



EGF 2050

East Grand Forks • 2050 Land Use Plan
Final November 2021



RESOLUTION NO. 21 – 11 - 81

Council Member DeMers, supported by Council Member Vetter, introduced the following resolution and moved its adoption:

WHEREAS, the city of East Grand Forks has an adopted East Grand Forks Comprehensive Plan; and

WHEREAS, the proposed plan update is in general agreement with the other elements of the East Grand Forks Comprehensive Plan, those other elements being the following:

1. The Grand Forks – East Grand Forks 2009 Downtown Plan update Element, together with all Maps, information and data contained therein.
2. The Grand Forks – East Grand Forks 2045 Long Range Transportation Plan Update, which contains the following sections:
 - a. Bikeway Element, together with all Maps, information and data contained therein.
 - b. Pedestrian Element, together with all Maps, information and data contained therein.
 - c. Transit Element, together with all Maps, information and data contained therein.
 - d. Street and Highway Element, together with all Maps, information and data contained therein.
 - e. Intelligent Transportation Systems (ITS) Strategy Element, together with all Maps, information and data contained therein.
3. The 2000 Urban Design Plan, together with all Maps, information and data contained therein.
4. Greenway Plan Element, together with all Maps, information and data contained therein.

And

WHEREAS, The Grand Forks – East Grand Forks Metropolitan Planning Organization with the City of East Grand Forks has prepared a Year 2050 Plan Update of the East grand Forks Land Use Plan Element to the East Grand Forks Comprehensive Plan; and

WHEREAS, 2050 Plan Update of the East Grand Forks Land Use Plan Element of the East Grand Forks Comprehensive Plan is a guide for future growth for the City of East Grand Forks; with goals and policies, and an implementation plan, and

WHEREAS, the Land Use Plan may be amended to reflect changes to the community; and

WHEREAS, the Land Use Plan is a representation of the goals and values of the city; and

WHEREAS, the City Council further held a public meeting on **November 2, 2021** to get input from the citizens of the community; and

WHEREAS, the East Grand Forks Planning and Zoning Commission forwards a recommendation that the 2050 Plan Update to the East Grand Forks Land Use Plan Element to the East Grand Forks Comprehensive Plan, be hereby approved and adopted; now therefore

BE IT RESOLVED, By the City Council of the City of East Grand Forks, Minnesota, that the 2050 Plan Update to the East Grand Forks Land Use Plan Element of the East Grand Forks Comprehensive Plan, and proposed amendments, be hereby approved and adopted with any further amendments as stated:

Voting Aye: Riopelle, Johnson, Olstad, DeMers, Larson, Vetter, and Helms.

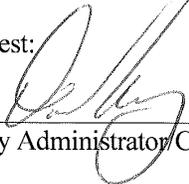
Voting Nay: None.

Absent: None.

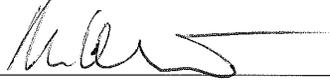
The President declared the Resolution passed.

Passed: November 16, 2021

Attest:

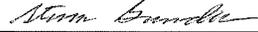


City Administrator/Clerk Treasurer



President of Council

I hereby approve the foregoing resolution that was adopted on 16th day of November, 2021.



Mayor

CITY COUNCIL

- Clarence Vetter, First Ward
- Dale Helms, Second Ward
- Tim Riopelle, Third Ward
- Tim Johnson, Fourth Ward
- Mark Olstad, Fifth Ward
- Marc DeMers, At Large
- Brian Larson, At Large
- Steve Gander, Mayor

PLANNING COMMISSION

- Chad Erickson
- Gary Christianson, Steering Committee Member
- Richard Audette
- Kevin Marcott
- Mike Powers
- Randy Boushey
- Tim Johnson, Council Representative

PROJECT STEERING COMMITTEE

- Anna Pierce - Coordinator, MnDOT MPO
- Barry Wilfahrt - The Chamber
- Blue Weber - Businesses Representative, East Grand Forks Downtown
- Brandon Boespflug - Member, East Grand Forks School Board and Blue Line Club

- Brian Huschle - Northland Community and Technical College
- Deka Ali - East Grand Forks School District and Somali Community liaison
- Earl Haugen - Executive Director, Grand Forks-East Grand Forks MPO
- Jacob Snyder - Planner, Polk County
- Jason Stordahl - Public Works Director, East Grand Forks
- Jodi Stauss Stassen - Northland Community and Technical College
- Jon Mason - MnDOT District 2
- Kristen Sperry - FHWA North Dakota
- Mike Kolness - Public School District
- Nancy Ellis - City Planner, East Grand Forks
- Paul Gorte - Economic Development Director, East Grand Forks
- Reid Huttunen - Superintendent, East Grand Forks Parks and Recreation
- Steve Emery - Engineering, East Grand Forks
- Teri Kouba - Senior Planner, Grand Forks-East Grand Forks MPO
- Wayne Zacher - Board Member, East Grand Forks Economic Development and NDDOT Local Government
- Diane Blair - Member, East Grand Forks EDA

NOTICE

Preparation of this document was funded in part by the United States Department of Transportation with funding administered through the North Dakota Department of Transportation, Minnesota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided through local contributions from the government of East Grand Forks. The United States Government and the States of Minnesota and North Dakota assume no liability for the contents or use thereof. The document does not constitute a standard specification, or regulation. The United States Government, the States of Minnesota and North Dakota, and the Metropolitan Planning Organization do not endorse products or manufacturers. Trade or manufacturers' names appear herein only because they are considered essential to the objective of the document. The contents of the document reflect the authors, who are responsible for facts and accuracy of data presented herein. Contents do not necessarily reflect policies of the States and Federal Department of Transportation.

ACKNOWLEDGMENTS

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INTRODUCTION

The City of East Grand Forks is located in Polk County in northwestern Minnesota. The community is part of the Grand Forks-East Grand Forks metropolitan area. The Red River of the North provides the boundary between Minnesota and North Dakota, also dividing the communities of East Grand Forks and Grand Forks. This chapter provides an introduction to the East Grand Forks 2050 Land Use Plan.

LONG-RANGE PLANNING HISTORY

As a member of the Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO), the City of East Grand Forks is a contributing member of various long-range land use and transportation planning efforts throughout the region. Recent projects outside the scope of this plan include the Byglund Road Corridor Study and the East Grand Forks Northwest Street Network Study. These planning efforts provide thoughtful input for the MPO to use within the region, while providing achievable implementation measures at the local level.

The City of East Grand Forks and the Grand Forks-East Grand Forks MPO have worked together to update the City's land use plan on a five-year cycle. The last update occurred in 2015 with the adoption of the 2045 Land Use Plan. These plan updates serve the needs of both the City and MPO. The land use plan, goals and policies, implementation measures, and other plan elements serve as tools that can be referenced on a regular basis by city staff and elected



officials as decisions are made. The MPO utilizes the outcomes of each land use plan update to inform other regional planning activities. Primarily, the projected growth that is calculated and located within the planning horizon of the document is used in the development of the Long Range Transportation Plan (LRTP) updates, which occur on a similar five-year cycle.

