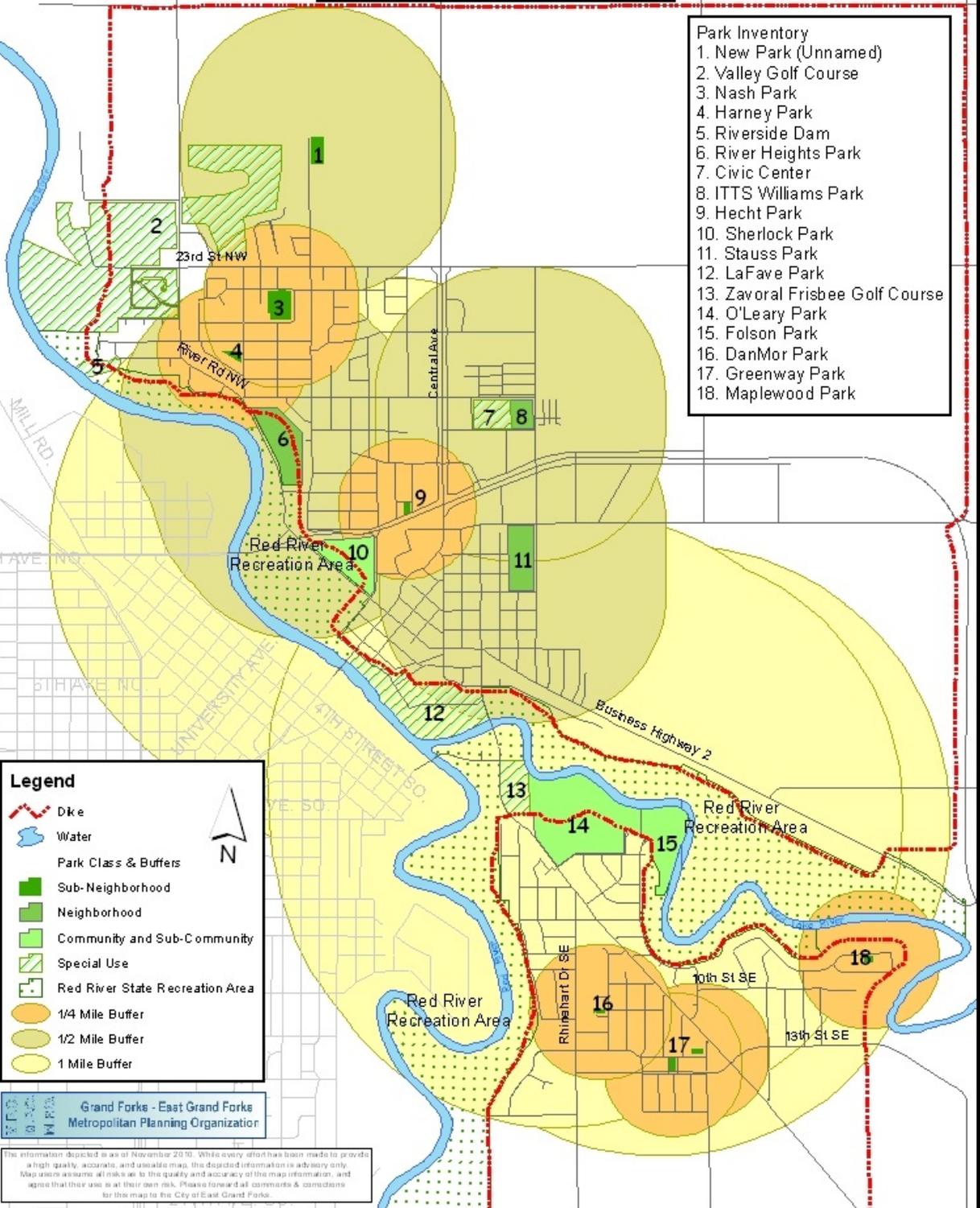
#	Park Name	Park Hierarchy	Location	Acres	Typical Facilities
1	Unnamed	Sub-neighborhood 1/4 Mile Radius	8th St NW & 23rd St NW	?	Undetermined
2	Valley Golf Course	Special Use	Along the Red River north of 20th St. NW	169	Golfing
3	Nash	Sub-neighborhood 1/4 Mile Radius	22nd St. NW and Central Ave.	6.6	Skating and Playground equipment
4	Harney	Sub-neighborhood 1/4 Mile Radius	19th St. NW & 12th Ave. NW	1.1	Skating and Playground equipment
5	Riverside Dam	Special Use	Behind Forest Court NW at Red River Dam	4.5	Fishing and Trails
6	River Heights	Neighborhood 1/2mile radius	Both sides of River Road from 11th to 17th Ave. NW	39	Heavily wooded with picnic and playground Facilities
7	Civic Center	Special Use	15th St. NE & 2nd Ave. NE	10	Indoor skating and tennis
8	ITTS Williams	Neighborhood 1/2mile radius	East of Civic Center	6	Ball fields and Playground equipment
9	Hecht	Sub-neighborhood 1/4 Mile Radius	10th St. NW & 3rd Ave. NW	0.6	Playground equipment
10	Sherlock	Sub-community 1 mile radius	North of CBD along 4th St. NW	21	Full Facilities
11	Stauss	Neighborhood 1/2mile radius	7th St. NE & 5th Ave.	15.7	Ball fields, skating and Playground equipment
12	LaFave	Special Use	Along the Red River from 2nd Ave. NE to Hill St. NW	50.1	Fishing and other passive uses
13	Zavoral Disc Golf Course	Special Use	1st St SE & 3rd St SE	5.6	Disc Golf
14	O'Leary/ Crestwood	Community +1 Mile Radius	Bygland Rd. SE & 4th St. SE	57	Offers Year Round Facilities
15	Folson	Sub-community 1 mile radius	Adjacent to O'Leary & along Red Lake River	25	Large open area for passive recreation pursuits
16	DanMor	Sub-neighborhood 1/4 Mile Radius	Morgan Pl & 9th Ave. SE	0.4	Playground Equipment
17	Greenway #1	Sub-neighborhood 1/4 Mile Radius	14th St. SE & Park Dr. SE	0.8	Playground Equipment
17	Greenway #2	Sub-neighborhood 1/4 Mile Radius	14th St. SE & 14th Ave. SE	0.7	Skating
18	Maplewood	Sub-neighborhood 1/4 Mile Radius	In the vicinity of 8th St. SE 23rd Ave. SE	0.7	Skating
19	Red River SRA	State Recreation	Along the Red River and Red Lake River	1,034	Full Facilities

Source: MPO

East Grand Forks Park Inventory Map

Map 3.10

- Park Inventory**
1. New Park (Unnamed)
 2. Valley Golf Course
 3. Nash Park
 4. Harney Park
 5. Riverside Dam
 6. River Heights Park
 7. Civic Center
 8. ITTS Williams Park
 9. Hecht Park
 10. Sherlock Park
 11. Stauss Park
 12. LaFave Park
 13. Zavoral Frisbee Golf Course
 14. O'Leary Park
 15. Folsom Park
 16. DanMor Park
 17. Greenway Park
 18. Maplewood Park



Legend

- Dike
- Water
- Park Class & Buffers**
- Sub-Neighborhood
- Neighborhood
- Community and Sub-Community
- Special Use
- Red River State Recreation Area
- 1/4 Mile Buffer
- 1/2 Mile Buffer
- 1 Mile Buffer

Grand Forks - East Grand Forks
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Based upon the NRPA standards, East Grand Forks provides more than the NRPA recommended acres of park and recreation sites that are close to home. The City provides 53 acres per 1,000 populations, while the NRPA recommends 10.0 acres per 1,000. Because such a large portion of the parkland consists of open space along the floodplain, the acres available is somewhat skewed towards the high end.

The large supply of land for parks, and the excellent existing facilities reduce the need for additional parkland. Because of this, developers have not been dedicating open space but have been paying a park dedication fee that shall be used for existing city parks and the development of new parks. The park dedication fee is paid per plated lot in new subdivisions and at \$3.00 times the distance of the front of the lot or a minimum fee of \$250.00.

3.6.3 Natural Resources

Allowing rural development that does not utilize municipal services necessitates the protection of natural resources in these areas. The two major impacts that rural development has on the natural resources involves ground water quality, and surface water drainage.

The regulation of Individual Sewage Treatment Systems (ISTS) protects the ground water quality, which also may serve as a water supply to these same residents. The City of East Grand Forks has adopted Minnesota State Statute 7080 as the City's Individual Sewage Treatment Systems Program. Chapter 7080 was established and is maintained by the Minnesota Pollution Control Agency (MPCA) to protect surface water, ground water, and promote public health, safety, and general welfare. The city designated staff or city's agent is responsible for the implementation of the ISTS program.

The second major impact of rural development is increased runoff and alteration of surface water drainage patterns. To protect neighboring property owners from these impacts, and the city from costly litigation, a goal of this plan is to manage rural storm water systems based on pre-development runoff rates and volumes. This goal encourages the preservation of the natural drainage system in recognition of the absence of expensive engineered alternatives. The second is the recognition of hydric soils. Hydric soils reflect the natural topography and soil conditions that existed prior to the introduction of agricultural drainage tiles and ditches. This plan acknowledges that private drainage systems will not be maintained upon a change in land use. Therefore, it is prudent to anticipate that the natural retention of storm water will collect on the land in the depressions that generally are associated with hydric soil types.

Constructing new storm water management systems to accommodate development in the rural areas of the city are cost prohibitive. Relying on existing natural storm water conveyance systems is the most cost effective method of managing storm water. This may be a temporary measure to allow for reasonable use of the land until public infrastructure is built to accommodate planned urbanization. The combination of pre-development storm water runoff rates and volumes will prevent negative impacts on the

natural storm water conveyance system. These standards will also prevent further stream erosion and wetland degradation from siltation.

