



Chapter 1:
Goals and Objectives

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The goals and objectives of the land use plan are intended to provide a desired path for the City into the future. They are an expression of what the City wants to be, and what type of environment they want to provide its current and future residents over the planning horizon. They are intended to inspire the City to proactively preserve what it values, enhance what needs to be improved, and create what it wants.

Goals are broad, long-range statements that describe a desired future; **objectives** measure progress towards goals. Finally, **policy actions** are the specific steps the City will take to achieve the measurable objectives.

The goals and objectives here are built on the vision expressed by the public during the planning process. Existing plans and policies were also consulted, and feedback was provided by many groups of people including participants in the kick off meeting, pop-up engagement activities and web-based survey.

Process for Determining Goals and Objectives

Goals for the 2045 Land Use Plan were first drafted by consulting the 2040 Land Use Plan as well as many other plans and policies related to land use and development in the City. These included:

- 2040 Land Use Plan
- 2040 Long Range Transportation Plan Update
- Land Development Code and Zoning Map
- Transportation Improvement Program
- Strategic Infrastructure Growth Plan
- Grand Forks International Airport Land Use Compatibility Plan (2006)

The goals and policies in these documents provided insight into goals that should be included in the current Land Use Plan update, and also the interactions between land use, transportation, and infrastructure in the region. City and MPO staff as well as representatives from the Land Use Subcommittee were engaged in examining the goals and objectives from the 2040 Land Use Plan as a starting point for revising the goals for the 2045 Plan.

Document Review

Review of the planning documents listed above provided some solid initial guidance on developing goals and objectives for the 2045 update. For example, in several documents there is a heavy emphasis on creating a more compact urban environment, encouraging infill development (both commercial and residential), creating mixed use areas, and coordinating development with the location of urban services. The 2040 Land Use Plan also discusses the impact that urban growth (outward) has resulted in losses of prime agricultural land.

Increasing the supply of affordable housing is another goal that appears across multiple documents.

The Strategic Infrastructure Growth Plan provides some insight into how the City wishes to leverage infrastructure investments to encourage growth in targeted areas. For example, the future water treatment plant is located in the general area of the Grand Forks Industrial Park (South of Demers, west of I-29). This plan also recognizes the need to secure land with rail access for future industrial development, and to create “shovel ready” sites via new trunk wastewater and stormwater infrastructure. Gateway Drive west of the City is identified as an area with several potential strategic growth initiatives. The area on Highway 2 near the new Wal-Mart is also suggested for a mixture of commercial, industrial and residential use.

Staff and Committee Feedback

Of course, goals and objectives must also be balanced with political will, the desires of residents, and other more intangible factors. To this point, the input of City staff and representatives from the Land Use Subcommittee was particularly helpful in assessing the previous plan’s goals. Several points emerged from these discussions that the project team used in constructing preliminary goals for the 2045 update:

- How to encourage mixed uses and more compact development
- Discuss how often to adjust growth tier boundaries in response to annexation and the provision of urban services
- Utilize the recently updated Parks Plan for goals and objectives in this subject area
- Revise some of the goals in the Natural Resource and Sustainable Development sections to make them more implementable

What We Heard

Key Themes from Engagement Events

Several key themes emerged through the multiple public engagement efforts that informed the development of goals and objectives:

- **Protecting assets**, including natural and recreational assets and rural settings, **while encouraging more compact and focused development**. Many participants at engagement events expressed a desire to protect natural assets and develop sustainably. Protecting wetlands, rivers and green spaces received the most votes in the “dot voting exercise” throughout visioning events in the Fall of 2015. Many people recommended developing as a more walkable and compact city by focusing on infill development in underutilized land closer to downtown and reducing the amount of development on viable land to the south and west of town. This type of

development pattern could allow Grand Forks to continue to grow and develop while preserving valuable farmland and maintaining Grand Forks' rural setting. The following is a sampling of the open ended comments received:

- *“More infill less sprawl”*
 - *“Wish we utilized our existing land better. Sprawl is expensive!”*
 - *“More mixed-use and transit-oriented development”*
 - *“Grow smart! Proactive, not reactive. High community involvement with desire to take part. Employment/economic prosperity. Increase \$ jobs to keep people.”*
- Residents expressed a desire to **improve the downtown while preserving historic buildings** and to **promote Grand Forks' heritage and “small town feel.”** Preserving historic building received the second highest number of votes in the dot voting exercise. Multiple commentators suggesting using zoning as a tool to preserve historic buildings and character of Grand Forks.
 - *“Redevelopment of the Grand Cities Mall area with emphasis upon Library, arts, STEM and transit connections.”*
 - *“Preserve historic buildings”*
 - *“Architecture (historic/residential)”*
 - *“Historic district zoning overlay”*
 - The need to expand **recreational activities for families**, teens, and young couples was mentioned multiple times during community engagement events. Though Grand Forks is home to many parks and recreational facilities, residents expressed a need for **year-round activities** and suggested facilities such as a zoo, aquarium, indoor arcade, and an increased variety of shops and places to gather as alternatives to the existing restaurants and bars, especially for young couples.
 - *“Downtown's gaining momentum -- let's keep it going!”*
 - *“Downtown keeps getting better and better”*
 - *“A really good library with attention to outreach in STEM and STEAM.”*
 - *“Attractions that families with various age ranges of children can enjoy together such as a zoo, aquarium, etc. I grew up in a smaller city in our state that has something of that sort and it was very popular not only for the residents, but also for visitors. Our city is lacking in that area. “*
 - *“Become more walkable and pedestrian-friendly”*
 - *“More summer family friendly activities (you have open gym at Purper in the winter)”*

- **Retain recent and talented University of North Dakota graduates** by expanding mid-level and **affordable housing opportunity** and attracting businesses that offer **higher paying jobs**. Many people expressed a desire to create a City that is an attractive option for recent UND graduates. At the French Fry Feed near UND's campus, students mentioned that they would be interested in staying in the area but the City does not have as many high-paying jobs or entry-level housing options that larger cities like Fargo have. Suggestions for retaining UND graduates included increasing the number of housing options at different levels of affordability and an increased effort to attract businesses that can employ and offer competitive wages for recent UND graduates while also fostering a city that supports entrepreneurship.
 - *"Entrepreneurial community members"*
 - *"Need more businesses that Fargo/Minot/Bismarck don't have to attract people here - Sonic, shopping, etc."*
 - *"We need to be more welcoming toward UND students!"*
 - *"Strong support for entrepreneurs, makers and creators"*
 - *"Increase housing opportunities"*
 - *"Cost of living and absence of truly affordable housing"*
 - *"Young professional workforce retention and attraction"*

- Participants expressed a need for enhanced transit and **additional multimodal transportation options** with infrastructure designated for **walking and bicycling**. Many of the comments highlighted the need for improved multimodal connections between East Grand Forks and Grand Forks, and the University and downtown including enhanced transit, bicycle routes, and an additional bridge across the Red River. Enhanced transit services with a longer span of service hours are needed to provide shift workers with a viable and affordable transportation option. Additional comfortable spaces for walking and bicycling and increasing the number of events in existing public spaces were mentioned as an important way to strengthen the City. Adding additional bike lanes and becoming more bicycle-friendly had the third most votes in the dot voting exercise.
 - *"Better / more user - job friendly public transportation"*
 - *"Expand and enhance public transit services"*
 - *"Busing available until midnight and on Sundays so my coworkers can work until close and still have a ride home from work."*
 - *"Bus rapid transit corridor connecting Downtown, UND and the Alerus center."*
 - *"Better align land-use, transit, and transportation planning"*
 - *"More bike lanes and paths"*
 - *"Add more bike lanes and becoming more bicycle-friendly"*

Key Themes from Survey

Respondents to the web survey also provided insight into what the City should focus on in the future. The figure below shows the top responses to “What should Grand Forks’ priorities be for the future?”