STATE & LOCAL BASIS FOR PLANNING

The City of East Grand Forks revised their City Charter in November of 1997, outlining the form, name, boundaries, and powers of the City. The charter states that a Mayor-Council plan of government will be utilized within the city with the authority to create departments, divisions, bureaus, commissions and boards for the administration of the City's affairs. The Council is provided the ability to enact local legislation and determine policies subject to the limitations imposed by the constitution or statutes of the State of Minnesota and by the charter. The Charter does not specifically address the power to zone or subdivide land; therefore all subdivision and zoning

authority for the City is defined within state legislation as described below.

Minnesota state law allows for the creation of municipal governments, such as the City of East Grand Forks. State legislation provides municipalities the power to regulate land within the municipal limits as well as a defined area outside of city borders. These powers are conferred to cities through Minnesota State Statutes (as updated in 2006). The State of Minnesota created a policy statement to explain the conveyance of such powers to cities, which provides a good explanation of the importance and necessity of planning. The policy states,

"The legislature finds that municipalities are faced with mounting problems in providing means of guiding future development of land so as to insure a safer, more pleasant and more economical environment for residential, commercial, industrial and public activities, to preserve agricultural and other open lands, and to promote the public, health, safety and general welfare.

Municipalities can prepare for anticipated changes and by such preparations bring about significant savings in both private and public expenditures. Municipal planning, by providing public guides to future municipal action, enables other public and private agencies to plan their activities in harmony with the municipality's plans."

The City of East Grand Forks, like all Minnesota cities, receives its power to prepare plans, zone properties, and subdivide land in a single body of law found in Chapter 462 – Housing, Redevelopment, Planning and Zoning. Specifically, Chapter 462.353 Subdivision 1 states:

"A municipality may carry on comprehensive municipal planning activities for guiding the future development and improvement of the municipality and may prepare, adopt and amend a comprehensive municipal plan and implement such plan by ordinance and other official actions in accordance with the provision of sections 462.351 to 462.364 (Minnesota State Statutes)."

The provisions of the sections listed in the quoted paragraph above reference the enumeration of the individual powers conveyed to municipalities as well as regulations for using them. A provision of Subdivision 1 of Chapter 462.357 – Official Controls explains that an adopted zoning ordinance provides municipalities the ability to extend land controls a distance of two miles in any direction beyond its municipal limits, when certain criteria are met. Subdivision 1 of Chapter 462.358 provides cities with the authority to extend subdivision authority within two miles of the city limits when the surrounding town does not have adopted regulations. The City of East Grand Forks has enabled all appropriate legislation by ordinance and resolution for the extension of subdivision regulations within two miles of city limits.

The entirety of Chapter 462 – Housing, Redevelopment, Planning, and Zoning, provides the rational basis for planning, whereas Chapter 473.859 – Comprehensive Plan Content, details the specific elements of a plan required in order to adequately address all

functions of municipalities. Some of the required elements of a plan, as outlined in this statute, include a land use plan and implementation plan. These elements have been included within this document.

PURPOSE FOR UPDATING THE PLAN

The process for updating a plan provides a community with an opportunity to assess recent changes in the community as well as strengths and weakness of the previous document. Updated long range planning efforts allow municipalities to get a broad overview of current conditions as they relate to desired outcomes identified by community goals. The current conditions are analyzed against the goals and polices set forth by the municipality to determine future courses of action.

This comprehensive plan includes a few basic elements that should

be used to guide future decision making. A major component that most recognize as a prime function of municipal government is the land use plan, designating how land should be used in the future. Municipalities plan future land use in order to best organize the environment for future conditions and to protect the health, safety and welfare of their citizens. The update of the land use plan and phasing plan ensures that future plans reflect current conditions, recent changes and new information that impacts or reflects future land use and other growth related polices. The adoption of this plan does not necessarily call for immediate action of all implementation measures. Specifically, plan adoption does not mandate the immediate rezoning of properties to conform to the land use plan. Rather, the adoption of the plan provides an updated guide for city leaders and staff to use as future decisions are made.

PLANNING PROCESS

The elements within the 2050 Land Use Plan were developed and refined over a nearly year long planning process. The overall process includes three main steps:

1 - PUBLIC INVOLVEMENT / ISSUES IDENTIFICATION

The public involvement and issue identification process is a key piece of the overall planning process. Public outreach and research about the existing community allow existing issues to be identified and potential solutions to be discussed and considered. A majority of the plan's public involvement activities (i.e. community survey, wikimap, steering committee meetings, etc.) as described within Chapter 3, were conducted within this phase. This first step concludes with an understanding of the existing community and potential alternatives to consider moving forward.

2 - ELEMENT REFINEMENT

The final step of the planning process focuses on the refinements of the preferred alternatives defined within the alternative analysis process. The major elements of this plan including the future land use plan, phasing plan and implementation measures are refined during this phase for inclusion in the overall document. These elements serve as the primary tools to be used when making future decisions.

3 - PLAN ADOPTION AND IMPLEMENTATION

Following the adoption of the East Grand Forks 2050 Land Use Plan by the Planning Commission, City Council, and MPO Policy Board, the real work will begin. Plan adoption puts the vision and policy in place for the implementation of the plan to begin.

02

COMMUNITY BACKGROUND

This chapter provides a comprehensive understanding of existing conditions within the City of East Grand Forks and its surrounding region using the most recently available information. The overview of social and economic trends described on the following pages is supported by data from historical and projected population estimates, demographics, housing, and employment. This snapshot of the community provides insight into the historical and contemporary issues confronting the community and the opportunities they present to the City and its future.