There have, however, been some developments made in the field of urban storm water management. According to the Minnesota Pollution Control Agency, urban storm water runoff can contain pesticides, fertilizers, oils, metals, pathogens, salt, sediment, litter, and other debris which can pollute local streams and lakes. Using new techniques such as the use of detention ponds, vegetated open channels as opposed to classic curb and gutter systems, or the reduction of impervious surfaces can greatly reduce the amount of these pollutants that reach natural water bodies. Techniques such as these are imperative to the preservation of natural resources.

3.6.4 Public/Semi-Public

The amount of public land in East Grand Forks has changed dramatically as a result of the 1997 Flood. After the flood, additions to the public land section include land purchased by the City for flood control purposes. This land accounts for the large increase in land since before 1997. The two land uses that account for the public/semi-public are Institutional and Public/Open Space. The total amount of public/semi-public is 1,321 acres and can be viewed in Table 3.8 below.

Land Use	Sq Ft	Acres in Ft /	Acres	% of City
Commercial	7,015,525.3	43,560	161.1	5.4%
Industrial	18,335,926.8	43,560	420.9	14.1%
Institutional	14,126,436.6	43,560	324.3	10.9%
Public/Open Space	43,424,286.9	43,560	996.9	33.5%
Residential	30,166,823.6	43,560	692.5	23.3%
Vacant	16,547,586.1	43,560	379.9	12.8%
Total	129,616,585.1	43,560	2975.6	100.0%

Source: MPO

A stable core of services, as seen in schools, churches, police and fire stations, and other government buildings, is generally provided in the city. The recently added public facilities that have been added since the last Land Use Update include: a new Distribution and Light Center, renovated Civic Center, Blue Line Hockey Arena, Removable flood wall storage building, Organic material composting site and renovated Riverside School.

3.6.5 Police Station

The City's Police Chief believes that the existing station is adequate in size to meet current needs and those of the foreseeable future. Additional modification is necessary to effectively and securely store evidence and recovered property as the existing evidence storage area is inadequate. There is space in an existing department storage area that could be modified to meet this need if funding for the modifications were available. The

existing station, which was converted from a vacant commercial building in the mid-1990's, is outdated in many areas and some of these, specifically the buildings Heating Ventilation and Air-Conditioning (HVAC) system and Dispatch area, is being addressed through budgeted repairs and updates in 2010.

The location of the police building is in a centralized location; therefore, it will not create an attraction for new development.

The Police Department also uses a building at the Public Works facility for storage of seized vehicles, bicycles and misc. other large property. This facility meets the basic needs for this use, but in reality the Department should have a larger separate facility that could be effectively secured.

In addition to the physical needs, the Police Chief foresees that the most pressing need for the Department is the enhancement of its technology, most specifically the computerized equipment as the Department seeks to meet the safety needs of the growth the City projects into the future.

3.6.6 Fire Stations

The City currently has two fire stations. One is located in the downtown area at 415 4th St. NW while the other is sited in the south-end at 243 5th Ave. SE. Both are necessary to provide adequate coverage for the City. Due to the limited river and railroad crossings, it is necessary to have the "point" station, especially during flood events and when railroad crossings are closed to traffic. The question exists as to whether two stations will be adequate in the future or if another will be needed. It is felt that it is unlikely that another station will be needed during the life of this Plan Update, but replacing Station Number Two on the point with another located farther out on Bygland Rd. would cut down response time considerably to the most southern area of the point. The Fire Chief feels that it would be beneficial to have the station built with a training facility included.

One concern about each existing station relates to the ingress and egress each has. This concern covers both the driveway design and the building design. The driveways for each station demand early and awkward turning movements for the equipment. A more direct path onto the major street network would be desirable. The building design requires trucks to be parked in back of other trucks. If for instance, the front vehicle does not operate, the second is stuck in the station. While these are valid concerns that should be addressed, they do not significantly impact the location of future land uses.

In addition, the Fire Chief believes, that as the City grows as projected, additional staff and fire apparatus will be needed to meet the future needs. He indicated that some of the existing levels of staff and equipment may be inadequate.

3.6.7 Flood Protection

City of East Grand Forks is located at the confluence of two major rivers named the Red River of the North and Red Lake River. The river water level rises predominately occurring in the spring while the snow melts and the ground is still frozen.

In 1997 East Grand Forks experienced a 210-year flood event; as a result many advances in flood forecasting and protection have been made. The City of East Grand Forks in cooperation with the Army Corp of Engineers completed the flood protection system for the City in 2007. The system includes two separate ring dikes that have been certified by the Army Corps of Engineers to protect the City from a flood stage of up to 60 feet. In addition a diversion of the Hartsville Creek to the Red Lake River relieves water backing up in the southeast portion of the City during flooding season. The Federal Emergency Management Agency (FEMA) has amended their flood map to exclude the portions of the city protected by the flood control project from the floodplain.

3.6.8 Water System

The water treatment plant currently provides adequate water capacity now and into the near future. The treatment plant does have the potential for future expansion if it is needed to meet increased water usage and/or more stringent water quality regulations. However, due to increased water conservation by customers in the past several years, water demand has decreased significantly, delaying the need for expansion for capacity reasons. The City utilizes the Red Lake River as its water source. It is also involved in long term drought contingency planning for a supplemental supply.

The water distribution system is in good shape due in large part to an ongoing and aggressive water main maintenance and replacement program. There has been some concern that not all areas of the City are properly “looped”. That is, the area is served by only one main. If that main were to be shut off for any reasons, large areas could be without water for a period of time. In recent years, the City has provided more connections to reduce the number of these areas. In addition, in new developing areas, the City has been requiring that the “loop” be designed when the water pipes are first put into place.

The perspective of the Fire Chief is that the water distribution system is sound and provides sufficient water pressure to fight fires. The grid system meets the fire fighting needs of the City. One exception is the previously annexed area along US Business #2 in the southeasterly portion of the City. The City does not provide all properties with water; so if a fire were to occur, the firefighters would not be able to rely on a readily available fire hydrant to assist in extinguishing the fire. An agreement does exist with the property owners noting that they understand this situation. The agreement also spells out when extension of City water will take place.

3.6.9 Electrical System

The City provides retail electrical service for the community. The electricity is purchased from the Western Power Administration and the Minnesota Municipal Power Agency. The contract with the WPA runs until 2018. The city’s membership in the Minnesota Municipal Power Agency and the associated wholesale power purchase agreement extend through year 2035. These long term wholesale power supply agreements provide a reliable, reasonable priced supply. The City’s electrical distribution system is continuing

on a multi-year planned upgrade and can provide power to any of the potential growing areas of the City.

When the City grows into newly annexed areas, the Water and Light Department has to pay the rural electric cooperative money to acquire that service territory. There are still some areas where the City could grow and be within the original electric service territory boundaries. The Water and Light Department currently has service territory agreements in place that were negotiated with the two neighboring rural electric cooperatives. This minimizes the regulatory delay required to file for a service territory transfer. However, the time required to complete the necessary filings with the State of Minnesota may cause some delay as to when construction can begin in the new development.

In 2006, the Minnesota Municipal Power Agency (MMPA) began the Hometown Wind Power project which located wind turbines in each of its member cities. In the winter of 2009/2010, East Grand Forks built its wind turbine east of the city along US Highway 2. The turbine has a 160 kilowatt capacity and starts generating electricity when wind speeds reach approximately 12 miles per hour. The project is meant to help Minnesota reach its goal of producing 25% of its energy from renewable resources by 2025, as well as spark public interest in sustainable energy.

CH 4 GOALS AND POLICIES

4.1 PROPOSED LAND USE GENERAL GOALS AND POLICIES

The land use goals and policies create a vehicle to determine, organize, and define the character and intensity of land use within the scope of the planning area with the cooperation of the surrounding townships and county. This should be done both in terms of existing and future patterns of development. Map 5.1 in chapter 5 shows the proposed land use described in this Plan. The map identifies the areas to be proposed for high-density residential, commercial, industrial, and areas to be protected for urban expansion. Goals and policies controlling each area identified on this map are separated into sections within the growth management section of this plan.

This plan proposes a land use philosophy that will:

- Promote the majority of growth within city limits, where municipal services are available.
- Preserve an urban expansion area located inside the ring dike system for future urban development.
- Allow for managed rural residential growth while preserving options for the future.
- Allow and promote commercial and industrial uses within the planned areas where municipal services are available.
- Promote collaboration between land use and transportation needs.
- Promote smart Growth and the livability principles thru current and future land growth.

The following goals and policies serve as a reference for land use planning decisions. All livability principles are represented in Green Text and the specific principle the goal relates to is listed after the goal itself. In addition, the Goals and Policies will be called out as NEW if they have been added. For example, Goal 4.1.4(e) is in green text, has the word NEW after the goal and lists Support Existing Communities as the livability principle it follows.

4.1.1 Develop a cohesive citywide land use pattern that ensures compatibility and functional relationships among activities and between jurisdictions.

- a. To the maximum extent possible, development policies and regulations shall be applied consistently and uniformly.

Reason: Inconsistently applied policies and regulations are not fair, result in inconsistencies with adopted policies, and open the door to legal challenges that question the entire system.

- b. Provide for and encourage opportunities for public participation in the planning and development review process.

Reason: Input from many perspectives leads to high quality decisions.

- c. Implement a development review system to actively educate and inform the applicant of the ordinance standards and the Planning Commission's expectations prior to the public hearing.

Reason: Better coordination of reviews, sharing of concerns and clear understanding of projects will lead to better development within the City.

- d. Build on strengths throughout the City such as park amenities, a quality downtown area, strong industrial and commercial areas, recreation and entertainment facilities, quality local government, and excellent schools in defining the City's identity.

Reason: East Grand Forks has many valuable resources. New development should be compatible with existing development, and with the surrounding environment.

- e. Geographic land use designations and related zoning classifications shall be changed only when it can be demonstrated that such modifications are in the best long-term interest of the City. Such changes shall occur only when they will promote land use compatibility and meet the goals and policies of the Land Use Plan.

Reason: Land use zoning should not be changed simply to accommodate a proposed use, but should be established and maintained to the extent necessary to assure compatibility of adjacent land uses.

- f. Proactively address outstanding City issues or concerns that may detract from the City's identity.