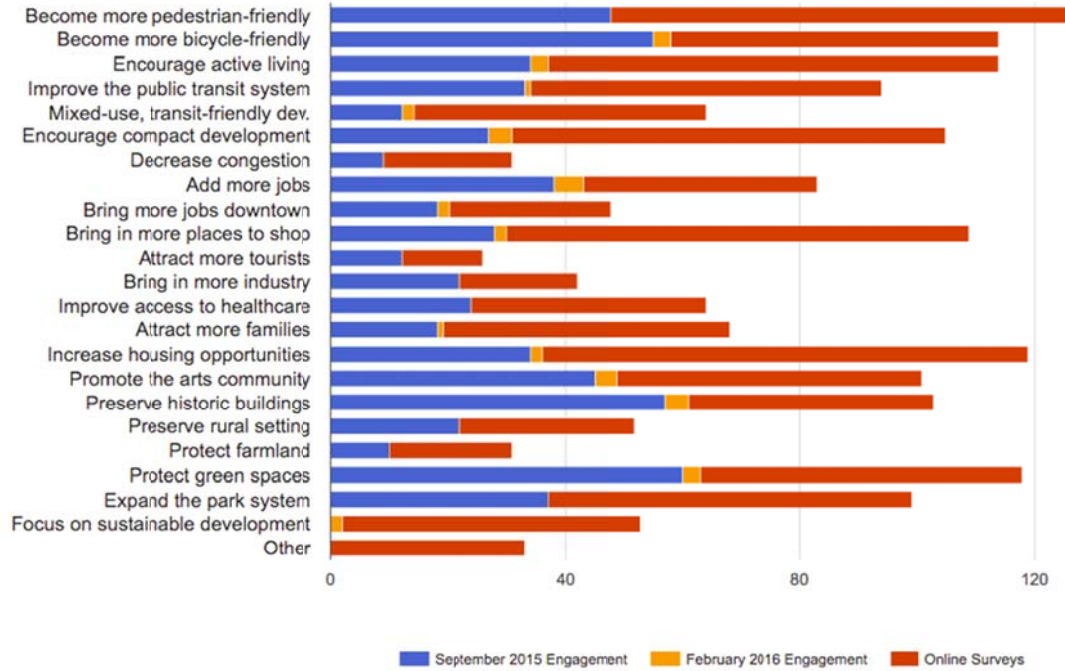


FIGURE 1.1

Regarding prioritized goals for Grand Forks, respondents indicated the following:

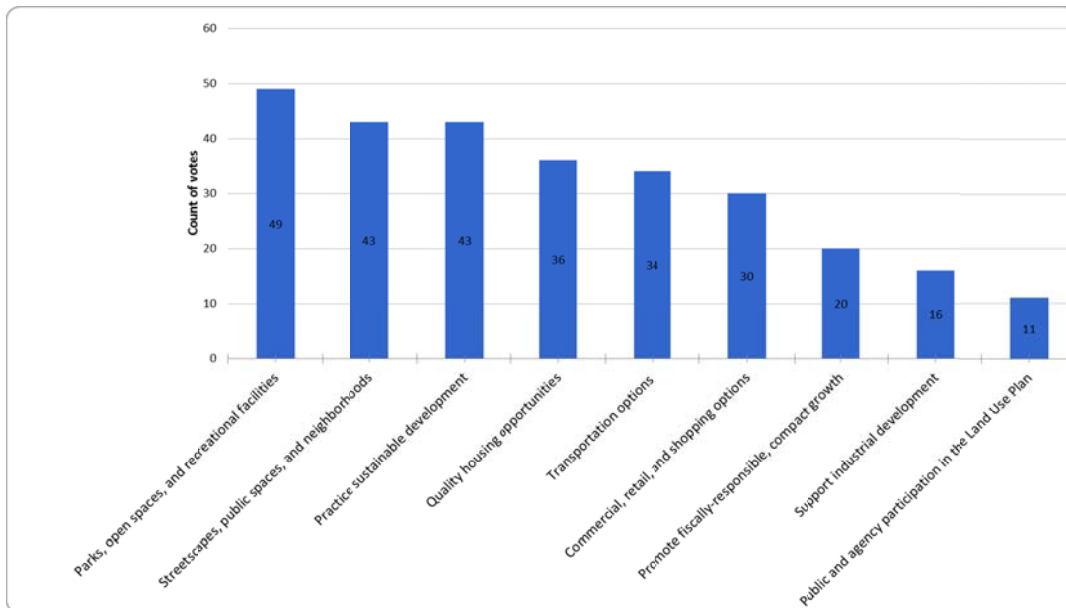


FIGURE 1.2

Finally, one of the most revealing questions asked during the public engagement activities, including the online survey, which provides direction on what things the City should focus on preserving, was the top reasons people love living in Grand Forks.

Question 1: What are the top five reasons you love living in Grand Forks? Please select up to five reasons.

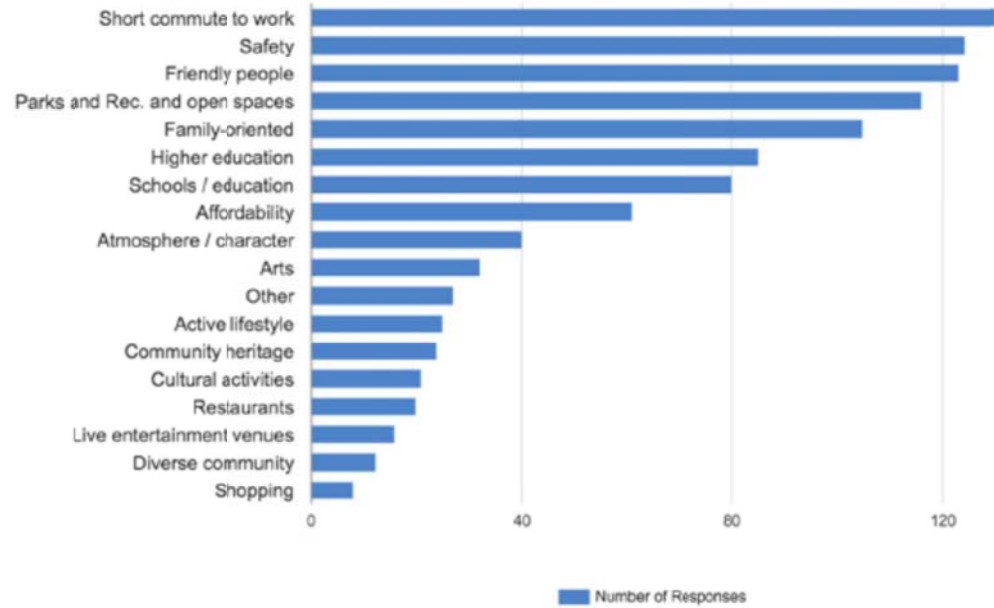


FIGURE 1.3

Goals and Objectives

A hierarchy of terms is used to outline and define planning issues: goals, objectives, policies, and strategic actions.

Goals: Broad long-range statements related to various aspects of a community that indicate a desired state or condition to be obtained over a period of time.

- Example: *Ensure that the Grand Forks transportation system can support future land use patterns and provides choices to residents, employees and students.*

Objectives: In order to measure progress towards goals, short-term, measurable objectives are often set. Objectives are written in specific terms and are anticipated for completion during the horizon of the plan. Objectives are often re-written as old ones are completed.

- Example: *The Grand Forks urbanized area will strive for 10 percent of all travel demand (as measured in trips) to be met through ridesharing, transit use or other alternatives to driving alone.*

Policies: Guidelines for action that help meet objectives and thus get closer to goals.

- Example: *Develop and adopt bicycle design guidelines for appropriate placement of facilities on streets and take advantage of street maintenance to add these facilities on an opportunity basis.*

Strategic Actions: Specific actions to implement the policies

- Example: *Place bicycle facilities at major destination points*

The federal Ladders of Opportunity Initiative was a particular focus for this Land Use Plan update. This federal initiative builds on the foundations of sustainable and livable communities to connect low-income and minority transit-dependent residents with economic and educational resources that already exist within the Grand Forks community. Goals, objectives and policies that directly relate to Ladders of Opportunity are marked with an asterisk (“*”).