POPULATION

The population of East Grand Forks has been a consistent proportion of the Grand Forks, ND-MN Metropolitan Statistical Area (MSA) population since 1960, floating between 7.8 and 8.7 percent. The MSA includes the Cities of Grand Forks and East Grand Forks, as well as Grand Forks County and Polk County (Figure 1). Decades of population data are provided in Table 1. The population of East Grand Forks grew over the decades from 1960 and peaking at 8,658 per the 1990 Decennial Census. The annual growth rate over the 1980s (0.14 percent) had diminished considerably compared to the previous decade (1.2 percent per year), while remaining positive. The 2000 Decennial Census recorded a drastic population loss of about 13 percent, the cause of which was the Red River flood of 1997. By 2010, the region recovered, and a dike system was in place to increase protection from future flood events. The population

Figure 1. City, County, MSA

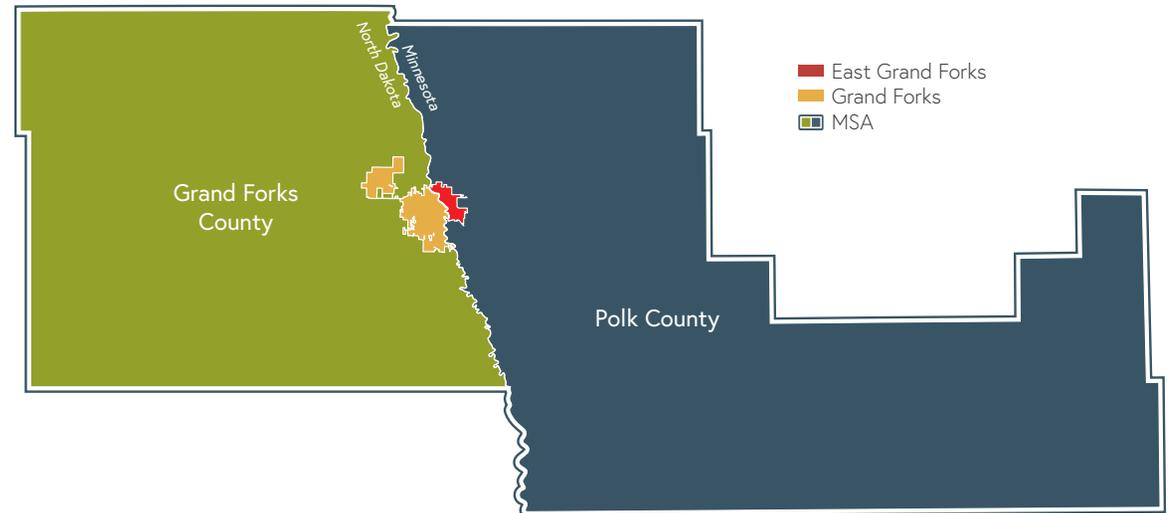


Table 1. East Grand Forks and MSA Historic Population

Year	East Grand Forks				Grand Forks - East Grand Forks MSA				EGF % of MSA Pop.
	Pop.	Change	% Change	Annual Rate	Pop.	Change	% Change	Annual Rate	
1960	6,998	1,949	38.60%	3.86%	84,859	9,511	12.62%	1.26%	8.25%
1970	7,607	609	8.70%	0.87%	95,537	10,678	12.58%	1.26%	7.96%
1980	8,537	930	12.23%	1.22%	100,944	5,407	5.66%	0.57%	8.46%
1990	8,658	121	1.42%	0.14%	103,181	2,237	2.22%	0.22%	8.39%
2000	7,609	-1,049	-12.12%	-1.21%	97,478	-5,703	-5.53%	-0.55%	7.81%
2010	8,604	995	13.08%	1.31%	98,461	983	1.01%	0.10%	8.74%
2020	9,176	572	6.65%	0.66%	104,362	5,901	6.00%	0.60%	8.79%

Source: US Census Bureau

Table 2. Population Projection

Year	Historic Average of 0.5%	20 SFR units/year + 36 MFR units/5 years
2020	9,176	9,176
2025	9,386	9,512
2030	9,601	9,847
2035	9,821	10,183
2040	10,046	10,519
2045	10,276	10,854
2050	10,512	11,190
Annual Growth Rate (2020-2050)		0.73%

Note: SFR assumes 2.73 pph; MFR assumes 1.74 pph (2015 TAZ data)
 Source: US Census Bureau (2020 Population)

Table 3. Single-family Residential Building Permits

Period	Average SFR units/year
2010 - 2017	16.13
2000 - 2009	47.70
1998 - 2007	58.30

Source: City of Grand Forks, MN

Table 4. Multi-family Residential Projects

Period	MFR units	Number of projects
2010 - 2019	111	3
2000 - 2009	67	1
1990 - 1999	28	1
1980 - 1989	0	0

Source: City of Grand Forks, MN

estimate from that year's decennial census showed that population had also recovered and then some, rebounding to an estimated population of 8,604.

The most recent data from the US Census Bureau places the 2020 population of East Grand Forks at 9,176. The annual growth rate of the City from 2010 to 2020 was about 0.66 percent, a rate lower than that of the 1980s but greater than that for the MSA from 2010 to 2020.

POPULATION PROJECTIONS

Actions recommended in the 2050 Land Use Plan rely on understanding how the City's population might change over the next 30 years. To arrive at that 2050 population figure, current population estimates and historical housing growth were analyzed and projected, the results of which are shown in **Table 2**. The adopted methodology for projecting the population to 2050 considers the number of building permits issued by East Grand Forks and the number of housing units, as shown in **Tables 3 and 4**.

The analysis in **Table 2** examines a development scenario that assumes 20 single-family residential (SFR) units are added each year from 2020 to 2050, and 36 units from multi-family residential (MFR) construction are added every 5 years over the same period. This analysis anticipates that the SFR growth rate will not return to what it was before the 2008 recession. It also considers the likely addition of MFR

units based on data in Table 4. It multiplies those SFR and MFR units by the persons per household (pph) derived from 2015 transportation analysis zone (TAZ) data. Within that data set, SFR units had an average of 2.73 pph and MFR units had an average of 1.74 pph.

The results of the analysis show a projected 2050 population of 11,190 for East Grand Forks, equal to an annual growth rate of 0.73 percent.

AGE DISTRIBUTION

The population within the 45-54 age cohort fell the greatest between 2010 and 2018, closely trailed by the 15-19 cohort (**Figure 2**). However, the 2018 population for the 55-64 cohort suggests that majority of the younger 2010 age group could have simply survived over the eight years and remained in East Grand Forks.

Populations within cohorts 10-14, 15-19, and 20-24 decreased over the eight-year period. Of those three, 15-19 saw the greatest decrease. This last age group typically contains most those persons pursuing college or other opportunities, sometimes outside their hometown. Simultaneously, the population within the 20-24 cohort decreased from 2010 to 2018, and those between ages 25 to 34 increased within that same time. A possible explanation for these changes is that some of those college-bound students may not be returning right away after finishing a four-year program, are pursuing more education/work

experience outside of the City or are taking longer to obtain a four-year degree at those other locations.

The proportion of persons aged 5 years or younger increased over the eight years, which may be a result from improving economic conditions, providing greater financial stability to have children and expand families.