Reason: There are a number of problems that currently face the City that should be addressed and which should not be exacerbated by future development. These are: traffic bottlenecks at high-traffic intersections, flooding problems and land use incompatibilities.

- g. Transitions between distinctly differing types of land uses shall be accomplished in an orderly fashion, and shall not create a negative (economic, social, or physical) impact on adjoining developments.

Reason: Communities consist of many land uses, some of which are incompatible with others. Buffer areas between incompatible land uses reduce complaints, maintain the desired market values, and improve public safety and enjoyment of life for residents.

- h. Incompatible land uses shall be properly regulated and slowly redeveloped when possible, so that conflicts are minimized. This shall be achieved through the use of natural and man-made physical barriers (i.e., topography, drainage ways, transportation routes, etc.), distances, landscape screening, and/or proper physical orientation of lots and buildings.

Reason: A variety of land uses are necessary for the economic well being of a community. Achieving a compatible co-existence of these land uses is possible through a combination of physical separation and regulatory control.

4.1.2 Advocate land use development that is accompanied by a sufficient level of supportive services and facilities (roads, storm water management systems, parking, access, sidewalks, etc.).

- a. Plan for and stage development to ensure it is accompanied by sufficient corresponding public infrastructure and support facilities such as roads, sidewalks, storm water management systems, parks, fire, medical and police protection, etc.

Reason: Premature development that occurs before roads, storm water management systems and public services are available presents an unnecessary risk to new residents and businesses and increased cost for tax payers for later provision of these services. Developers - not existing taxpayers, should pay for their proportionate share of costs for needed infrastructure related to or resulting from new developments.

- b. Control direct access to minor arterial and principle arterial roadways.

Reason: Provide safe access to higher speed traffic conditions on roadways, which are designed to move traffic efficiently.

4.1.3 Maintain and, where necessary, upgrade the aesthetics within the commercial and industrial land use areas, especially along the city's Community Green Corridors, (TH 2 and State Highway 220. SEE Map 4.1).

- a. Inform local property owners of the regulations, programs or incentives that may assist them in the maintenance or renovation of their properties

through community education, seminars, newsletters, and outreach programs.

Reason: Education is far less expensive than enforcement. Acceptance of policies and regulations by an informed public is easier to achieve than by a skeptical, uninformed public.

- b. Support private redevelopment of commercial/industrial properties which display deteriorated building conditions, obsolete site design, incompatible land use arrangements and/or under-utilization of the site, especially in the highly visible TH 2 and State Highway 220 corridors.

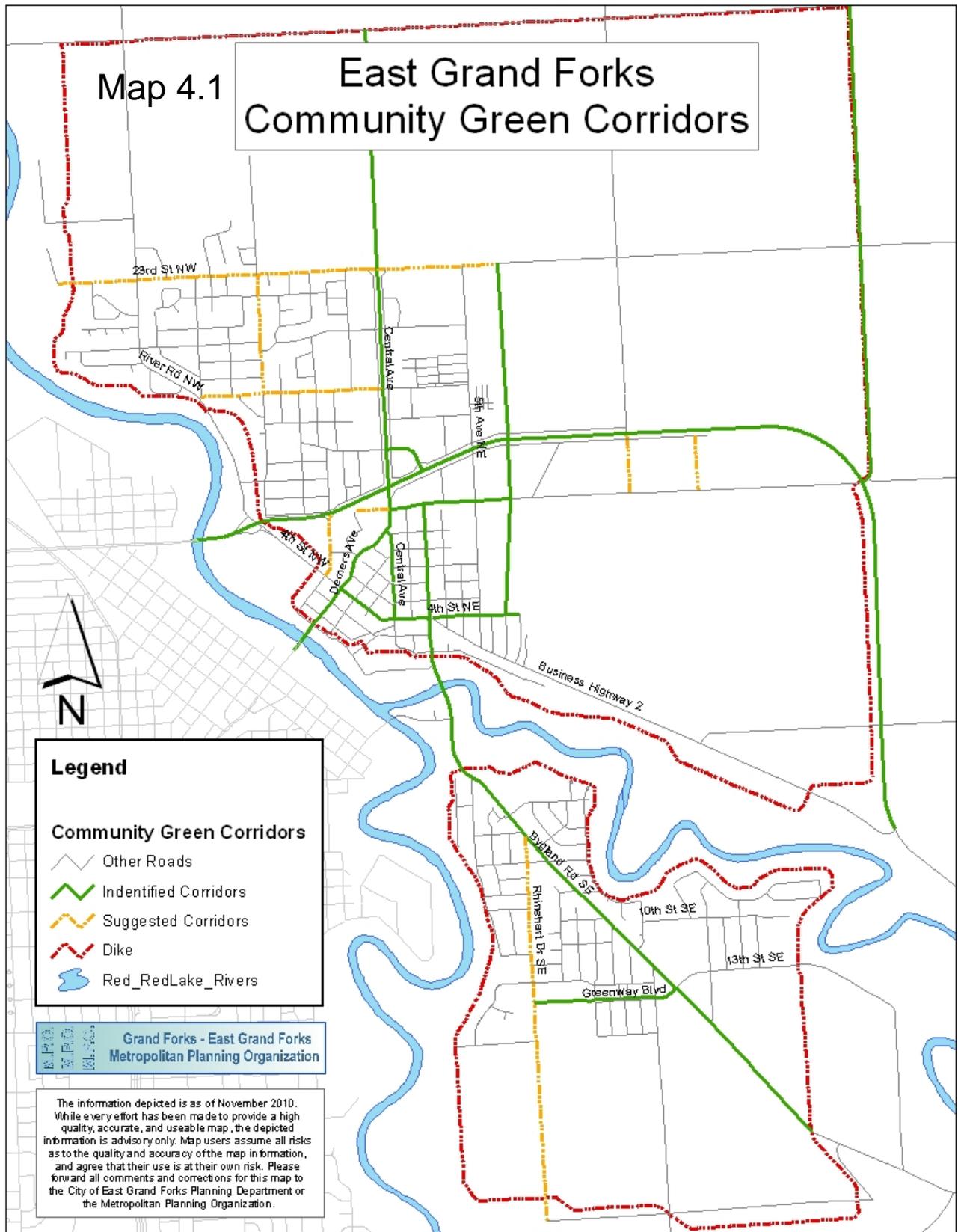
Reason: Land valuation is driven by market demand. Successful high visibility business and high value residential developments will not locate in an area appearing to be blighted.

- c. Adopt the guidelines set forth in the Central Avenue Corridor Study.

Reason: This will ensure proper land use and aesthetic development of the Central Avenue area.

Map 4.1

East Grand Forks Community Green Corridors



Legend

Community Green Corridors

- Other Roads
- Identified Corridors
- Suggested Corridors
- Dike
- Red_RedLake_Rivers

Grand Forks - East Grand Forks
Metropolitan Planning Organization

The information depicted is as of November 2010. While every effort has been made to provide a high quality, accurate, and useable map, the depicted information is advisory only. Map users assume all risks as to the quality and accuracy of the map information, and agree that their use is at their own risk. Please forward all comments and corrections for this map to the City of East Grand Forks Planning Department or the Metropolitan Planning Organization.

4.1.4 Maintain, protect and, where necessary, upgrade the character of individual neighborhoods, commercial and industrial areas, which includes elimination of non-conforming and incompatible uses.

- a. Encourage the redevelopment of substandard, obsolete or blighted properties including the removal of obsolete structures inconsistent with the proposed land use changes. (1.4.4 - Support Existing Communities)

Reason: Leaving old dilapidated buildings in new residential development that consists of more expensive construction often results in citizen complaints, detractive nuisances and property devaluation.

- b. Provide land use transitions and/or proper buffering or screening between distinctly different types of land uses.

Reason: One of the major complaints across the nation from residents is that of noise incompatibility. Billions of tax dollars have been spent nationally to address noise problems. Odor complaints from industrial land uses are increasingly becoming a problem. Traffic congestion from commercial and industrial areas especially on local roads that were not designed to accommodate such traffic intensity presents safety concerns.

- c. Property values shall be protected through the harmonious relationship of land uses, roads, and natural features and the maintenance of properties.

Reason: Property values and taxable valuation are driven by market influences. Properties with good access, adjacent natural amenities, and compatible land uses have higher market values.

- d. Renewal, replacement, and redevelopment of substandard and grossly incompatible development shall be accomplished through public action and private means. (1.4.4 - Support Existing Communities)

Reason: The City of East Grand Forks desires nonconforming uses and structures to be brought into conformity with current standards.

- e. Enhance the unique characteristics of all communities by investing in “complete streets” to establish healthy, safe, and walkable neighborhoods-rural, urban, or suburban. (NEW GOAL. 1.4.4 - Support Existing Communities)

Reason: Promotes safety and creates a more livable community for residents to enjoy.

- f. Target funding toward existing communities—through strategies like transit oriented, mixed-use development, and land recycling. (NEW GOAL. 1.4.5 - Coordinate and leverage federal policies and investment)

Reason: To increase community revitalization and the efficiency of public works investments to safeguard rural landscapes.

4.1.5 Promote the continued development where municipal services exist, of high quality, high value industries that enhance the economy through an improved tax base and expanded employment base for City residents.

- a. Support collaborative actions to promote East Grand Forks as a great place to locate industries and job producing businesses. (1.4.3 - Enhance economic competitiveness)

Reason: Industry and large businesses should be located where urban services can be provided to accommodate their needs. The City of East Grand Fork should strive to attract these businesses while not compromising the goals and standards set forth in the Land Use Plan and Zoning Ordinance.

- b. Transitions between distinctly differing types of land uses shall be accomplished in an orderly fashion, which do not create a negative (economic, social, or physical) impact on adjoining developments. (1.4.3 - Enhance economic competitiveness)

Reason: Communities consist of many land uses, some of which are incompatible with others. Buffer areas between incompatible land uses reduce complaints, maintain the desired market values, and improve public safety and enjoyment of life for residents.

- c. Enhance economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets. (NEW GOAL. 1.4.3 - Enhance economic competitiveness)

Reason: These practices will help drive the private sector, bringing business and investment into the community as well as improve the lives of local citizens.