1

Goal: Growth Management: Continue to balance new growth and development through collaboration with all stakeholders to promote preservation and enhancement of the city.

Objectives, Policies and Strategic Actions:

1.1. *Provide development systems (including streamlined review process, fees, etc.) and infrastructure that incentivizes infill development and revitalization of existing urban neighborhoods before building on the urban fringe.

- 1.1.1. Time and stage infrastructure extension based on the established growth management area system.
 - 1.1.1.1. Plan for annexation of new development in Tier 1 in conjunction with rezoning and/or subdivision plat approval.
- 1.1.2. Follow current City policy on funding infrastructure for new and existing development by identifying where and when costs should be borne by the City as

a general obligation and when costs should be special assessed against benefiting property owners.

1.2. Utilize the growth management area system to coordinate orderly development of the region

- 1.2.1. Divide the region into growth tiers that establish the timing and sequencing for future development and infrastructure provision.
- 1.2.2. Establish Grand Forks' Growth Management Area to include the land extending two miles from the city boundaries and adjust the boundary periodically to reflect the pattern of annexations and annexation agreements.
 - 1.2.2.1. Enforce City regulations, including zoning, platting, building permits, and code enforcement throughout the two-mile area.
 - 1.2.2.2. Build an ongoing educational program to notify property owners within the Growth Management Area that they are within the City's zoning and regulatory jurisdiction.
 - 1.2.2.3. Convene a transition meeting as required by the North Dakota Century Code when expanding the Growth Management Area to ensure that appropriate communication occurs between City and other local government units on jurisdictional change and to guard the health, safety and welfare of affected residents.
 - 1.2.2.4. Collaborate and work with adjacent governmental bodies.
- 1.2.3. Identify agricultural land uses within the city's Growth Management Area and protect active farming operations from urban encroachment.
 - 1.2.3.1. Support active farming operations by limiting residential development to one unit per 40 acres in Growth Tier 3.
 - 1.2.3.2. Land uses should be primarily agricultural, associated residential, and uses related to agricultural uses, except to accommodate city infrastructure. Expansion or change of existing uses should be considered by the Planning Department staff and Planning Commission on a case-by-case basis, to determine whether changes would have an adverse effect on the other goals and objectives of this plan.
 - 1.2.3.3. Work with the county and other local government units to ensure the preservation of active agriculture, prevent scattered urban development on the city/county jurisdiction boundary. Work to also prevent land uses that may encourage the accumulation of unaesthetic and unsightly materials that may negatively affect surrounding property owners.
 - 1.2.3.4. Use the mapped airport influence zones and land use guidelines as identified in the Airport Master Plan to ensure that land use decisions within the area are compatible with airport growth and meet safety requirements within reason.
 - 1.2.3.5. Use the transportation principles established in this document to plan for uses and preserve adequate right-of-way for the defined transportation corridors.
 - 1.2.3.6. Access spacing along major arterials shall depend on the type of roadway as identified in the transportation corridor standards on the Access Control Map.

- 1.2.3.7. No parks and recreation needs are identified in Tier 3 within the planning period of this document however land for a park should be dedicated if a plat occurs.
- 1.2.3.8. No urban utilities and services are expected to be extended to this area within the planning period of this document.
- 1.2.3.9. Sanitary sewer service shall be provided through individual sewage treatment systems.
- 1.2.3.10. Water service will continue to be provided by rural water systems built and sized to city standards.
- 1.2.3.11. Drainage and water quality requirements shall be in compliance with all permits in force at the time of development.
- 1.2.3.12. No City funds are anticipated for infrastructure in Tier 3. Residents will likely contribute to maintenance of rural-level roads that will continue to be maintained by the township.
- 1.2.3.13. No development agreements are anticipated in Tier 3 because City infrastructure is not needed to serve low density development.

1.3. A compact system of urban development will be established by emphasizing the Tier 1 area and targeting existing neighborhoods for new growth.

- 1.3.1. Annex all urban land uses and developments contiguous to the city in the Growth Management Area where the City is prepared to provide urban services.
- 1.3.2. Encourage new development to locate contiguous to areas currently served and avoid costly “leapfrog” extensions of utilities over large undeveloped tracts of land.
- 1.3.3. Utilize existing capacity in public utility systems before extending services in order to maximize the City’s investment in existing infrastructure.

1.4. A growth management monitoring system will guide the City in making changes to its zoning and planning jurisdiction boundaries and/or to time and sequence development within the growth management area.

- 1.4.1. Ensure that the Growth Management Area offers an adequate balance of land for agricultural and development activity.
 - 1.4.1.1. Evaluate land use decisions to ensure that the City will have adequate residential, commercial and industrial land available for growth.
 - 1.4.1.2. Conduct an annual evaluation of building permits, platting and land development activity to ensure that there is an adequate supply of platted lots available to meet anticipated residential building needs.
 - 1.4.1.3. Use annual evaluations to determine whether the tier boundaries should be adjusted to allow additional land for residential, commercial or industrial development.
 - 1.4.1.4. Monitor streets and traffic levels to determine changes needed in light of development demands

1.5. Objective: Growth will be directed toward areas where full public services may be provided cost effectively.

- 1.5.1. Limit growth to Tier 1 where urban services may be provided in a cost-efficient manner with an emphasis on targeting existing neighborhoods to spur revitalization and promote infill opportunities, reduce urban sprawl and protect rural landscapes.

- 1.5.1.1. Use zoning to encourage development at urban densities at a minimum of 3-4 single family units per acre in Tier 1; higher densities are also appropriate for other residential types.
- 1.5.1.2. Require new development to ensure adequate right-of-way along major arterials according to the transportation corridor principles established in this plan.
- 1.5.1.3. Access spacing on major arterials shall be one-quarter-mile or one-half-mile, depending on the type of roadway as identified on the Access Control Map.
- 1.5.1.4. Work with the Park District to ensure that there is adequate park, recreation, open space and trail land to serve development in Tier 1.
- 1.5.1.5. Work with the Park District to identify potential park sites and trails that should be integrated into new development in the Tier 1 area.
- 1.5.1.6. Continue to evaluate a percent land dedication or an impact fee in lieu of land with new development, in order to meet the City's park and recreation needs as well as stormwater management needs.
- 1.5.1.7. Sanitary Sewer and Water. Require new development to connect to City infrastructure, including sanitary sewer and water systems.
- 1.5.1.8. Require development to follow the City's Stormwater Master Plan.
- 1.5.1.9. Use the Six-Year Capital Improvements Program (CIP) to program extensions of general obligation infrastructure for service to the Tier 1 area (see Objective 1.8).
- 1.5.1.10. Require up-front developer financing of infrastructure if required in advance of authorization to connect to city utilities.
- 1.5.1.11. Utilize special assessments as necessary to fund infrastructure and services internal to a new development.
- 1.5.1.12. Encourage new structures to be constructed in areas which are protected by the flood protection system or not likely to be negatively affected by flooding.
- 1.5.2. Utilize a variety of methods to finance urban services, including but not limited to impact fees, special assessment districts, and direct investment by developers as tools from encouraging compact, fiscally prudent development.
 - 1.5.2.1. Encourage the application for and participation in the numerous federal and state grant programs available for the construction of quality public utilities.
 - 1.5.2.2. Maintain and use the Six-Year Capital Improvements Program to effectively plan, program and finance infrastructure improvements, and to ensure that maintenance and redevelopment needs are balanced with extension of services to new areas.
 - 1.5.2.3. In addition to the Six-Year Capital Improvement Program (CIP), use the tier boundaries to determine whether utility and infrastructure extensions should be financed by the City or by affected property owners.
- 1.5.3. Limit development in the Tier 2 area to preserve for future urban growth. If development occurs, it will be required to develop to urban standards or to be designed to readily convert to urban standards. If significant development in the Tier 2 area occurs, options for expanding transportation alternatives (fixed route, on-demand or other transit services) will be explored.