MALE VS. FEMALE

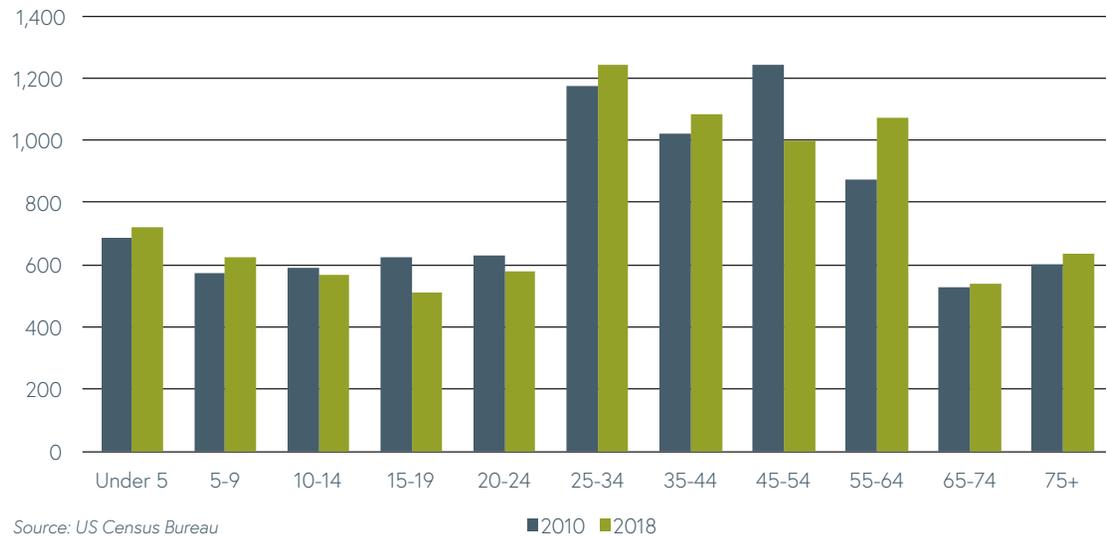
When observing 2018 Male-vs-Female population data (**Figure 3**), Baby Boomers (ages 54 to 72) and Echo Boomers (ages 22 to 37) compose a majority of the City's population. Their impact is observed within the bulging portions of population pyramid.

The population of males is greater than the females for those cohorts 24-years-old and younger. This phenomenon reverses for ages 25 and older. Another observation is that, consistent with broadly observed population patterns, females are outliving males. For instance, females within the 75-plus age group have a population that is almost twice that of their male counterparts.

RACIAL COMPOSITION

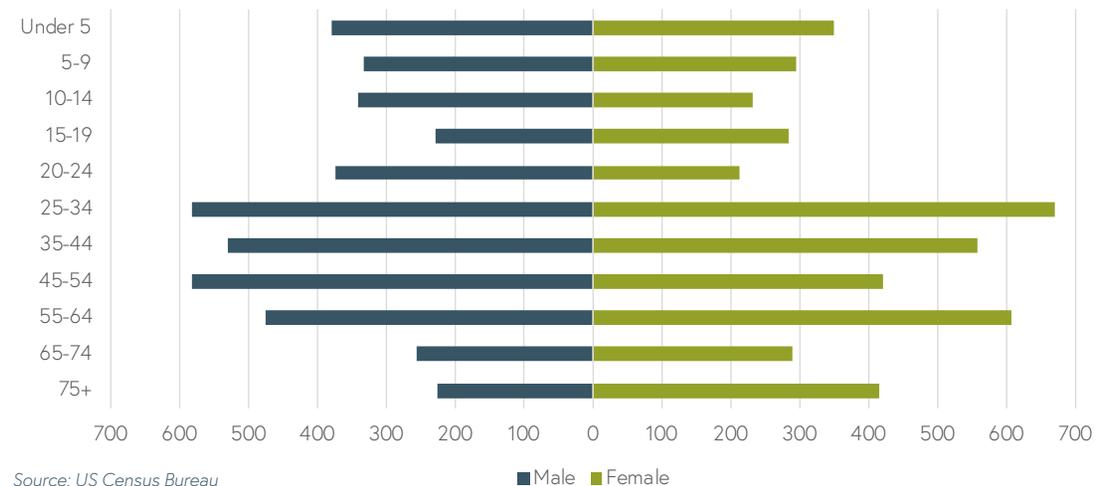
The population of East Grand Forks is predominantly White, making up about 91 percent of the population (**Figure 4**). Comparing estimates from 2010 Decennial Census to the 2018 ACS 5-year Estimate, the racial category that experienced the greatest change was Black, the population of which grew by almost 200

Figure 2. 2010 and 2018 Age Cohort Distribution



Source: US Census Bureau

Figure 3. 2018 Population Pyramid



Source: US Census Bureau

percent. However, the population of persons that identified as Black was only 3.7 percent of the total population in 2018. The categories, Native American and Asian, saw their populations decrease over the eight years. The population of those that identified as Other decreased by 174 percent, from 208 in 2010 to 34 in 2018. Either the population from that racial category left the City, or those surveyed for the 2018 ACS identified with other racial category options.

HOUSEHOLDS

OWNERS VS. RENTERS

East Grand Fork's total amount of occupied housing units experienced little change from 2010 to 2018 (**Table 5**). However, owner-occupied housing grew as a proportion, while there was a decrease in rental unit.

In 2018, approximately two thirds of occupied housing units in East Grand Forks are owner-occupied, the remainder being renter-occupied. Polk County was estimated to have an even higher share of owner-occupied housing units (about 72 percent). This observation is understandable given

the greater concentration of college students, a highly transient population, residing in East Grand Forks.

VACANCY RATE

In 2018, most housing units (93.6 percent) within East Grand Forks were occupied. Data from 2010 to 2018 shown in **Figure 5** shows that the vacancy rate increased from 3.8 percent to 6.4 percent, but this increase only represents about 102 housing units out of 3,737. This amount of vacancy is not detrimental to the City as some vacancy is actually beneficial. It gives the City the room to address small fluctuations in the population, allowing the City to absorb new residents easier than otherwise. It also can benefit residents that need flexibility in living situations and to move internally within the City, whether it is for locating closer to a destination, upgrading housing, or to handle other life events.