4.2 GROWTH MANAGEMENT GENERAL GOALS & POLICIES

The rate of growth following the flood of 1997 flood was significantly higher than in the past. This growth trend has slowed due to the recent recession of the US and World economies. Even though the local economy hasn't taken such a large hit the effects can still be felt. Growth rates within a community raises issues with regard to its impact on public services, including roads and parks, sewer and water services, storm water management, and compatibility of land uses. To ensure that the citizens of East Grand Forks are to enjoy the current level of community services in the future, a growth management strategy is of crucial importance. The following goals and policies are provided to define and guide the City of Grand Forks growth management efforts, focusing on the areas where urban services are currently available.

4.2.1 Manage growth and land use development in a manner that is fiscally responsible and will result in staging of infrastructure investments to support growth.

- a. Follow growth corridors by directing future growth to take place in areas currently serviced by municipal utilities.

Reason: This provides for utilization of existing city services rather than costly and unnecessary extensions of infrastructure. It also results in better utilization of land and more tax value per acre to pay for services.

- b. Support the extension of municipal services within the city that capitalizes on in-place utilities and service investments.

Reason: This plan recognizes the need for the extension of municipal services in a staged cost effective manner, when either existing infrastructure is not available, or utilization is not feasible.

- c. When the city has more than a 5-year supply of residential lots, developers will be required to finance 100% of infrastructure improvements associated with new residential development. Infrastructure costs may be deferred and assessed to the property owner when less than a 5-year supply of lots exist.

Reason: Development should pay its fair share for required improvements. This is especially applicable to residential development that provides a relatively low tax return to cover the increased demand for community services. The city should promote residential development, but when an excess of residential lots exists the city and taxpayers should not be burdened with the carrying costs associated with deferred assessments. Limiting the amount of city-funded infrastructure is in the best interests of the city and the taxpayers.

- d. Establish, maintain and implement a three-year Capital Improvement Program (CIP), which allows the City to properly finance public improvements to support growth.

Reason: An orderly CIP eliminates drastic swings in taxation levels and provides a systematic and planned way of providing these services. A CIP also reduces public contention, and the need for drawn out administrative processes.

- e. The City will not approve a premature development or subdivision that is not contiguous to existing urban development;
- is inconsistent with the Land Use Plan;
 - lacks necessary adequate roads to serve the subdivision or development;
 - lacks adequate sewer and water capabilities;
 - lacks adequate storm water drainage or storm water treatment facilities either within the development site or downstream;
 - lacks required standards such as park dedication and other physical improvements to the site.

Reason: The City should have clear standards for approval of developments and subdivisions to provide decision makers with a clear cut answers to whether a request should be approved or denied.

- f. Adopt an ordinance that addresses the time and financing for the installation of all infrastructure including but not limited to: road facilities, side walks and all utilities. NEW

Reason: Council would like a policy to follow in order to inform both homeowners and developers of when a road is to be built and the cost associated.

4.2.2 Promote Compact Development within the community of East Grand Forks NEW

- a. Provide incentives to those who will build on infill or existing lots without having to build new infrastructure. (NEW GOAL. 1.4.5 - Coordinate and leverage federal policies and investment)

Reason: This will abate demand for costly infrastructure construction while increasing density within the existing city.

- b. Look at densities incentives as well as parking reductions for considering other modes of transportation. (NEW GOAL. 1.4.6 - Value communities and neighborhoods)

Reason: Higher densities located strategically with transit options will create more choices for citizens to escape auto-dependency which in turn will reduce parking needs and possible requirements for developments.

- c. Mixed use is congruent with the idea of building up instead of building outward. (NEW GOAL. 1.4.6 - Value communities and neighborhoods)

Reason: Most combinations of mix uses can be beneficial in numerous ways including: higher densities of people, many people in one area make mass transit feasible, amenities are closer and attainable without auto dependency, ability to create parking reductions for developers due to shared parking with uses, conservation of all resources and housing choices near employment opportunities.

4.2.3 Plan for the current and future transportation needs of the community as growth occurs.

- a. Prepare long-range transportation plans that will support and direct future growth and allow for planned road improvements.

Reason: Planning for road needs to accommodate planned development is the most efficient way to meet transportation needs for a region and ensure public safety.

- b. Reserve roadway rights-of-way based on the transportation needs of the City, as identified in the Grand Forks/East Grand Forks Transportation Plan.

Reason: Road right-of-way that is dedicated as part of the platting process saves the costs of right-of-way acquisition for future roadway construction that would otherwise burden the taxpayer.

- c. Promote road connectivity through the implementation of the East Grand Forks future road map (Map 3.7), that indicates collector connections. (1.4.6 - Value communities and neighborhoods)

Reason: Interconnected roadway networks promote shorter trip lengths and promote a fundamental concept in having an efficient and functional road system.

- d. Provide more transportation choices to develop safe, reliable, and economical transportation through the investigation of the Complete Streets guidelines. (NEW GOAL. 1.4.1. - Provide more transportation choices)

Reason: To decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

4.2.4 Coordination of land use planning between the City, County, Townships, and School District.

- a. Encourage townships to submit for review by the Planning Department staff those proposed projects that potentially could have impact on future urban development outside of the municipality. A joint powers agreement might be in the best interests of all parties to solve land use issues around the periphery of the city.

Reason: The informal exchange of information will help both the City and Townships to better coordinate services, share useful information and improve channels of communication.

- b. Coordinate planning efforts with the School District to utilize outdoor facilities for dual use to include parks and open space.

Reason: School District's outdoor facilities are under utilized during the summer months when school is not in session. Reaching an agreement to allow the city use of these facilities during summer months would be beneficial to both parties.

4.3 RESIDENTIAL AREA GOALS & POLICIES

The Plan proposes to control residential growth in the rural areas and provide incentives to develop where municipal services are available, rather than large lots with individual sewage treatment systems and wells. To a large extent the ability to achieve this goal is highly dependent upon the capabilities of a particular parcel of land. Technological advancements in the future will allow for more cost effective and efficient methods of managing wastewater. This plan, therefore, encourages preservation of buildable open space to preserve the option of future higher development densities to improve the economics of residential housing and provision of public services.

4.3.1 Promote continued residential growth within areas where urban services are available.

- a. Support residential growth within the existing Residential and Residential Growth Areas that are logical extensions of existing infrastructure and functional land use capability, by following grid pattern neighborhood development. (1.4.6 - Value communities and neighborhoods)

Reason: Staging growth allows for immediate interconnection of roads rather than dead-ending cul-de-sacs. Staging significantly reduces the conflicts of land uses that currently exist between residential and other types of land uses. Staging allows for upgrades of roads for and by developers and reduces the cost burden on existing residents whom otherwise would not need the road improvements.

- b. Support infill residential development to maximize the use of existing infrastructure.

Reason: The cost for existing infrastructure has already been paid by local developers, residents, and taxpayers. Using this value before opening other areas to development is the most efficient use of tax revenue and service fees.

- c. Expand access to affordable housing, particularly housing located close to transit. (NEW GOAL. 1.4.2 - Promote equitable, affordable housing)

Reason: To increase mobility and lower the combined cost of housing and transportation.

- d. Promote equitable, affordable housing by expanding location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities. (NEW GOAL. 1.4.2 - Promote equitable, affordable housing)

Reason: To increase mobility and lower the combined cost of housing and transportation.

- e. Consider mixed use development to provide everyday uses to the neighborhoods. (NEW GOAL. 1.4.4 - Support existing communities)

Reason: This will allow everyday amenities to be closer to home, it will reduce auto dependency and it will make other modes of travel the easier choice.

4.3.2 Reduce pedestrian – automobile conflicts within new residential developments.

- a. Require sidewalks to be installed along all sections of road in new residential developments.

Reason: Pedestrian traffic is most prevalent in urban residential neighborhoods. Children comprise the majority of the pedestrian traffic. Sidewalks serve as both an amenity and a safety mechanism for the children within the residential neighborhoods.

- b. Follow the American Association of State Highway and Transportation Officials (AASHTO) and Federal Highway Administration (FHWA) guidelines for sidewalk standards, which are set forth in the Grand Forks-East Grand Forks Transportation Plan.

Reason: There must be specific standards for sidewalks to provide a functional and safe pedestrian facility.

- c. Value communities and neighborhoods. Enhance the unique characteristics of all communities by considering complete streets guidelines as well as healthy, safe, and walkable neighborhoods—rural, urban, or suburban. (NEW GOAL. 1.4.1 - Provide more transportation choices)

Reason: Investing in these types of practices help making both pedestrians and drivers more aware of each other.

4.4 COMMERCIAL/INDUSTRIAL AREA GOALS & POLICIES

The primary approach of this plan is to ensure that East Grand Forks develops in an economically sustainable manner and to ensure that growth is matched with the City's ability to provide infrastructure and services. To the extent possible this plan proposes that growth pay for the necessary infrastructure improvements such as roads, storm water management systems, water supply and wastewater treatment. The plan encourages commercial and industrial growth within the City to promote the local tax base and expand the local employment base. The plan also proposes to preserve open space for future urban development through land use management within the Urban Expansion Area goals and policies.

4.4.1 Design the land use plan to support economic development. NEW

- a. Locate commercial and industrial growth where urban services are available.

Reason: Locating growth near urban services will not only support existing infrastructure, but will also aid in the economic success of those businesses.

- b. Promote commercial and industrial development in planned areas and provide for storm water management, transportation and other support services. (NEW GOAL. 1.4.3 - Enhance economic competitiveness)

Reason: Planning these areas in advance helps to minimize the strain on existing infrastructure.

- c. Minimize land use conflicts that would unduly impede commercial and industrial growth in areas planned for those uses.

Reason: Commercial and industrial growth is essential for economic development within a city.

- d. Allow home businesses provided they are accessory to the residential use and do not impact nearby properties.

Reason: Home businesses could ruin the characteristics and feel of a neighborhood.