- 1.5.3.1. Urban Reserve. Development is discouraged until a future time when Tier 1 land and infill opportunities are nearing exhaustion and infrastructure is available making the land ready to be converted to Tier 1.
- 1.5.3.2. Land uses should be primarily existing residential and agricultural, except to accommodate pre-existing uses and large city infrastructure.
- 1.5.3.3. Identify locations for commercial and industrial uses to prevent incompatible development in those areas; however, these uses require city infrastructure and should not be prematurely developed in the urban reserve.
- 1.5.3.4. Use the mapped airport influence zones and the land use guidelines identified in the Airport Master Plan to ensure that land uses decisions within the area are compatible with airport growth and meet safety requirements within reason.
- 1.5.3.5. Use the transportation principles established in this document to plan for uses and preserve adequate right-of-way for the defined transportation corridors.
- 1.5.3.6. Ensure all new roadways meet, or are easily converted to City standards.
- 1.5.3.7. Rural subdivisions shall include internal and/or local roads rather than individual accesses to the roadway.
- 1.5.3.8. Access spacing on major arterials shall be ¼-mile or ½-mile, depending on the type of roadway as identified in Access Control Map.
- 1.5.3.9. Continue to require a percent land dedication or an impact fee in lieu of land with new development, in order to meet the City's park and recreation needs. Work with the Park District to determine what contribution would be most appropriate in the Tier 2 area.
- 1.5.3.10. Potable water may be provided by a rural water district, or by the city if development is within ½-mile of city services. Package sewage treatment systems will be required if feasible, otherwise the development must connect to the city system.
- 1.5.3.11. Storm Water System. Developments will be required to treat storm water on site or to connect to an existing drainage system. Further drainage requirements will be established by the City in its Storm Water Master Plan and be in compliance with all water quality and quantity permits in force at the time of development.
- 1.5.3.12. All infrastructure costs will be paid by the landowner/ developer of the subdivision or parcel.
- 1.5.3.13. Development Process: Finalize new development infrastructure and funding requirements in a development agreement between the City and the developer for acceptance by the City Council at the time of final plat approval.

1.6. Annexation will be used as a tool for equity and will incorporate urban development and provide a system where all residents and landowners share in the benefits and costs of municipal services.

- 1.6.1. Develop a strong City policy to initiate annexation of land surrounded by urban development that benefits from municipal services.
 - 1.6.1.1. Establish a systematic annexation program that accompanies the extension of infrastructure and provision of municipal services to new

development or existing development and include annexation of dedicated or statutory right-of-way with an additional 140-foot-wide strip on both sides of the dedicated ROW or 157-foot-wide strip for statutory ROW. Use the mediation process and/or administrative hearings, as provided by the North Dakota Century Code, to resolve disagreements regarding annexation. This program should also include the annexation of non-City “islands” within generally annexed areas.

- 1.6.1.2. Incorporate annexation programming into the approval of development agreements.
- 1.6.1.3. Utilize the North Dakota Century Code guidelines when determining the feasibility of annexation for an area.
- 1.6.2. Require property owner and/or developer financing for any utility or infrastructure extensions that are built out of sequence of the CIP.
- 1.6.3. Use the special assessment district mechanism for funding when appropriate, and ensure that districts include all areas that will benefit from improvements. This includes properties on both sides of a road when the roadway is specially assessed.
- 1.6.4. Staff will annually review the existing annexation points system and add elements that better reflect costs and benefits to the city as a whole in making annexation decisions.

1.7. Implement and maintain an efficient review process.

- 1.7.1. Review the current development review process with the goal of increasing coordination, eliminating duplication and streamlining the timeframe for reviews.
 - 1.7.1.1. Finalize new development infrastructure funding requirements in a development agreement between the City and the developer for acceptance by the City Council at the time of final plat approval.
- 1.7.2. Review existing regulations for the Growth Management Area and determine where enforcement may need to be enhanced or more clearly defined.
- 1.7.3. Ensure that the City has adequate staffing to provide efficient review and thorough evaluation of development activities and to provide related City services to the public.
- 1.7.4. Work with, and establish agreements with the County, townships and special districts to ensure that regulatory inspections and processes are in place and will guard the health, safety and welfare of residents within the City’s Growth Management Area.
- 1.7.5. Institute a formalized development review process for subdivisions or other major developments; the process should include a regularly scheduled meeting that includes all City staff responsible for reviews to ensure that the City can present a unified recommendation and that critical issues can be identified and resolved prior to public hearings.

2

Goal: Residential Development: Grand Forks will be a community with stable, long-term residency comprised of a full spectrum of ages, incomes, family types and household sizes.

Objectives, Policies and Strategic Actions:

2.1. Increase housing opportunity in all neighborhoods with a well-maintained mix of housing types to provide for the full spectrum of ages, incomes, family types and household sizes of existing and potential residents.

- 2.1.1. Recognize that the future land use map groups medium density with single family residential; both single family and medium density uses should be accommodated in these areas.
- 2.1.2. Continue to encourage residential development in existing Grand Forks neighborhoods to spur revitalization in areas that are attractive to first-time buyers, accessible to services, and can be efficiently served with utilities and infrastructure.
 - 2.1.2.1. Use development and redevelopment opportunities to reduce the number of nonconforming and incompatible uses within residential districts.
- 2.1.3. Maintain a stock of quality housing, and protect and upgrade the City's housing to provide safe housing that meets the needs of Grand Forks families in established neighborhoods to spur revitalization and utilize existing infrastructure.
 - 2.1.3.1. Continue existing programs and add programs that will support the replacement or rehabilitation of sub-standard housing stock in Grand Forks.
 - 2.1.3.2. Develop programs and secure funding that support adaptive and innovative reuse/renovation of deteriorating property and dilapidated buildings.
 - 2.1.3.3. Promote stronger property maintenance within the city via programs such as a City sponsored Homeowners' Night (one-stop shop for home improvement tips and resources, permit applications, and zoning/inspections questions and answers).
- 2.1.4. Develop policies and incentives that can help encourage the free market system to build its "fair share" of low and moderate income family housing units.
 - 2.1.4.1. Consider developing zoning regulations which advocate the inclusion of affordable housing in residential developments.
 - 2.1.4.2. Promote the concept of community land trusts throughout the city.
- 2.1.5. Assist in the development and redevelopment of housing stock for citizens with special needs, in areas that are walkable and located close to transit.
 - 2.1.5.1. Work with the Grand Forks Housing Authority and various non-profit entities to construct safe, attractive housing for the elderly, persons with disabilities and other special needs.
- 2.1.6. Examine zoning and other regulatory and incentive strategies to encourage the mixing of housing types and densities within the City.
- 2.1.7. *Connect residents with jobs by locating residential uses within walkable or transit connected areas to places of employment. Utilize appropriate densities price point, mix of use and urban design to achieve these elements.

2.2. Assist in the communication of airport noise issues to new resident near GFK airport.

- 2.2.1. Explore methods of communicating potential noise issues with developers and home buyers in GFK Land Use Compatibility Zones C and D.
- 2.2.2. Work with local realtors and leasing agents to disclose noise information to potential new residents.

3

Goal: Mixed Use: Encourage the mixing of compatible land uses within new developments and in distinctive mixed use neighborhoods within the City. Uses may be mixed horizontally (in different buildings on the same site) or vertically (within the same building) where appropriate.

Objectives, Policies and Strategic Actions:

3.1. Allow limited smaller commercial uses integrated into mixed use neighborhoods.

- 3.1.1. Allow and encourage smaller commercial areas that are designed and more appropriately scaled to fit in with neighborhoods.
 - 3.1.1.1. Examine the use of Conditional Use Permits as a means of encouraging horizontal mixed use within established neighborhoods.
 - 3.1.1.2. Create design standards for small-scale commercial uses that may be integrated with single or multi-family residential areas.
 - 3.1.1.3. Revise the PUD provisions in the zoning ordinance to create a stronger framework for seeing all phases of mixed use projects developed.
- 3.1.2. Establish new zoning districts allowing for mixed uses with smaller more focused commercial uses integrated into less dense neighborhoods as well as more densely developed multi-family residential in more intense commercial districts
 - 3.1.2.1. Explore the establishment of a Traditional Neighborhood zoning district that would allow a mixture of residential types and small commercial uses by-right.
 - 3.1.2.2. Explore modifications to existing zoning districts that would allow by-right conversion of existing residential structures to office or neighborhood commercial uses.