HOUSEHOLD SIZE

Per the U.S. Census Bureau, "a household includes all the persons who occupy a housing unit as their usual place of residence" and the average number of persons occupying

Figure 4. 2018 ACS Racial Composition

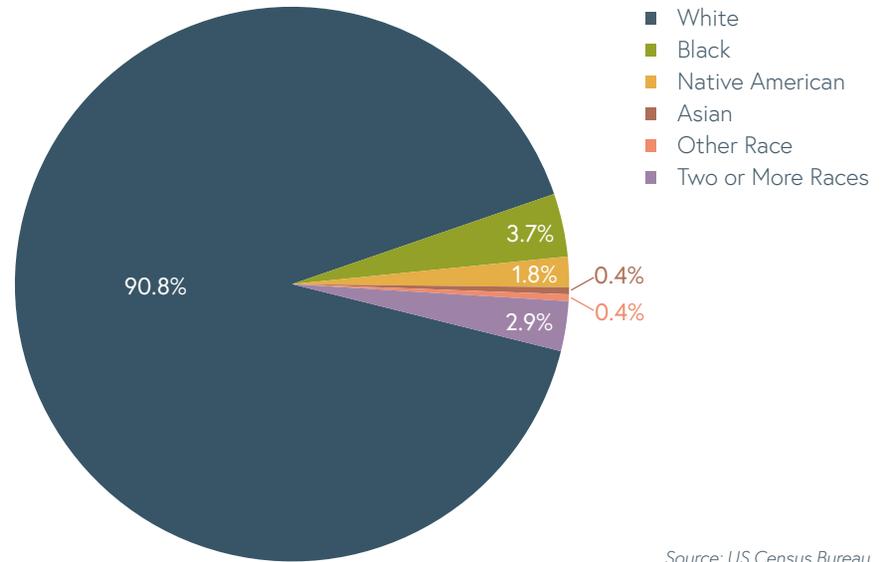


Table 5. Occupied Housing Units, 2010 vs 2018

	2010			2018		
	Owner occupied	Renter occupied	Total	Owner occupied	Renter occupied	Total
East Grand Forks	2,291 (65.7%)	1,198 (34.3%)	3,489	2,340 (66.9%)	1,157 (33.1%)	3,497
Polk County	9,239 (72.7%)	3,465 (27.3%)	12,704	9,182 (73.4%)	3,334 (26.6%)	12,516
MSA	23,583 (58.8%)	16,538 (41.2%)	40,121	23,857 (55.8%)	18,874 (44.2%)	42,731

Source: US Census Bureau

Figure 5. Vacancy Rate, 2010 vs 2018

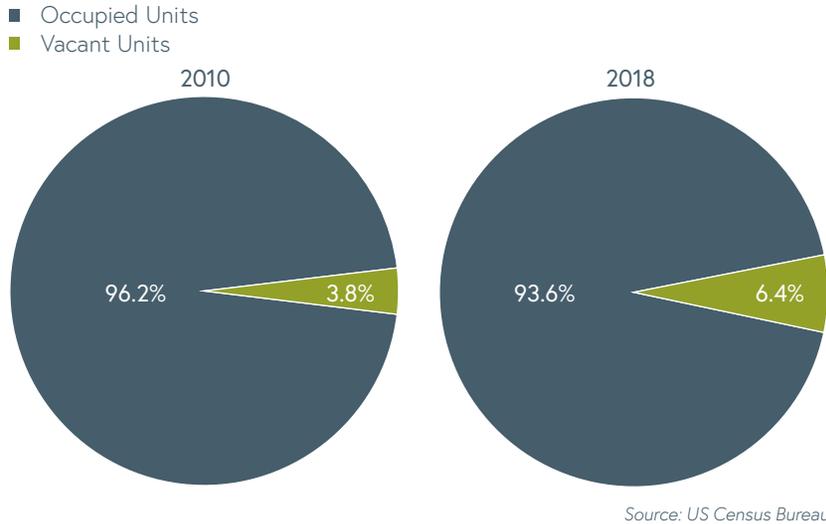


Figure 6. 2018 ACS Household Age in East Grand Forks

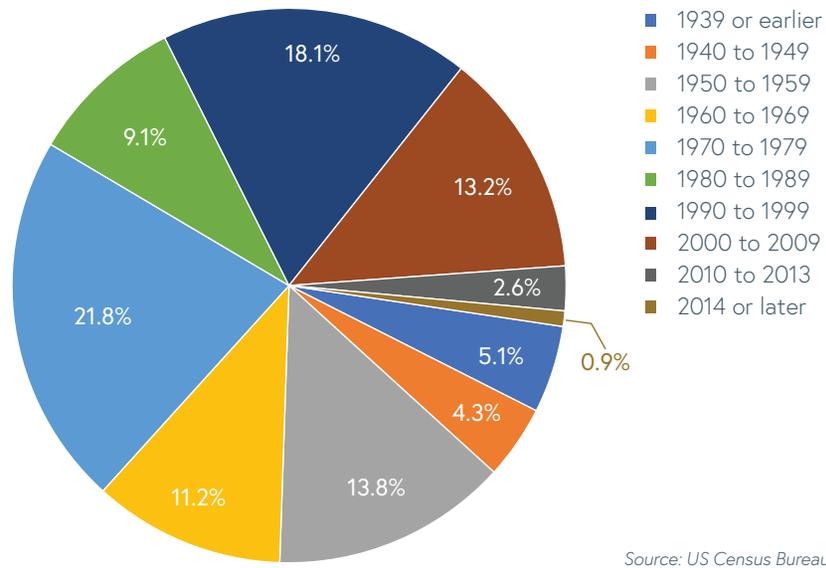


Table 6. 2018 Household Size (ACS five-year estimate)

Household Size	Total Households	% of Total Households
1-person	1,310	37.5%
2-person	972	27.8%
3-person	436	12.5%
4-person	363	10.4%
5-person	339	9.7%
6-person	35	1.0%
7-or-more	42	1.2%
Total	3,497	100.0%

Source: US Census Bureau

the housing unit is household size. A household may be a single family, one person living alone, two or more families living together, and other non-family living arrangements, such as two or more unrelated individuals.

In 2018, one-person and two-person households were about two-thirds of all households in the City (**Table 6**). From 2010 to 2018, one-person households increased the most in absolute terms, from 1,002 to 1,310. Five-person households saw the greatest rate of growth (52 percent) from that eight-year period. By 2018, there were 206 less two-person households, which may be due to family size changes from death, divorce, and/or offspring. It

may also result from households with multiple unrelated individuals shifting to living alone. These observations suggest trends that impact the supply of various housing types. The growth in one-person households means that there could be growing demand for housing that has a smaller footprint, whether as a detached house or one unit as part of a multi-unit development.

HOUSEHOLD CONDITION

The number of houses shown in **Figure 6** were segregated by the year they were built to illustrate the distribution of the age of housing structures within the City. This data assumes that all houses are in livable condition and it

should not be assumed that the older a house is, the worse its condition.