4.4.2 Attracting, retaining and expanding businesses and industry is a priority for diversifying the local tax base and promoting local employment opportunities. The new commercial and industrial uses should be concentrated where urban services are available.

- a. Identify specific areas and appropriate standards for infrastructure and aesthetics where small businesses with a need for outside storage can locate within the City.

Reason: There is an unmet need for industrial/commercial areas where outside storage is allowed within the area. However, these types of businesses are not often aesthetically desirable along major transportation corridors without well-designed and maintained designs and landscaping.

- b. Commercial/Industrial uses should only be allowed where compatible with existing and planned uses.

Reason: This type of land use often presents incompatibility problems such as noise, dust, traffic, odor, lighting etc.

- c. Land for future commercial/industrial developments should be identified and reserved until either a) urban services are extended to the area or b) supplies of existing vacant commercial/industrial land are substantially depleted.

Reason: Areas that have been generally guided toward commercial/industrial development which are anticipated to receive urban services that will significantly improve the value of the land and tax base should be protected from being developed with land uses which would conflict with the future development to commercial/industrial. However, these areas could be developed with compatible commercial/industrial developments before urban services are available if market demands dictate.

- d. New commercial and industrial land uses shall be allowed within Commercial/Industrial defined areas provided that all traffic, infrastructure, storm water management, and compatibility issues are addressed.

Reason: Commercial and industrial development is accompanied with relatively intensive demands best provided by municipal services. These include: storm water management, treatment of industrial/commercial wastewater not compatible with individual sewage treatment systems, fire protection, traffic and water supply.

- e. Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets. (NEW GOAL. 1.4.3 - Enhance economic competitiveness)

Reason: These practices will help drive the private sector, bringing business and investment into the community as well as improve the lives of local citizens.

- e. Locate or provide all transportation choices near commercial/industrial areas. (NEW GOAL. 1.4.1 - Provide more transportation choices)

Reason: This will increase customer traffic to businesses helping to increase sales and it will help residents who would like to live, work, play within close proximity to commercial areas.

4.5 URBAN EXPANSION AREA GOALS & POLICIES

4.5.1 Provide urban growth expansion area beyond existing municipal service boundaries.

- a. Establish an urban growth expansion area inside the flood protection system, which represents the ultimate growth boundary of the city.

Reason: Expansion of existing urban development is more efficient than duplicating services. Preserving the ability for expansion of urban services into undeveloped land allows for recovery of costs for the extension of urban services to be born by the developer and not taxpayers or existing utility customers.

- b. Regulate Land Use for the urban growth area inside the ring dike where urban services are not available.

Reason: Regulating the Land Use patterns in the urban expansion area is crucial to avoid precluding future urban development and infrastructure.

4.5.2 Preserve the urban growth expansion area for future urban development.

- a. The urban growth expansion areas shall be reserved for urban land uses intended to be served by public utilities and services.

Reason: Allowing rural development to occur within the urban growth expansion areas greatly complicates the ability to later extend roads and utilities when surrounding areas are encompassed by urban development.

- b. Promote compatible land use patterns on shared boundaries between urban and rural uses as a means of protecting future urban expansion areas.

Reason: Some land use development is reasonable where it will be compatible with future urban services growth.

- c. New or expanding livestock operations shall be controlled through interim use permits with provisions to ensure compatible land uses as this area becomes more residential.

Reason: This will allow for interim use of land for agricultural purposes and establish a mechanism for phasing out incompatible uses as the area becomes increasingly residential.

- d. Residential land uses within the urban expansion areas shall maintain a one housing unit per forty-acre density. This low residential density will not preclude or inhibit future urban development. The following residential development options will be considered within urban expansion areas prior to provision of urban services: (1.4.4 - Support existing communities)

(1) Standard Subdivision: The City will allow a standard rural subdivision meeting the following criteria:

- 1 in 40 density.

- Each lot must demonstrate proper soils to accommodate both on-site sewer and well / rural water systems in accordance with City regulations.
- (2) Urban Expansion Area clustered subdivision: The City will allow cluster subdivisions within the urban expansion area. The residential clustering concept is intended to allow for a clustering of residential lots within a parcel of land while reserving the balance of land area for future development when public utilities and services become available. Cluster subdivisions shall meet the following criteria:
- If 80% or more of the non-wetland area in the subdivision can be preserved for future development the density can be based upon gross acreage of one unit per forty acres.
 - Deed covenants would be required with the subdivision disclosing that the adjoining open space is intended for future urban development when public utilities become available.
 - The open space resulting from the clustered subdivision is intended to be a single parcel available for one building eligibility, limited agricultural or other open space uses as interim uses and reserved for future urban development.
 - The lot area and width should promote a tight cluster design resulting in a neighborhood that can be compatibly integrated with future urban development is called ghost plating.
 - The lots shall contain a minimum of one acre and be able to facilitate a primary and alternate drain field site in accordance with State Statute

Reason: This provides alternatives for development while preserving options for the future. Large dispersed rural lots create unnecessary sprawl and over burdens a city's infrastructure.

4.5.3 Provide public utilities and services in a fiscally responsible manner.

- a. Promote planning and coordinated staging of public utilities within the urban expansion area.

Reason: Planned expansion of urban utilities should accommodate the bulk of demand for new housing to allow for optimum utilization of land and efficiency in public service provision.

- b. The developer and/or benefiting property owners must assume all or the significant majority of improvement/service costs, and agree to pay assessments associated with extending services to serve their property.

Reason: Development of land is a business for profit controlled by market influences. Cities require developers or property owners to pay for the costs of public infrastructure needed to accommodate residential development. Developers are attracted to rural areas in part to avoid these costs. There is a market for these rural properties, which attracts some city residents into the country. As more and more people disperse into areas outside of cities where public services investments have been made and into rural areas which lack those services, new rural residents begin demanding these public services. Provision of public services to a dispersed community is more costly than it is in established cities. The result is an increased need for public revenue (taxes) from all residents to accommodate unplanned growth.

- c. Discourage premature development or land use patterns that may obstruct the logical future extension of utilities within the urban expansion area.

Reason: Premature development is essentially development that is allowed to occur in the absence of a plan for the ultimate optimum development of an area. Unplanned premature development can thwart future planned optimum development of an area. Since the city does not yet have "built out plans" for the urban expansion area, it is prudent to preserve the opportunity for optimum utilization of a reasonable amount of land around cities for future urban development. This will greatly improve the long-term economics of the City.

4.5.4 Protect active farming operations from the encroachment of conflicting residential land uses through the use of clustering.

- a. Clustering of rural development shall be limited to contiguously owned parcels where it can be demonstrated that it does not conflict with agricultural uses.

Reason: Clustering of residential uses into areas, which are less productive and which do not conflict with the primary land use provides for some economic support to farmers who have land less suitable for farming. It also provides a rural residential living option to satisfy this relatively small market need.

4.6 NATURAL RESOURCE GOALS & POLICIES

(All the reasons below are NEW)

4.6.1 Maintain surface water quality and the integrity of storm water conveyance systems.

- a. Identify all natural wetlands, existing artificial drainage systems, hydric soils, ponding areas, drainage ways and 100-year floodplains in all areas proposed for subdivision and development.

Reason: Protecting our natural resources is not only a state requirement but a necessity. As well, mapping the existing land areas that are part of the hydrological cycle is important when placing any developments on sites to avoid any future problems with flooding.

- b. A base storm water management rate and volume should be determined based upon pre-established pre-development curve numbers. Runoff volume shall not exceed pre-development amounts unless it can be demonstrated that there will be no adverse material impact upon receiving water bodies or areas.

Reason: Being cognizant of the impact of impervious surfaces that will add runoff to the site and that in some cases, water may need to be temporarily kept onsite to slow the increased flow.

- c. Developments shall be allowed only where there is assurance of compliance with wetland regulatory programs such as; DNR Protected Waters and Wetlands, Army Corp of Engineers section 404 and the Wetland Conservation Act.

Reason: Protection of the wetlands is vital to the natural systems that provide services to humans, animals and the environment.

- d. Restrict development in wetlands, floodplains, natural conveyance systems and other natural features that perform environmental functions.

Reason: Humans and local species benefit directly through the natural process of nutrient deposits and water purification thus creating habitats for animals to survive for our own recreation enjoyment whether it be hunting or animal watching.

- e. Prohibit development along or alteration of the natural environment where it adversely affects the storm water conveyance systems.

Reason: The natural drainage systems move and shift over time which can destroy development that is not carefully placed near areas prone to flooding or erosion.

- f. Require that all building permits and subdivisions comply with Minnesota Department of Natural Resources floodplain standards.

Reason: Prevention through standards is the best way to keep future development safe from known flooding areas.

4.6.2 Improve ground water quality and protect it from degradation by surface water contaminants.

- a. Identify and protect ground water recharge areas for existing and proposed municipal wells.

Reason: In the future, the areas for groundwater supply will be critical to land use planning.

- b. Promote ground water recharge of adequately treated storm water runoff rather than discharge to major bodies of surface water.

Reason: Allowing the natural environment to absorb water and clean it through slowing the water down with the use of bio swales and rain gardens is more beneficial than streamlining water through concrete channels and tubes creating higher peak flows and more erosion.

- c. Regulate Individual Septic Treatment System (ISTS), feedlots, storm water management systems, and erosion control to protect ground water from contamination.

Reason: Feedlots may result in leaching of nitrogen from concentrations of manure, poorly designed and installed ISTS may leach nitrogen and phosphorus into the soil, and erosion will negatively impact ground water. The ground water supply must be protected from contamination.

4.6.3 Promote innovative stormwater management techniques for new developments.

- a. Some examples of innovative stormwater management include the use of swales, rain gardens, detention/retention ponds, porous pavement, green roofs, and open space development. (NEW GOAL. 1.4.4 - Support existing communities)

Reason: These innovative ideas keep the water on site and give it the chance to percolate into the ground since the site has been altered due to development.

- b. Training and workshops should be conducted in order to educate the public, as well as civic leaders, about stormwater management techniques.