3.2. Mixed use industrial, commercial and business development will be supported to encourage proximity and clustering of complementary uses, create new employment and business centers, and offer opportunities for pedestrian and transit travel to reduce vehicle travel.

- 3.2.1. Implement design standards that provide opportunities for mixed residential uses particularly locations close to transit, through the use of high-quality building materials, and incorporate public spaces and appropriate transitions with adjacent uses in mixed use areas.
 - 3.2.1.1. Encourage development of areas designed with a centrally located neighborhood center consisting of neighborhood shopping space, office and work space, an educational facility, and recreational uses in an integrated multi-functional approach.
 - 3.2.1.2. Encourage mixed-use development along high traffic corridors to provide a variety of land use opportunities and prevent over-reliance on strip commercial uses in these areas.

- 3.2.1.3. Incorporate transit-oriented design into mixed-use developments at key nodes and ensure provision of sufficient amenities for pedestrians and bicyclists (for example, bike racks, lighting, sidewalks).
- 3.2.1.4. Use design guidelines to provide appropriate transitions between different types of land uses in order to avoid adverse impacts on adjoining properties.
- 3.2.2. Implement, maintain and update commercial and industrial design standards to achieve attractive commercial and industrial districts including transportation corridors with cohesive architectural treatment, landscaping, and appropriate transitions to adjacent uses.
- 3.2.3. Amend the zoning code to establish a mixed-use district that allows a combination of complementary uses including residential, commercial and office uses within close proximity.
 - 3.2.3.1. Consider the establishment of a mixed-use district to incorporate areas around the downtown core.
 - 3.2.3.2. Use the recommended new zoning districts, including mixed use and neighborhood commercial, to create lively development that is walkable and promotes activity in neighborhoods.

4

Goal: Commercial Development: Create and sustain stable and economically viable commercial development that will continue to enhance Grand Forks' role as a regional shopping center.

Objectives, Policies and Strategic Actions:

4.1. Maintain current commercial centers located along major transportation routes and in the downtown central business district as regional shopping destinations.

- 4.1.1. Use appropriate zoning districts to ensure that a variety of commercial/business uses may be planned at interchanges, including highway commercial, mixed use, or office park.
 - 4.1.1.1. Focus commercial development efforts on commercial nodes to prevent the proliferation of strip commercial areas along streets and highways and the development of commercial areas that do not relate well to surrounding land uses.
 - 4.1.1.2. Locate commercial uses within commercially-zoned areas where urban services are available. No commercial uses shall be approved without resolution of all traffic, infrastructure, storm water management, and compatibility issues.
 - 4.1.1.3. Continue to evaluate the zoning code to establish better differentiation of the commercial districts into Neighborhood Commercial, Community Commercial, and Highway Commercial.
 - 4.1.1.4. Monitor and maintain the zoning code to establish Transportation Corridor overlays where standards will be used to guide decision making on development along these major roadways.

- 4.1.2. To spur revitalization, support existing older commercial developments with regular investment in public infrastructure including improving multi-modal connections to existing neighborhoods.
- 4.1.3. Enhance the role of Downtown by continuing to recognize its importance in the City's continued growth, create and update every five years a Downtown Master Plan that coordinates a vision, goals, objectives, and policies for development specific to the downtown.
 - 4.1.3.1. Promote the viability of the Central Business District (CBD)—with an emphasis on commercial services, facilities, and employment opportunities which enhance the downtown environment—through the updating of the various plans for the downtown.
 - 4.1.3.2. Foster and encourage a coordinated and cooperative approach between the City and East Grand Forks to further enhance and strengthen the development and/or redevelopment of the downtown.
 - 4.1.3.3. Use available resources to retain housing units that will keep people and services to the downtown.
 - 4.1.3.4. Continue to implement the Downtown Design Review Board design criteria, with periodic review to ensure guidelines are kept up-to-date.
 - 4.1.3.5. Continue to develop, manage and market events downtown to increase the cultural, recreational and economic vitality of downtown.
 - 4.1.3.6. Encourage the growth of the Renaissance Zone to ensure continued investment and reinvestment of downtown properties.
 - 4.1.3.7. Continue and strengthen the integration of the Greenway and the downtown.
- 4.2. Consult with GFK Airport on new commercial and industrial development along Gateway Dr. to minimize conflicts with airport land use compatibility recommendations.
 - 4.2.1. Include GFK officials in the review process for new development proposals near GFK flight paths.

5

Goal: Industrial Development: Create and sustain economically viable industrial development that will help Grand Forks retain jobs and provide a strong and stable economic base for the future.

Objectives, Policies and Strategic Actions:

5.1. Locate industry in appropriate areas of the City to provide for these businesses adequate services, utilities and infrastructure.

- 5.1.1. Ensure the provision of adequate levels of industrial land as reflected in the future Land Use and Growth Tier maps to meet future development needs based on type of industry growth and development anticipated.
 - 5.1.1.1. Locate industrial uses in available industrial areas inside the City limits and in Tier 1 as identified on the Future Land Use Map . These areas are the only locations where City infrastructure, including transportation lines, water service, storm and sanitary sewers and public safety services can appropriately serve industrial-level service and safety requirements.

- 5.1.1.2. Encourage the redevelopment of underutilized and “brown field” industrial sites inside the city limits. Such areas are already served with city services and infrastructure and can contribute to the City’s tax base.
- 5.1.1.3. Improve the design and efficiency of industrial development by encouraging platting of industrial parks that include multiple lots/acreages, rather than approving individual sites on a piecemeal basis.
- 5.1.1.4. Reevaluate the I-1 and I-2 zoning districts to determine whether these zones should be reduced in scope and additional zones created, or whether additional design guidelines or other overlays should be used to provide better guidance in industrial construction and development.
- 5.1.2. Continue to work cooperatively with the Economic Development Corporation (EDC) to identify land availability, services, utilities and other incentives to attract investors to Grand Forks.

5.2. Retain existing industries and businesses within the City of Grand Forks

- 5.2.1. Work collaboratively with community partners including the University, and the Grand Forks Region Economic Development Corporation on promotion and development of the University Tech Park.
 - 5.2.1.1. Work with the University of North Dakota to designate an area of the community to ensure a high quality and attractive setting for technology companies.
 - 5.2.1.2. Work with the University of North Dakota to attract and grow technology-related ventures and to facilitate strategic relationships between technology-based companies and the University of North Dakota.
 - 5.2.1.3. Assist the University of North Dakota in identifying additional areas of the community to which the Tech Park concept (a campus-like setting for the commercialization of research innovations via the state’s Center of Excellence Program and Red River Valley Research Corridor) can be extended.
- 5.2.2. Continue to stay informed in industrial trends and local business growth opportunities to existing and grow local industry and proactively work with local industrial leaders to assure that the needs of growing businesses can be met in Grand Forks.
- 5.2.3. Continue and strengthen the designation of this area as a HUBZone (Historically Underutilized Business Zone) and its associated Empowerment Contracting Program to stimulate economic development and to create jobs in this area of the community by providing federal contracting preferences to small businesses.

5.3. Strengthen the availability of workforce and other resources needed for businesses to remain strong and economically viable in Grand Forks

- 5.3.1. Continue to maintain and improve the multi-modal opportunities for workers to access larger places of employment which critical components of the Grand Forks economy.

6

Goal: Urban Design and Land Use Planning: Implement design standards focused on improving the public realm. Such standards should create attractive streetscapes, public spaces and architecture and foster creation of strong neighborhoods and attractive commercial and industrial areas.