ECONOMY

HOUSEHOLD INCOME

As shown in **Figure 7**, the City got wealthier from 2010 to 2018 as both median and mean household income grew. However, the number of households with annual incomes below \$25,000 also increased over that same period. Approximately half of households earned \$50,000 or

less in 2010; more than half (about 57 percent) were earning \$50,000 or more in 2018. The household income range that grew the most of those eight years was \$100,000 to \$149,999, increasing by 240 households from 337 in 2010. The number of households with incomes between \$25,000 to \$99,999 decreased from 2010 to 2018. This trend suggests that there is a growing gap between low- and high-income households, and greater skewing to higher incomes

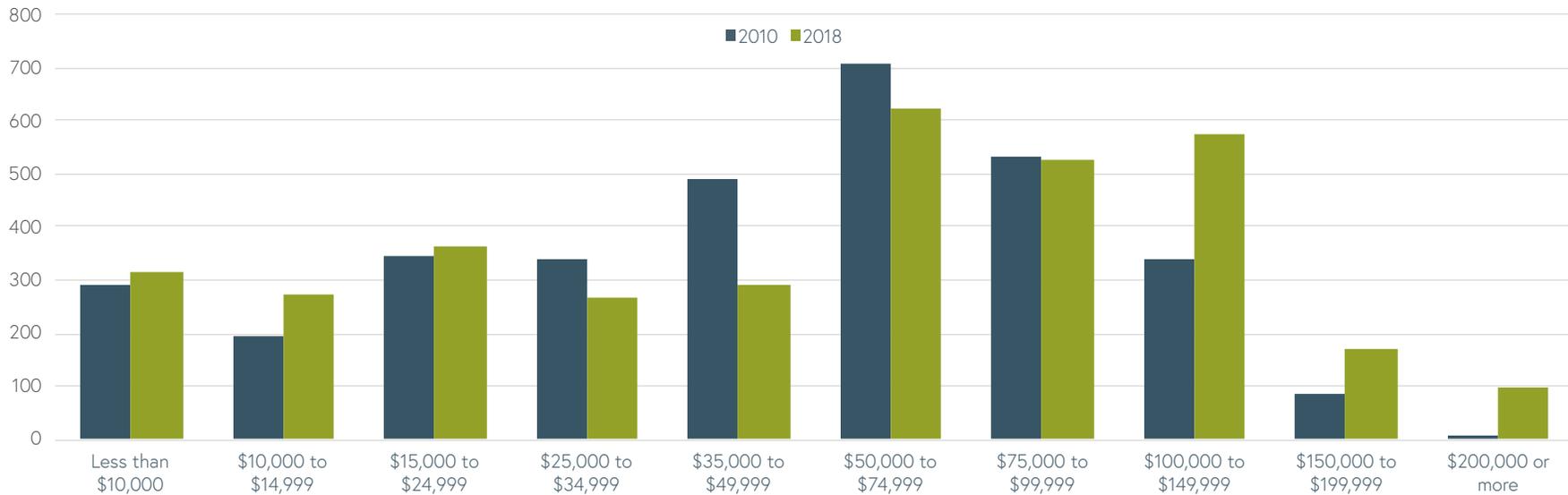
as number of households earning more than \$100,000 increased.

AVERAGE WAGE

Data for average wage was sourced from the latest Quarterly Census of Employment and Wages (QCEW) conducted by the Minnesota Department of Employment and Economic Development. However, the QCEW only provides average weekly wage. To obtain the average hourly wage shown in **Figure 8**, the weekly

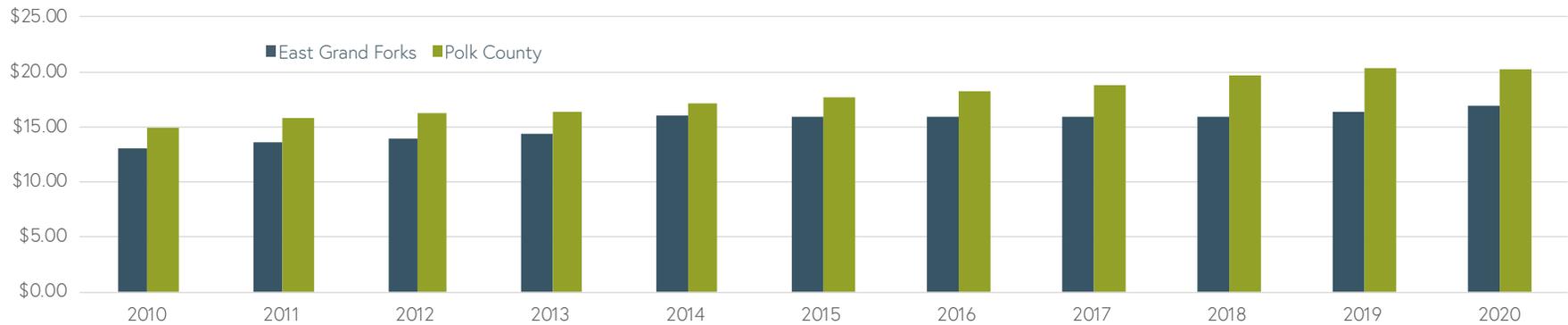
wage was divided by 40, referring to the 40 hours a week for a full-time equivalent employee. At the city level, each year from 2010 to Quarter 1 of 2020 saw modest hourly wage gains with one notable exception. The year 2014 saw the greatest hourly gain (11 percent) than all other years over the decade. The growth in average hourly wage started to stagnate in 2015 up until 2018. In 2019, there was a modest increase from \$15.95 an hour to \$16.43. Polk County outperformed the City with

Figure 7. 2010 and 2018 ACS Household Income



Source: US Census Bureau

Figure 8. Average Hourly Wage 2010 to 2020 Q1



Source: QCEW, Minnesota Department of Employment and Economic Development

respect to growth of average hourly wage, starting at \$14.95 in 2010 and ending with \$20.40 in Q1 of 2020.

EMPLOYMENT

Data from years 2010 to 2018 were examined to understand employment trends in East Grand Forks. The ACS collects employment status information from the population aged 16 years or older. Analysis of that data distinguishes between those categorized as "not in labor force" from those that are "unemployed." "Not in labor force" should not be confused with the "unemployed" population as it includes individuals who are retired, students, beyond working age,

disabled, stay-at-home parents, or have chosen not to seek employment for a different reason. "Unemployed," on the other hand, refers to jobless people actively seeking employment.