(NEW GOAL. 1.4.4 - Support existing communities)

Reason: In order for residents and developers to want to use innovative techniques they must be introduced to the idea and provided with good example and practices

- c. Sources of funding should also be identified in order to finance the implementation of stormwater management projects. (NEW GOAL. 1.4.5 - Coordinate and leverage federal policies and investment)

Reason: Funding is critical to the implementation of innovative techniques. The current use of curb and gutter is well documented and the financing is constant. Incentives and new sources of funding will entice homeowners and developers to try a new technique.

4.7 PARK & OPEN SPACE GOALS & POLICIES

(All the reasons below are NEW)

4.7.1 Provide a coordinated system of City, County, and State, park and recreation open space facilities and services which meets the needs of current and future East Grand Forks area residents.

- a. Maintain cooperative efforts with the State to promote continued utilization of the existing SRA and associated facilities.

Reason: The State Recreation Area (SRA) is a asset to the city and our combined efforts are necessary to continue this amenity.

- b. Recognize that the provision for active park facilities and recreational programs are fundamental for areas of rural and urban density residential development.

Reason: Park facilities and recreational programs contribute to the quality of life experienced by residents and enhances the areas as desirable place to live.

- c. Encourage cooperative arrangements between School District and cities in providing, maintaining, and funding parks and recreation opportunities to reduce system costs and duplication of facilities.

Reason: Both the coordination of parks and recreational space for dual users and the cooperation to fund and maintain these spaces between

parties encourages fiscal responsibility and eliminates duplication of services or amenities where they are not necessary.

- d. Townships may provide opportunities for active recreation independently or in association with adjacent cities or other townships.

Reason: Regional park and recreational facilities that can be used by all residents in the area (city, township, county) are beneficial.

4.7.2 Acquire sufficient land for the city’s park and trail system to meet needs of current and future residents.

- a. When sufficient parkland is available the developer shall pay a park fee base on the assessed value of the property, for the development of existing parks within the designated service area.

Reason: Well maintained park and recreational facilities are necessary continue a quality of life.

- b. Monitor residential development growth patterns to ensure the population has an adequate level of park service and availability. (1.4.6 -Value communities and neighborhoods)

Reason: Parks are an amenity to any neighborhood and having parks in easily accessible areas from residential lots helps promote outdoor enjoyment and physical activity.

- c. Future sites of sub-neighborhood park and trail dedication will comply with the following criteria: (1.4.6 - Value communities and neighborhoods)

- (1) There shall not be any restrictive easements recorded against the property.
- (2) The site shall adjoin other park or open space areas when available.
- (3) Trail dedications shall facilitate the bikeway system connections shown in the Grand Forks – East Grand Forks Transportation Plan.

Reason: Planning for future facilities makes the establishing of the park space easy and it addresses the planned need.

4.7.3 Park fees or property dedication will be provided by the developer to serve the needs of new growth. It is at the City’s Park and Recreation Department’s discretion as to which of the following options are required.

- a. The park dedication fee is a certain dollar amount per front foot per lot with a minimum dollar amount per lot.

Reason: If sufficient park facilities are in the area and the developer does not want to dedicate open space, these payments will help finance improvements to parks and recreational facilities near the newly developed neighborhood.

- b. The Developer shall dedicate a percentage of the property, excluding right-of-way, to the city for park or trail purposes.

Reason: Park or trails enhance neighborhoods, provide outdoor recreation and increase physical activity.

4.7.4 Consider innovative stormwater management areas as dedicated park/open space for new development.

- a. Use of rain gardens and planting swales provide vibrant or serene areas for neighborhood residents to enjoy. (NEW GOAL. 1.4.6 -Value communities and neighborhoods)

Reason: This dual use both promotes beauty and aesthetics but accomplishes the necessary stormwater management requirements.

4.8 IMPLEMENTATION PROGRAM NARRATIVE

The key to success is that decision makers understand and support the plan from start to finish. As a consequence of the implementation aspects of the East Grand Forks 2040 Land Use Plan, operational and administrative goals and policies are of a prime concern. All involved need to have a clear understanding of how development and redevelopment in the County will be achieved. To this end, the following text provides statements of the administrative goals and policies.

The City of East Grand Forks Government / Administration Goals and Policies

- 4.8.1 Ensure that all developments and/or redevelopments that occur within the jurisdictional areas of the City are in accordance with the Land Use Plan. The Land Use Plan and related City Codes should be periodically reviewed and amended as necessary to reflect changing needs and priorities.**

- a. The East Grand Forks Land Use Plan shall be reviewed at least every five years to ensure that it is current and reflects the City's interests and changing needs.

Reason: As trends in the economy, technology and growth patterns, change our Land Use Plan must be reviewed to address those changes.

- b. The City Codes will be updated to reflect the needs identified in the Land Use Plan. Development codes and policies shall be reviewed on a periodic basis to ensure the most advanced standards and that full compliance with legislative requirements is maintained.

Reason: Without implementation, goals and objectives cannot be successfully met.

- c. Annually monitor land use and development patterns to determine if new growth is fulfilling the County's benchmark objectives pertaining to tax base composition, local tax rates, development quality, and project staging.

Reason: Growth is critical to the future of the City and constant observation will keep this goal being met.

4.8.2 Operate the City within a fiscally sound philosophy.

- a. Federal, State and Regional programs shall be monitored for assisting the City with implementing the Land Use Plan.

Reason: Numerous programs will determine both emerging trends and funding sources.

- b. An annual update shall be prepared of the capital improvement program for the management, programming and budgeting of capital needs.

Reason: New issues or opportunities may arise over the course of the year which would necessitate the updating of the CIP. A well budgeted CIP shows fiscal responsibility.

- c. Annually review the City's financial position and debt service to ensure proper fiscal programming and management.

Reason: To ensure that the City can properly finance their budget, an annual review is necessary.

- d. Promote a development review processing procedure that assigns the cost of any and all related project costs to the applicant in a cost-effective and timely manner.

Reason: A procedure to accurately inform a developer of the costs associated with the development of their property, including infrastructure costs, should be a priority for the City and helps the developer prepare and finance those costs.

4.8.3 Allocate administrative and improvement costs to those generating the demand or utilizing the service.

- a. Establish a system in which the City assigns costs for development proposal review and necessary public infrastructure to the benefiting property owner or their agent, rather than the City as a whole bearing the burden through the general fund.

Reason: The entire residents of the City should not bear the burden of a development that they do not receive personal gains or benefits. This is a cost to the developer/resident as they reap the benefits.

- b. Require land use dedications, easements, and other such requirements at time of subdivision and/or development to insure the physical capability for necessary public/semi-public utilities and improvements.

Reason: It is difficult to add necessary improvement, utilities, open space and recreation trails after the development has occurred.

- c. Require that all analysis and basis for decision-making on development proposals be thoroughly substantiated and documented.

Reason: All decisions should be arbitrary and as well as defensible.

4.8.4 Maintain a strong level of confidence in the City’s Advisory Commission and Committees through member selection, continuing education, and open lines of communication with the City Council.

- a. Provide continuing education opportunities for advisory commission and committee members through seminars and presentations.

Reason: Well informed commissions and members make well informed decisions.

- b. Maintain strong lines of communication between the City Council and its advisory commission and committees and township boards.

Reason: Input from many perspectives leads to high quality decisions.

4.8.5 Pursue cooperative intergovernmental arrangements for sharing facilities and services to avoid duplication and provide for the cost-effective delivery of services.

- a. Promote cooperative arrangements to share facilities and services with the townships, county, and adjoining communities to avoid duplication and to economize on limited financial resources.

Reason: Collaboration between all levels of government helps to target better investments and improves accountability. This is a newly promoted livability principle.

- b. Promote and maintain open communication between the municipalities, townships, County Commissions, and Committees and regional agencies.

Reason: Collaboration between government bodies help the area grow in a smart responsible manner.

- c. Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy. NEW

Reason: Smart energy choices, including locally generated renewable energy, must be considered as the City looks toward the future. The work of all levels of government a) to develop policies from federal policies; and b) to find funding sources and dedicate funding is needed for future planning.

4.8.6 Remain proactive in the pursuits and utilization of new technologies that may contribute to more effective City operation and delivery of services.

- a. Address planning issues, code enforcement, and nuisance complaints raised by the citizens and local businesses in a proactive, efficient manner.

Reason: Planning staff that quickly informs residents, addresses issues and enforces ordinances shows the City is dedicated to the current and future planning factors the influence the resident's quality of life.

- b. Encourage staff involvement in opportunities such as professional associations where exchange of information about new relevant technologies often occurs.

Reason: Well informed staff makes wise choices for future planning, stays abreast of new technologies and is well prepared to make decisions and changes for the future planning needs of the City.

4.8.7 Maintain high standards for proactive communication with City residents and businesses on City issues and services.

- a. Maintain good communication with City residents and businesses through direct contact, open meetings, the City's Website, outreach programs, and news releases.

Reason: The residents want to know what is going on in their community and can provide valuable input.

- b. Periodically conduct surveys to obtain citizen feedback on development, and other local issues.

Reason: Periodic communication with the residents shows that the city is interested in how they feel the community is developing and will address their concerns and needs.

Out of possible alternatives and based on input from the public and the MPO's Technical Advisory Committee (TAC), three of the corridor access control alternatives were recommended:

- Alternative "1"
Alternative 1 would extend 5th Avenue NW across Gateway Drive and signalize this intersection. A connection here would provide additional access through this barrier between residential and commercial areas, reduce emergency response times, and mitigate congestion during annual floods.

- Alternative "3"
Alternative 3 would create a ¾-movement access from the southern section of 2nd Avenue NE to the eastbound lane of Gateway Drive, mirroring a similar access already in place across Gateway Drive on the westbound lane. A raised median would separate these two facing accesses and prevent illegal road crossings.

- Alternative "4"
Alternative 4 would upgrade the existing T-intersection at 15th Avenue NE to a full intersection in order to provide access for future developments on the north and south sides of Gateway Drive as well as improved access to the Substation Access Road which is already in place.