Objectives, Policies and Strategic Actions:

6.1. Comprehensive Residential Design – Implement design standards that provide opportunities for mixed residential uses particularly locations close to transit, through the use of high-quality building materials, and incorporate public spaces and appropriate transitions with adjacent uses.

- 6.1.1. Develop new design guidelines for evaluating new residential development.
 - 6.1.1.1. Review the landscaping guidelines in the code to develop a more clear direction that can be more easily implemented than the current system.
 - 6.1.1.2. Require that landscaping is included with all site plans, and ensure that the plans are carried out as approved.
 - 6.1.1.3. Through the development review process, the City shall encourage the creation of interconnected street patterns so that one subdivision will connect to another.
 - 6.1.1.4. Through the development review process, the City shall encourage a network of sidewalks and bicycle paths that provide interior circulation, as well as connections to nearby schools, stores, or other activity centers.
- 6.1.2. Strive to build new neighborhoods that foster social interaction and community building by encouraging integration of residential, recreational, and commercial uses.
- 6.1.3. Encourage the development of neighborhood associations to provide local input to and coordination with the Planning and Zoning Commission and other agencies and departments
- 6.1.4. Promote the creation of land use patterns that will increase the accessibility of public and private facilities (regional shopping center, medical park complex, libraries, schools, etc.) from all residential areas, with particular attention given to people who are transit-dependent or have other restrictions on travel, such as disabilities.
- 6.1.5. Change the City's use of the Planned Unit Development (PUD) mechanism and use it as an overlay district rather than a zoning district. The PUD overlay approach will provide clarity and give the city and developers the flexibility needed to creatively design and provide a high-quality mix of land uses. Encourage the creation of a set of design standards to help guide PUD's.

6.2. The City will maintain the traditional character of existing neighborhoods.

- 6.2.1. Develop design standards for infill and redevelopment to match the character of existing neighborhoods.
 - 6.2.1.1. Assist the Urban Development Department in guiding infill development in existing neighborhoods to ensure that new and renovated buildings respect the established characteristics of the surrounding neighborhood in terms of scale, massing, materials, and orientation to the street.

- 6.2.1.2. Use the Downtown Design Guidelines as a basis for developing more specific guidelines for infill design and for areas with specific architectural requirements.
- 6.2.2. New or reconstructed streets in older neighborhoods shall maintain the traditional grid street pattern with sidewalks and street trees, and on-street parking.
- 6.2.3. Work with the Grand Forks Historic Preservation Commission to update the official inventory of historic resources.
 - 6.2.3.1. Establish a comprehensive historic preservation program which establishes design review for any changes or alterations to properties in locally designated historic districts.
- 6.3. The zoning ordinance will allow a variety of neighborhood characteristics, thereby strengthening the identity and sense of place of Grand Forks.**
 - 6.3.1. Create zoning language that allows and encourages neighborhood commercial development integrated with new residential areas.
 - 6.3.2. Develop design standards for public realm elements which take into account varying right-of-way widths and opportunities for public spaces.
 - 6.3.2.1. Establish special entry or gateway features at key entrances to the city to create a sense of arrival and identity. Such features have been installed in Downtown and are planned for Gateway Drive, and a similar approach should be used to develop a consistent theme for other primary entrances.
 - 6.3.3. Partner with business associations in maintaining the corridor overlay standards.
 - 6.3.3.1. Ensure that property owners are aware of maintenance responsibilities in commercial areas, including responsibility for buffer strips and rights-of-way.
 - 6.3.3.2. Explore means of reducing the number of billboard signs within City limits, including buyouts or other arrangements.
 - 6.3.4. Utilize performance standards in reviewing industrial development proposals and operations. Approved uses will be required to meet standards governing landscape, architectural style, noise, odor, glare, exterior lighting, vibration, smoke, dust, fumes or gases, storage of material, hazards, water supply and waste as dictated by I-1 & I-2 zoning district.

7

Goal: Parks and Open Space: Promote and maintain adequate parks, open space and recreational facilities for the City of Grand Forks. Ensure the provision of valuable natural and scenic resources for present and future generations.

Objectives, Policies and Strategic Actions:

- 7.1. Continue to develop a sound park and open space system that will provide a variety of recreational opportunities for all citizens as well as connect to the rural heritage of the City.**
 - 7.1.1. Continue parks and open space acquisitions concurrent with newly developing areas.
 - 7.1.1.1. Coordinate with the Park District to cooperatively identify sites needed for active and passive recreation as new areas develop.

- 7.1.1.2. Include provisions in the subdivision regulations to allow development of private parks in developments and to require that they are maintained by neighborhood/ homeowners associations.
 - 7.1.2. Review programming and recreational activities available within the park system to ensure a wide variety of opportunities for all City residents
 - 7.1.2.1. Coordinate planning with the Park District to ensure development of core parks in proximity to residential areas and in areas with high recreation potential (for example, elementary schools).
 - 7.1.2.2. Coordinate planning with the Park District to identify areas not adequately served by existing recreational facilities and to ensure that facilities are programmed.
 - 7.1.2.3. Provide public recreation programs that meet community desires and periodically review and evaluate programs to meet changing needs and interests.
 - 7.1.3. Provide for dual purpose use of open space with regional stormwater retention ponds.
 - 7.1.3.1. Encourage the Park District to consider storm water management areas as contributing to the eight percent park dedication requirement when these areas are accessible, safe and made appropriate for park or recreational purposes.
 - 7.1.4. Continue to provide for a dual purpose use of bicycle trails for both recreation and transportation considering both purposes during planning and locating of trails and other bike infrastructure
 - 7.1.5. Incorporate the Greenway and flood protection system into the city's parks and open space system, and encourage development and/or redevelopment of the riverfront consistent with the Greenway plan.
 - 7.1.6. Encourage community residents to participate in the planning process so that their needs and desires can be expressed in the development of Grand Forks parks and open space system.
 - 7.1.7. Encourage a cost effective park and open space system.
- 7.2. Preserve and value the open character of the community, whether urban, suburban, or rural, through maintenance of open spaces.**
- 7.2.1. Ensure that developing and redeveloping land in Tiers 1 and 2 include sufficient open space and recreational facilities
 - 7.2.1.1. Create an impact fee system as part of the development review process to ensure that all developments contribute to the park system as required.
 - 7.2.1.2. Amend the zoning code to require the provision of parks and trails as part of developments within the Tier I and Tier II areas.
 - 7.2.1.3. Conduct a city-wide inventory of potential open space and prioritize for preservation of those areas adjacent to high-quality amenities for recreational use, including but not limited to areas with topographic variation, waterways, natural prairie, or woodlands.
 - 7.2.2. Ensure that space that is set aside by developers for parks and recreation is suitable for the intended purpose. The dedicated areas shall not be merely the "leftovers" that remain after other development has been located, but appropriately located to provide access and to meet park purposes.

- 7.2.2.1. Amend the zoning code to prohibit the conversion of park and open space to other uses.
- 7.2.2.2. Encourage the Park District to accept and maintain stormwater retention features and coulees accepted as park, open spaces and/or conservation areas that have been deeded and dedicated to it.
- 7.2.3. Encourage the Park District to acquire open spaces and bike path easements around coulees and the riverbank to maximize the availability of recreational space in the city.
- 7.3. Promote cooperation among the City, School District, Park District, County, and other government entities in the development of core parks, recreational facilities, and open spaces.**
 - 7.3.1. Coordinate regular meetings between the Park District and other City departments (such as the Planning Department, Department of Public Works) and non-City entities (such as the Metropolitan Planning Organization) to provide efficient park and open space planning and ensure that all entities are aware of future plans.
 - 7.3.1.1. Coordinate with the School District to encourage the availability of schools' recreational facilities to neighborhood residents when appropriate.
 - 7.3.1.2. Include representatives from the Park District and School District in the Planning Department's development review process to ensure that park and recreational planning is incorporated into the process.
 - 7.3.2. Encourage the Park District to accept the maintenance responsibility of all parks and open spaces dedicated to the public and deeded to the Park District.
 - 7.3.3. Include funds for the maintenance of bike/pedestrian paths and public safety services located on public lands and rights-of-way in the CIP process.
 - 7.3.4. Develop with the Planning Department a long range Park & Open Space Plan for the future.
 - 7.3.4.1. The Planning Department and Grand Forks Park District should evaluate whether adequate progress is being made toward park and greenway plans. At a minimum, such evaluation should occur every five years.