The amount of the City's population not in the labor force in 2018 was about 30 percent. Observing ACS data since 2010, minus years 2015 and 2016 due to unavailability of data, labor force participation has remained around 70 percent, sticking within a range of 2 percentage points around that participation rate. Looking at data from 2010 to 2018, the City's unemployment rate dropped from its high of 8.3 percent to 2.2 percent in

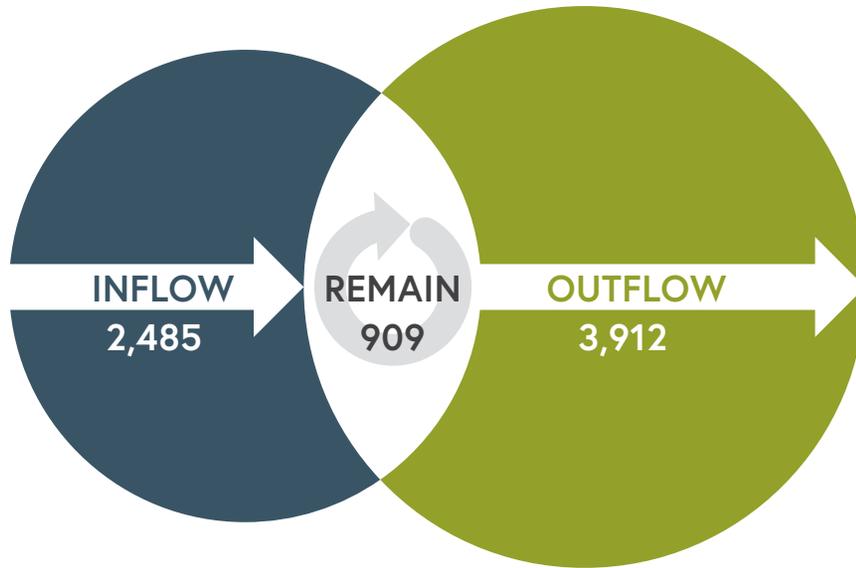
2014. In 2010, the City was still climbing its way out of the recession in 2008, hence the high unemployment rate. This rate increased from 2.7 percent in 2017 to 3.2 percent in 2018. The City was still performing better in 2018 compared to the MSA, which had an unemployment rate of 4.6 percent.

WORKER INFLOW/OUTFLOW

The US Census Bureau, through their Longitudinal Employer-Household Dynamics program, provides data describing the travel patterns of workers specific to a geography known as the inflow/outflow. "Inflow" refers to workers living outside a region coming in to work; the opposite describes the

"outflow." Available data also shows the number of workers within an area remaining to work. When applied to East Grand Forks using the most recent data from 2018, the results of this analysis are shown in **Figure 9**. A more detailed breakdown of the data is provided in **Table 7**. The data in that table shows that, in 2018, a significant majority of the City's employed population (3,912 of 4,821 or 81 percent) were working outside the City, which represents the outflow. However, the City still had a employment population of 3,394, 73 percent of which were traveling in from outside the City, which is an inflow of 2,485 workers. Only 909 people living in the City remained there for work.

Figure 9. Inflow/Outflow of All Workers in East Grand Forks (2018)



Source: US Census Bureau, OnTheMap Application and LEHD (Beginning of Quarter Employment, 2nd Quarter of 2002-2018)

Table 7. Inflow/Outflow Counts of All Workers in East Grand Forks (2018)

Worker Totals and Flows	Count	Share (%)
Employed in the Selection Area	3,394	100.0
Employed in the Selection Area but Living Outside	2,485	73.2
Employed and Living in the Selection Area	909	26.8
Workers Living in the City	4,821	100.0
Living in the City but Employed Outside	3,912	81.1
Living and Employed in the City	909	18.9

Source: US Census Bureau, OnTheMap Application and LEHD (Beginning of Quarter Employment, 2nd Quarter of 2002-2018)

Workforce data from the US Census Bureau's 2018 data also shows the movement of workers from East Grand Forks to other cities and vice versa. As supported by the inflow/outflow analysis, **Table 8** shows a large percentage of the workforce in East Grand Forks is traveling to Grand Forks for their jobs. Out of 4,821 workers in East Grand Forks, 2,371 workers or 49.2 percent of the workforce travel across the border and work in Grand Forks, ND. 909 workers or 18.9 percent of the workforce stay in East Grand Forks while 1,260 workers from Grand Forks travel to East Grand Forks

for their jobs, which is 4.6 percent of the Grand Forks workforce.

EMPLOYMENT SECTORS

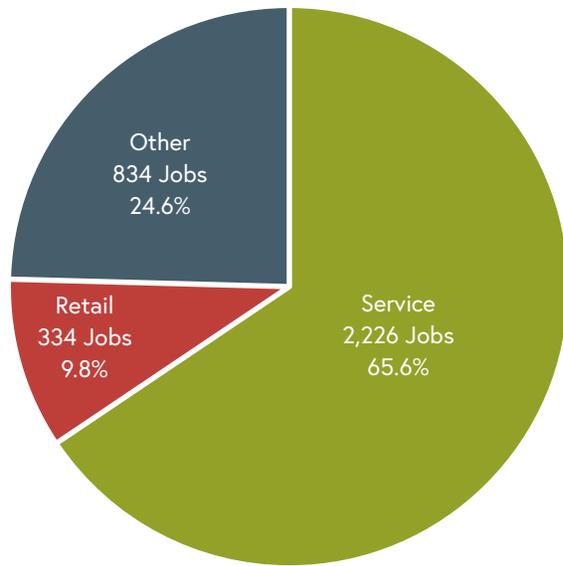
Employment sector data (**Figure 10**) was compiled using North American Industry Classification System (NACIS) data obtained from OnTheMap specifically for the City of East Grand Forks. Employment totals were broken into three sectors: Service, Retail, and Other. The Retail sector includes any business that deals specifically with consumer goods. Each sector can be decomposed further into specific industries, shown in **Table 9**.

Table 8. Work Location for East Grand Forks Workforce Population

Places (Cities, CDPs, etc.)	Count	Share (%)
All Places	4,821	100.0
Grand Forks, ND	2,371	49.2
East Grand Forks, MN	909	18.9
Fargo, ND	241	5.0
Crookston, MN	160	3.3
All Other Locations	1,140	23.6

Source: US Census Bureau, OnTheMap Application and LEHD (Beginning of Quarter Employment, 2nd Quarter of 2002-2018)

Figure 10. Employment Sector Data (2018)



Source: US Census Bureau, OnTheMap Application

Table 10. Low- to Moderate-Income Populations

Income to Poverty Ratio	Population	% of Total Populations
Under 0.50	551	6.4%
0.50 to 0.99	613	7.1%
1.00 to 1.24	329	3.8%
1.25 to 1.49	330	3.8%
1.50 to 1.84	270	3.1%
Total	2,093	24.2%

Source: US Census Bureau

LOW- TO MODERATE-INCOME POPULATIONS

To understand the income level and poverty status of households in East Grand Forks, this analysis examines the income-to-poverty ratio measured by the US Census Bureau (Table 10). This metric compares a household's income to a predetermined dollar amount developed by the Census that represents the threshold below which households are considered to be in poverty. This threshold changes with household size and composition and is also a pre-tax amount that does not account for all sources of income. Therefore, it is better to view it as a "statistical yardstick" and not a complete picture of a household's needs. The population with ratios below 1 is considered to be in poverty; those above 2 suggest a healthy income.

The Grand Forks-East Grand Forks Metropolitan Planning Organization has identified that population whose ratios are lower than 1.84 to be low- to moderate-income. Employing this methodology, nearly a quarter of the population in 2018 was low- to moderate-income and about 13.5 percent of the population of East Grand Forks was in poverty.