The Gateway Drive Access Management Study addresses the following Land Use Plan's *Goals and Policies*:

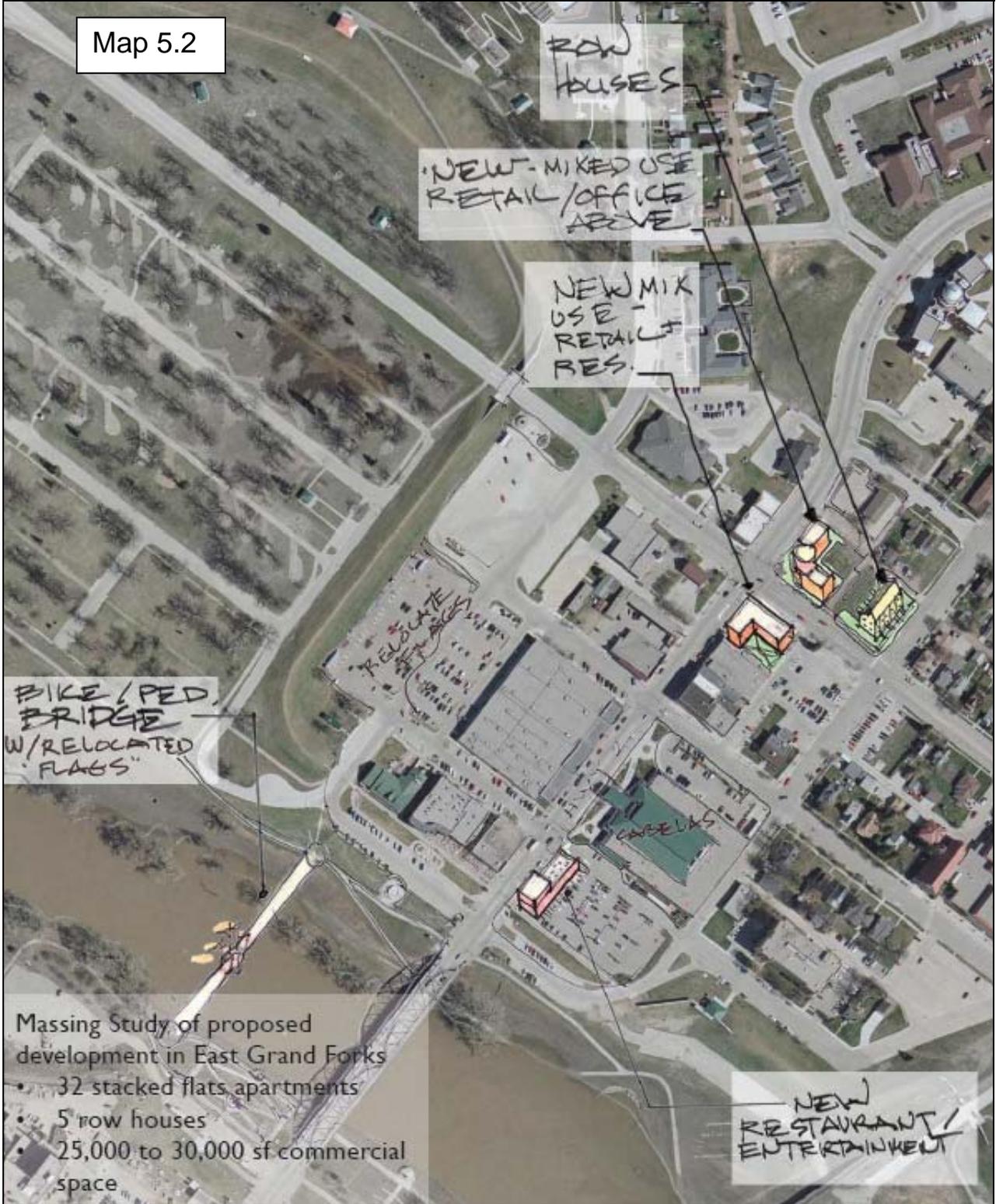
- 1.f. Proactively address outstanding city issues or concerns that may detract from the city's identity.
- 2.a. Plan for and stage development to ensure it is accompanied by sufficient corresponding public infrastructure and support facilities such as roads, sidewalks, storm water management systems, parks, fire, medical, and police protection, etc.
- 2.b. Control direct access to minor arterial and principle arterial roadways.
- 2.c. Maintain road connectivity at all levels of road functional classification.
3. Maintain and, where necessary, upgrade the aesthetics within all land use areas, especially along the city's Gateway Corridors, as identified in Chapter 4 of the East Grand Forks Urban Design Plan.
7. Plan for the current and future transportation needs of the community as growth occurs.

5.1.2 River Forks Downtown Plan Update

In 2009, an update was completed for the Downtown River Forks Plan. Through intergovernmental cooperation and planning, the River Forks Downtown Plan outlines development strategies for both downtowns as one entity, rather than two separate downtown areas. This study focuses on the transportation, land use, urban design, and organization of the downtown areas. It was found that the downtown area has issues related to a lack of supportive retail establishments, residential options, bike/pedestrian mobility, parking, and lacked a unique downtown character.

The River Forks Downtown Plan outlined five specific recommendations for the cities of East Grand Forks and Grand Forks:

- Focus on filling vacant spaces in the Core Downtown area (beginning with DeMers Avenue); recommend that remaining vacant spaces in the Riverwalk Centre in East Grand Forks be daylighted.
- Develop an ongoing promotional campaign that targets the Downtown area.
- Solicit ongoing input from Downtown businesses
- Identify and Target Specific Users for Available Spaces
- Identify key locations/ areas for future development.



Source: River Forks Downtown Plan Update

Other observations and recommendations throughout the plan include:

Transportation

While there was found to be a surplus of parking in East Grand Forks, parking management practices were recommended. Some of these recommendations include signage indicating where parking is available, the encouragement of employers to provide prime parking areas to customers rather than employees, future construction of parking ramps rather than surface lots, and parking restrictions/enforcement. The use of a downtown circulator bus, with rides given between the downtowns and various parking locations, was also an option given for parking and transportation issues. Also, multi-use paths could be installed with the renovations of either the Kennedy or Sorlie Bridges in order to connect the bikeway network at a downtown location.

Land Use

A mix of office, retail, and residential use should be used in the downtown area. Efforts should be made to fill vacant spaces before new construction of buildings takes place. There was found to be more than enough office space for the next ten years downtown. There should also be enough vacant space for retail with the exception of a grocery/ pharmacy complex because of the parking needs involved. There was found to be a likely demand for more residential options in the downtown area in the near-future.

The River Forks Downtown Plan addresses all of the Land Use Plan's *Goals and Policies*:

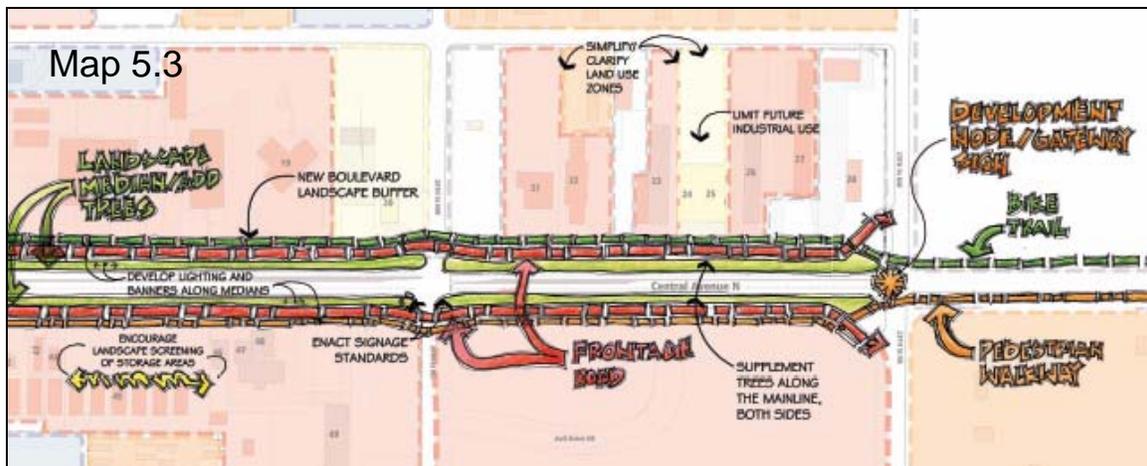
1. Develop a cohesive citywide land use pattern that ensures compatibility and functional relationships among activities and between jurisdictions.
2. Advocate land use development that is accompanied by a sufficient level of supportive services and facilities (roads, storm water management systems, parking, access, sidewalks, etc.).
3. Maintain and, where necessary, upgrade the aesthetics within all land use areas, especially along the city's Gateway Corridors, as identified in Chapter 4 of the East Grand Forks Urban Design Plan.
4. Maintain, protect and, where necessary, upgrade the character of individual neighborhoods, which includes elimination of non-conforming and incompatible uses.
5. Promote the continued development where municipal services exist, of high quality, high value industries that enhance the economy through an improved tax base and expanded employment base for city residents.

5.1.3 Central Avenue Corridor Study

The Central Avenue Corridor Study was completed in 2007 and deals with improving this vital corridor and economic area. The study outlines problems along Central Avenue such as poor road maintenance, incompatible mix of land uses, unaesthetic features such

as industrial equipment, inconsistent signage, and poor walkability. The Central Avenue area, while an economic center, is a mix of industrial and commercial properties that are too spread out in order to be walkable. Specific and highly enforced regulations need to be implemented in order for this area to reach its true potential as a vibrant “activity center” for East Grand Forks.

The Central Avenue Corridor Study identifies several areas to focus planning efforts as well as outlines a phased plan for improving this area. Areas to focus efforts on include frontage roads, the highway itself, the private sector, and traffic. Options for the frontage roads include narrowing the frontage roads, removing a frontage road in favor of a backage road, adding multi-use bike trails, and/or adding decorative lighting, trees and landscaping. For Central Avenue itself, a 25 year study is being conducted by SRF Consulting regarding improving traffic conditions. Their focus is on improving safety and mobility in order to meet future needs by developing an access management plan. Immediate focus for Central Avenue is on improving pedestrian crossings, corridor identity, transit stops, and the appearance of the corridor. To create a unified district along Central Avenue, enhancements must be made to the private sector. For instance, ordinances or city codes should include minimum standards for the corridor area which include provisions for buffers and screening elements along parking lots or storage areas, as well as uniform architecture, signage, and landscaping. Industrial land use should be limited and eventually removed from this area in order to create an area of mixed commercial and residential use.