8

Goal: Transportation: Ensure that the Grand Forks transportation system can support future land use patterns and provides choices to residents, employees and students.

Objectives, Policies and Strategic Actions:

- 8.1. *Revise zoning regulations to better facilitate compact development patterns, which provide more transportation choices.**
 - 8.1.1. Utilize the growth management monitoring system to adjust growth tier boundaries as needed. This will help the City's transportation planning address growth needs in a timely fashion.
 - 8.1.1.1. Monitor locations of congestion.
 - 8.1.1.2. Discourage expansion of the street and highway system that would promote noncontiguous development.
 - 8.1.2. Utilize the subdivision regulations to ensure there is sufficient right-of-way according to the transportation corridor guidelines established in this plan.

- 8.1.3. Discourage through traffic on local streets and in environmentally sensitive areas.
 - 8.1.3.1. Route external-to-external truck traffic to use higher level facilities (principal and minor arterials) as opposed to local streets.
- 8.1.4. Minimize the displacement of residences, historic properties, commercial uses and public land for new transportation facilities.
- 8.1.5. Utilize public transit and transit facilities to reinforce compact land use patterns.
 - 8.1.5.1. New multi-family residential and mixed use development will be within one quarter-mile of existing or planned Cities Area Transit routes.
 - 8.1.5.2. Monitor land development patterns and identify compact development which may be supported by transit.
- 8.1.6. Amend the zoning code to further reduce off-street parking requirements for new development and redevelopment that provides bicycle parking facilities.
- 8.2. Make the walkability/bikeability of all proposed developments a more explicit evaluation criterion in development review. This includes requiring connections for children going to and from school and adults traveling to and from work or shopping destinations and public transit. This continues the policy of sidewalks on both sides of the street and multi-use facilities along appropriately-classified transportation routes.**
 - 8.2.1. By 2045, new residential development will have sidewalks on both sides of each street and be no further than one half-mile of a designated bicycle facility.
 - 8.2.2. Residential development will provide multiple access points to and from major thoroughfare streets, with generally no less than one access point for every 100 residential dwelling units.
 - 8.2.3. Designated bicycle connections will generally be no greater than one half-mile apart. New development will accommodate this desired spacing where practicable.
 - 8.2.4. Amend the zoning code to require all commercial and business establishments to provide appropriate bicycle parking and transit facilities.
- 8.3. The Grand Forks urbanized area will strive for 10 percent of all travel demand (as measured in trips) to be met through ridesharing, transit use or other alternatives to driving alone.**
 - 8.3.1. Develop and adopt bicycle design guidelines for appropriate placement of facilities on streets and take advantage of street maintenance to add these facilities on an opportunity basis.
 - 8.3.1.1. Place bicycle facilities at major destination points.
 - 8.3.2. Systematically review areas of the city in need of multi-modal infrastructure development and utilize safe routes to school, assessments, or other programs to fill in missing gaps of the system.
 - 8.3.3. Encourage governmental agencies to take a leadership role by providing facilities (e.g., bike racks, lockers, showers, employee incentive programs) that will promote biking to work.
- 8.4. Public school facilities will have a complete network of sidewalks on all connecting streets within one-half mile and will have at least one completed bicycle facility within one quarter-mile.**

- 8.4.1. Conduct a walkability/bikeability audit and developing/maintaining a Safe Routes to School plan (or related planning document based on future changes to Federal program definitions) for the City/Region.
- 8.5. *Develop transportation / land use guidelines that promote appropriate street design, set connectivity and block dimension standards, and provide guidance on access and corridor management to make land use decisions that are compatible with anticipated transportation facilities and gives people access to jobs, education and services as well as giving business access to markets.**
 - 8.5.1. Evaluate if practical for “trunk” sidewalks or trails to be constructed in and through new neighborhoods at the beginning stage of development rather than piecemeal as each individual site is developed.
 - 8.5.2. Design roadways to new land use using appropriate facility types
 - 8.5.2.1. Assign correct facility type according to use and location
 - 8.5.3. Commit to a positive evaluation of the street and highway network with reference to standard guidelines for local, collector, arterial, and freeway characteristics.
 - 8.5.4. Review and amend the zoning code where necessary to ensure consistency with the bike and pedestrian plan, including requiring new development and redevelopment to provide bike and pedestrian facilities.
 - 8.5.4.1. Continue corridor preservation and right-of-way acquisition procedures where appropriate to anticipate future growth trends.
 - 8.5.5. Prioritize trail development in areas experiencing residential growth or designated for future residential growth by the Land Use Plans.
- 8.6. *Plan and develop transportation infrastructure that enhances access to work for individuals currently lacking ready access to transportation.**
 - 8.6.1. Prioritize transit operations planning and decision-making to provide access to employment centers, educational and training opportunities and other basic needs and critical services
 - 8.6.1.1. Incorporate transit planning practices and design standards as appropriate into the development review process.
 - 8.6.2. Incorporate transit-oriented design into mixed-use developments at key nodes.
 - 8.6.3. Encourage developers to incorporate transit-friendly designs and provide them with information that will assist their project planning.

9

Goal: Natural Resources: Ensure preservation and enhancement of the city's natural resources.

Objectives, Policies and Strategic Actions:

- 9.1. Land use and development practices will preserve natural resources and protect the balance between humans and the environment by preserving environmentally sensitive rural landscapes.**
 - 9.1.1. Encourage energy-efficient housing choices in a range of price points by providing incentives in the zoning code.
 - 9.1.2. Develop biking and walking facilities to allow for alternative modes of non-motorized transportation consistent with the Transportation Goal of this Plan.
 - 9.1.3. Ensure the protection of natural resources by developing and implementing environmental review standards as part of the development review process,

including erosion/sedimentation controls, preservation of existing vegetation, and surface runoff handling.

- 9.1.3.1. Conduct workshops for developers and City staff regarding “best environmental practices” for planning, engineering, design and construction.
- 9.1.3.2. Conduct and utilize an area-wide soil survey so that development may be focused in areas with suitable soils.
- 9.1.3.3. Investigate and pursue federal funding for enhancing the riverfront by removing weeds, scrub trees, and debris so that it can be utilized consistent with the vision put forth by the Greenway Plan.
- 9.1.4. Explore the economic feasibility of jointly operating a regional solid waste disposal system that would include a resource recovery system with other governmental entities.
- 9.1.5. Review proposed development in consideration of the natural resources of the city, preserving prime agricultural land and conserving valuable land and water resources.
 - 9.1.5.1. Conduct a spatial analysis of environmental characteristics to inventory environmentally sensitive rural landscapes that would benefit from preservation.
- 9.1.6. Encourage cooperation with other governmental entities to maintain the riverfront.

9.2. Growth will occur in an energy efficient manner by incorporating energy conservation into land development practices.

- 9.2.1. At minimum, adopt the State’s Energy Code.
- 9.2.2. Amend the zoning code to incorporate incentives for provision of alternative and renewable energy systems within developments.
 - 9.2.2.1. Through the development review process, encourage landscaping that is energy conserving (e.g., drought-tolerant species, native plants).
 - 9.2.2.2. Use the development review process to encourage site-orientated buildings which maximize energy efficiency.
 - 9.2.2.3. Consider developments’ energy use impacts in the development review process. Encourage use of alternative energy sources such as wind or solar power.
- 9.2.3. Provide information and assistance on winterization and other energy conservation programs.
- 9.2.4. Provide more convenient locations for recycling centers in the City so that residents are encouraged to use them. Review regulations to ensure that centers are allowed in appropriate and accessible locations.