Source: Central Avenue Corridor Study

To accomplish these tasks, a 35 year phased plan was developed. In the first five years, pedestrian crossing improvements, frontage road maintenance, and boulevard landscaping would take place. In the next ten years, frontage road maintenance would continue along with the installation of bike paths and aesthetic light posts. The final twenty years would consist of reconstruction of the unimproved frontage roads, the installation of boulevards with landscaping next to pedestrian walkways, and the extension of trails and frontage roads north of 23rd St. N.

The Central Avenue Corridor Study addresses all of the Land Use Plan's *Goals and Policies*:

1. Develop a cohesive citywide land use pattern that ensures compatibility and functional relationships among activities and between jurisdictions.
2. Advocate land use development that is accompanied by a sufficient level of supportive services and facilities (roads, storm water management systems, parking, access, sidewalks, etc.).
3. Maintain and, where necessary, upgrade the aesthetics within all land use areas, especially along the city's Gateway Corridors, as identified in Chapter 4 of the East Grand Forks Urban Design Plan.
4. Maintain, protect and, where necessary, upgrade the character of individual neighborhoods, which includes elimination of non-conforming and incompatible uses.
5. Promote the continued development where municipal services exist, of high quality, high value industries that enhance the economy through an improved tax base and expanded employment base for city residents.

5.1.4 Implementation of Goals

Along with these previous studies, other goals must be implemented in order for East Grand Forks to move forward and prosper. Some of these goals are specific enough to be implemented sooner than others. Five such goals are listed below:

- Adopt guidelines set forth in the Central Avenue Corridor Study.
- Reduce pedestrian-automobile conflicts within new residential developments.
- Locate or provide all transportation choices near commercial/industrial areas to increase customer traffic.
- Coordinate land use planning between the City, County, Townships, and School Districts.
- Promote innovative stormwater management techniques for new developments.
- Consider mixed use development to help bring back the "neighborhood".

5.2 FUTURE LAND USE NEEDS METHODOLOGY

The factors utilized to predict land use needs in the community of East Grand Forks included population and household size projections, determining the amount of land area required for a specific land use, and area economic development trends.

The first task in predicting the future land use needs for the community was to establish the expected population of the city in 2040. In 2001, the East Grand Forks Planning Commission directed staff to utilize an annual population growth rate of 1.2%, which would result in a 2040 city population of 12,088.

The next step involved in establishing housing trend data. Based on historical household population trends single-family detached, single-family attached housing units, and mobile homes would have an average household size of 2.6 persons in 2040. Comparatively, multifamily housing units would have an average household size of 1.85 persons in 2040. This housing trend data will be factored into determining the amount of geographical area that will be required to house the 2040 East Grand Forks population.

The final factor to determine the acreage needed to facilitate 2040 residential development was the average residential lots size. The property information database established that since the 1980 the majority of new residential development took the form of single-family detached housing. This residential development averaged 3.65 housing units per acre of land. The above data indicated that 310 acres of land would be needed to facilitate East Grand Forks' residential growth by the year 2040.

The next step would be to determine the amount of land needed for commercial and industrial land uses by the year 2040. Again the 2040 East Grand Forks population projection of 12,088 would be used in the equation. Using both historical and current employment trends, it was concluded that in 2040, 1,299 citizens would be employed in retail businesses, while 3,100 citizens would be employed in non-retail businesses.

The only other factor needed is the employment densities as defined as the number of employees per acre of commercial or industrial development. The property database indicate that in 2040, areas of future commercial development will average 7.93 non-retail employees and 10.36 retail employees per net acre. The areas of future industrial developments are expected to average 6.62 non-retail and 1.10 retail workers per acre.

The amount of land area that the 2040 commercial and industrial developments was established by subtracting the current employment population from the 2040 employment population to determine the expected increase in 2040. This number was then divided by employment densities to determine that 49.5 acres of land would be needed to accommodate the commercial and industrial growth by the year 2040.

Land Use East Grand Forks 2010				
Land Use	Sq Ft	Acres in Ft /	Acres	% of City
Commercial	7,015,525.3	43,560	161.1	5.4%
Industrial	18,335,926.8	43,560	420.9	14.1%
Institutional	14,126,436.6	43,560	324.3	10.9%
Public/Open Space	43,424,286.9	43,560	996.9	33.5%
Residential	30,166,823.6	43,560	692.5	23.3%
Vacant	16,547,586.1	43,560	379.9	12.8%
Total	129,616,585.1	43,560	2975.6	100.0%

Source: MPO

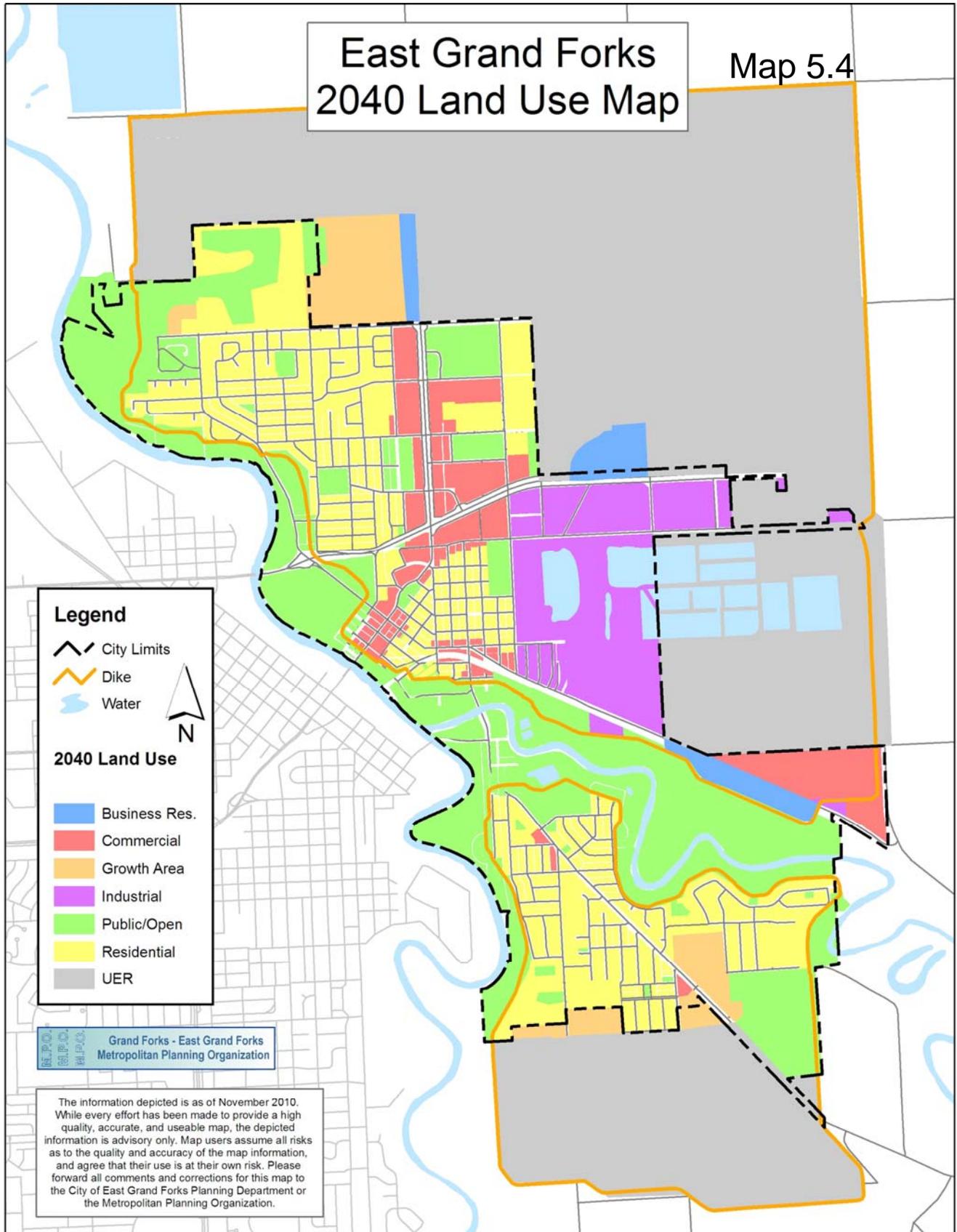
5.2.1 Analysis

The raw acreages of land needed to facilitate growth were compared to the existing amounts of vacant land in each respective land use category. The amounts of existing vacant commercial and industrial within East Grand Forks was more than enough to accommodate future growth. With existing inventories of land, no commercial or industrial annexations will be needed before the year 2040. The same comparison was done for 2040 residential growth. The conclusion was that East Grand Forks would need to annex an additional 170 acres of land from its existing boundaries to accommodate the 2040 residential growth. If the city were to annex the entire area within the ring dike, there would obviously be enough land to accommodate the 2040 residential growth.

Map 5.1 shows the 2040 East Grand Forks Proposed Land Use Map. Taking into consideration logical extensions of existing infrastructure and the goals and policies of this plan, the map designates the Residential Growth Area as the area in which the calculated 2040 residential growth should take place.

East Grand Forks 2040 Land Use Map

Map 5.4



Legend

- City Limits
- Dike
- Water

2040 Land Use

- Business Res.
- Commercial
- Growth Area
- Industrial
- Public/Open
- Residential
- UER

Grand Forks - East Grand Forks
Metropolitan Planning Organization

The information depicted is as of November 2010. While every effort has been made to provide a high quality, accurate, and useable map, the depicted information is advisory only. Map users assume all risks as to the quality and accuracy of the map information, and agree that their use is at their own risk. Please forward all comments and corrections for this map to the City of East Grand Forks Planning Department or the Metropolitan Planning Organization.