9.3. Continue the city-wide stormwater management/drainage master plan.

- 9.3.1. Coordinate the development of stormwater ponds and dedication of park land.
 - 9.3.1.1. Enforce the city-wide stormwater master plan.
- 9.3.2. Adopt the recommendations presented in this plan that minimize adverse impacts to ground- and surface water quality, including location and design decisions.
 - 9.3.2.1. Require the incorporation of natural drainage patterns in developments. Alterations that would inhibit the role of drainage ways in the hydraulic system shall not be permitted.

- 9.3.2.2. Inspect all new wastewater treatment systems.
- 9.3.2.3. Identify alternative wastewater treatment systems instead of ISTS.
- 9.3.2.4. Developments will be permitted only when there is assurance of compliance with wetland regulatory programs such as Army Corp of Engineers section 404 and the Wetland Conservation Act.
- 9.3.2.5. Regulate storm water management systems and enforce erosion control practices to protect groundwater from contamination.
- 9.3.3. Encourage cooperation with the Grand Forks County Water Resource District on all projects relating to water conservation, flood control, watershed improvement and drainage of surface water.
- 9.3.4. Coordinate with other governmental entities to establish Red River Basin-wide water resource planning/implementation.
- 9.3.5. Conduct a city-wide inventory of all natural wetlands, existing artificial drainage systems, ponding areas, and drainage ways.
- 9.3.6. Determine base stormwater management rate and volumes based upon pre-established, predevelopment curve numbers.

9.4. Reduce land consumption and runoff of stormwater

- 9.4.1. Encourage the use of stormwater pond areas in developments.
 - 9.4.1.1. Continue to fund stormwater management options in future developments.
 - 9.4.1.2. Require an external and internal drainage plan of any new construction and where changes are proposed to the existing drainage system, and require dedication of land or create an impact fee system for providing stormwater facilities as part of the city-wide system. For residential development, work with the Park District and the parkland dedication requirement to use these two dedication requirements together.
- 9.4.2. Require that post-development runoff volumes shall not exceed pre-development volumes unless it can be demonstrated that there will be no adverse material impact upon receiving water bodies or areas.
- 9.4.3. Amend the zoning code to restrict development that adversely affects stormwater conveyance systems.
 - 9.4.3.1. Restrict the development of wetlands, floodplains, natural conveyance systems, and other natural features that perform environmental functions.

10

Goal: Sustainable Development: Address energy and environmental issues especially as they pertain to sustainable development, resiliency and climate change.

Objectives, Policies and Strategic Actions:

- 10.1. Work in partnership with federal and state government and take a leadership role locally with regard to sustainability, resiliency, and preventing and preparing for climate change.**
 - 10.1.1. Utilize the federal Sustainability Indicators catalog from the federal Partnership for Sustainable Communities to select measures to monitor the City's progress toward its sustainable development goals

- 10.1.2. Investigate state and federal grant opportunities for sustainability, resiliency and climate change initiatives and coordinate with the Green3 Grand Forks Initiative.
- 10.2. Recycling, waste minimization, water use conservation; following stormwater drainage master plan; and encouraging reduced transportation fuel usage will preserve and conserve natural resources.**
 - 10.2.1. Increase the use of clean, alternative energy by utilizing renewable power such as Wind, Methane and Biomass for municipal and other public facilities whenever feasible.
 - 10.2.2. Evaluate opportunities to increase overall efficiency in water and wastewater systems; recover wastewater treatment methane for energy production.
 - 10.2.3. Maintain healthy urban forests; promote tree planting to increase shading and absorb carbon dioxide.
- 10.3. Increase energy efficiency of new and existing buildings with the use of green building technologies.**
 - 10.3.1. Practice and promote sustainable building practices using the U.S. Green Building Council's LEED Program, support the integration of energy efficiency through building code improvements.
- 10.4. Provide incentives to encourage infill and compact development to increase access to community amenities for all sectors of the community and to improve efficient and convenient modes of mobility for all residents.**
 - 10.4.1. Promote transportation options such as bicycle trails, commute trip reduction programs, incentives for carpooling and public transit.
 - 10.4.2. Adopt and enforce land-use policies that reduce sprawl, preserve open space, and create compact, walkable urban communities.
- 10.5. Focus on reinvesting in the community through local, state and federal policies, funding and job creation.**
 - 10.5.1. Work to promote collaboration between federal, state, county and local levels of government, whenever possible to provide additional access to affordable housing, to spur community revitalization (using primarily federal funds), to protect rural landscapes and to improve livability and community investment.
 - 10.5.1.1. Continue the support the Grand Forks Green 3 Initiative and North Dakota State Energy Task Force on Energy Efficiency to focus on reinvesting in the community through local, state and federal policies and funding.
- 10.6. *Foster a community with easy access to healthy, fresh food by increasing the number of places to buy fresh food and increasing the fresh food offerings in existing businesses.**
 - 10.6.1. *Develop zoning that allows for small "corner" neighborhood stores, community gardens, and fresh food outlets.
 - 10.6.2. *Pursue funding opportunities through the federal Healthy Food Financing program and other mechanisms to encourage small retailers to provide healthy fresh foods to underserved areas.
- 10.7. Continue to build on the non-motorized and multi-modal transportation systems including new and improved infrastructure integrated into all parts of the city.**
 - 10.7.1. Follow the actions described under the Transportation Goal of this Plan

11

Goal: Planning Process: Ensure a planning process that includes the participation of individuals and agencies, and with which the City's Land Use Plan will be regularly updated and maintained.

Objectives, Policies and Strategic Actions:

- 11.1. Encourage and promote citizen participation by providing adequate opportunity for public input throughout the planning process.**
- 11.1.1. Ensure adequate public notification of all planning-related public meetings and hearings through required publication and mailings, and by consideration of new innovative notification techniques.
- 11.1.1.1. Consider developing a brochure or guide that will help educate the public about the planning process and how they may participate.
- 11.1.1.2. Encourage developers to hold neighborhood meetings prior to submitting proposals in order to build community support in the development review process.
- 11.1.2. Include in person and on-line mechanisms for residents to provide input on developments, plans and projects in the City.
- 11.1.3. Review the current development process for opportunities for public input. Add additional opportunities where gaps are found.
- 11.2. Ensure an active, responsive land use plan.**
- 11.2.1. Update the Grand Forks Land Use Plan every five years
- 11.2.1.1. At a minimum of five year intervals, the Planning Department shall convene a workshop for appropriate City, Park District and Metropolitan Planning Organization staff, as well as members of the Planning and Zoning Commission and City Council to review, propose and carry out amendments to the Land Use Plan so that it reflects current development policies and practices.
- 11.2.2. Review and update the Land Development Code (Chapter 18 of the City Code) every 5 years to coincide with the land use plan updates.
- 11.2.2.1. Establish an annual workshop at which the Planning Department and Planning and Zoning Commission review the Land Development Code and identify needed updates.
- 11.3. Encourage and promote cooperation to ensure compatible and effective planning throughout the region that both meets the needs of current and future residents, businesses, and incorporates historical development patterns.**
- 11.3.1. Annually convene a meeting with all appropriate Private/Public Utility and Resource Management Agencies to coordinate planning activities.
- 11.3.1.1. Under the leadership of the City's Planning Commission, coordinate and encourage participation in planning activities among all governmental entities to develop cooperative efforts for guiding urban growth.
- 11.3.1.2. The Planning Department and Planning Commission should take leadership in encouraging governmental entities to identify appropriate or needed locations for public facilities such as schools, parks, landfills, etc. for the next 30 years, so that this information can be available to inform other planning decisions.
- 11.3.1.3. The Planning Department should work with other governmental entities to establish a process whereby these entities can coordinate acquisition of land for public facilities such as schools, parks, housing initiatives, or

other public needs. This system could be incorporated into the CIP for City facilities, but should be coordinated with school district facility planning as well, to ensure the most efficient use of tax dollars by both the City and School District.