Table 9. Jobs per Industry in 2018

Industry	Count	Share (%)
Transportation and Warehousing	212	6.2
Information	72	2.1
Finance and Insurance	59	1.7
Real Estate and Rental and Leasing	12	0.4
Professional, Scientific, and Technical Services	74	2.2
Management of Companies and Enterprises	0	0.0
Administration & Support, Waste Management and Remediation	51	1.5
Educational Services	684	20.2
Health Care and Social Assistance	367	10.8
Arts, Entertainment, and Recreation	25	0.7
Accommodation and Food Services	535	15.8
Other Services (excluding Public Administration)	118	3.5
Public Administration	17	0.5
Utilities	0	0.0
Retail Trade	300	8.8
Wholesale Trade	34	1.0
Agriculture, Forestry, Fishing and Hunting	94	2.8
Mining, Quarrying, and Oil and Gas Extraction	25	0.7
Construction	46	1.4
Manufacturing	669	19.7

Source: US Census Bureau, OnTheMap Application

03

PUBLIC INVOLVEMENT

It is valuable to include as many opportunities for public involvement as possible throughout the planning process. Public outreach efforts assist in the identification of issues, development of goals, and the continued success of the plan. Multiple methods of public involvement were used throughout the development of the 2050 Land Use Plan including a project website, public involvement meetings, a community survey, social media engagement, and stakeholder interviews. The project was directed by a steering committee comprised of city staff, elected officials, and community leaders.

The Federal Highway Administration (FHWA) outlines three fundamental environmental justice principles to be considered during the development of metropolitan planning exercises, among other planning and design efforts, specifically during the public involvement process. The three principles include: 1) to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and

low-income populations, 2) to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and 3) to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations. The public involvement efforts included in the plan process utilized these three principles to ensure that all members of the East Grand Forks community were afforded the opportunity to participate. Special attention was made to identify the location of these groups. This chapter will review the public involvement efforts completed during the development of the East Grand Forks 2050 Land Use Plan. The results of the public involvement process are provided in **Appendix C**.

ENGAGEMENT APPROACH

A modern community engagement process will typically rely on a mix of approaches, embracing innovative technologies such as social media and interactive online applications as well as relying on traditional activities and tools such as in-person meetings, pop-up

events, and print media. However, the COVID-19 pandemic created obstacles for any traditional community engagement activity, making digital and virtual tools even more necessary than otherwise. The public involvement process for this planning process had to adjust to account for the safety and wellbeing of participants while still providing an engaging experience as much as possible. The tools used in the process are described below.

STEERING COMMITTEE

A Steering Committee was established early in the planning process. The committee consisted of staff or representatives from the City, MPO, Polk County, Department of Transportation, FHWA, public school district, the Chamber of Commerce, Northland Community College, and the Downtown Development Association. This group of individuals played an integral role in the development of various plan aspects covering a variety of topic areas. A total of four steering committee coordination meetings were held throughout the planning process. The steering committee coordination meetings were held approximately every four to six

weeks to discuss the progression of the land use plan. Recommendations were made by the steering committee regarding the updated goals and policies, preferred land use plan, area concept plans, future growth terms, prioritization and implementation of the draft land use plan.

Steering Committee Meeting #1

The purpose of the first steering committee meeting was to introduce the project team, provide background information to the committee members, discuss the project schedule and roles, gain feedback into public involvement opportunities and discuss the market overview process. Public engagement discussion included using the project website as the hub for all involvement. An interactive online map and surveys were discussed as primary engagement strategies. The meeting was held on September 9, 2020.

Steering Committee Meeting #2

The purpose of the second steering committee meeting was to review the project schedule, provide a public engagement update and discuss community background

topics. The committee discussed population and urban growth projections and next steps for the project. The meeting was held on January 4, 2021.

Steering Committee Meeting #3

Midway through the planning process, the third steering committee meeting was held to review several items, including the project schedule, the draft Land Use Plan, and community engagement initiatives. Another topic of discussion was the proposed 2050 Goals and Policies. Members talked about potential new community engagement initiatives to help increase outreach and awareness for the Land Use Plan. Several city events were identified for potential engagement opportunities because of the value they would bring.

Steering Committee Meeting #4

The fourth and final steering committee meeting was held September 27, 2021, to review the draft of the 2050 Land Use Plan. This discussion included an overview of the planning process and highlights of each chapter as well as a summary of the community engagement that informed the Plan. Members in attendance addressed the implementation matrix and suggested improvements to identify appropriate partners for various actions. Other discussion centered on annexation processes that concerned future development discussed in the Plan. Another topic focused on intergovernmental cooperation that would help implement the Plan.

PROJECT WEBSITE

To kick off the engagement process, a project website was created in late 2020 (screenshot below). The website served as a hub for community members to access important information regarding the plan. Public involvement included an interactive wikimap on the project website, two online surveys, a virtual open house, and targeted focus groups. Social media also played a critical role in promoting and gathering resident feedback on the project. Facebook and Twitter were utilized to connect and spread awareness with the public.



[Home](#) [About](#) [Project Steering Committee](#) [Document Library](#) [Spread the Word](#) [Contact](#)



Welcome

The **City of East Grand Forks** and the **Grand Forks - East Grand Forks Metropolitan Planning Organization (GF-EGF MPO)** are in the process of updating the East Grand Forks Land Use Plan. You can use this site to contribute your ideas and comments, learn more about the project, and connect with us.

the East Grand Forks Planning Commission, and the East Grand Forks School District. One meeting was held for each focus group on the following days:

- Downtown Development Association via Zoom meeting on February 19
- Chamber of Commerce via Zoom on February 25
- East Grand Forks Planning Commission via Zoom meeting on March 11

COMMUNITY SURVEY

Online Survey #1

The project website opened the first online survey on January 5, 2021. The purpose of this survey was to kickstart and orient the plan's vision. The short survey included 3 broad questions that allowed participants to provide specific answers rather than 'yes' or 'no.' Participants provided input on the following questions, and their answers would help inform the goals and policies of the plan and other plan elements:

- What do you like most about living in East Grand Forks?
- What do you not like about living and working in East Grand Forks? What are some issues we should address?
- What ideas do you have for making East Grand Forks a better place to live, work or visit?

Survey #1 went from January 5 to February 14, during which the survey collected 106 responses. Results

🚲

How comfortable would you feel biking here?

B-3

Two-way separated bicycle lane

- » 10' wide bikeway
- » Two way
- » Bollard buffer
- » On-street facility



- I would not bike here at all
- Very uncomfortable
- Uncomfortable
- I would feel OK biking here
- Comfortable
- Very comfortable

from the survey were compiled and the following key takeaways from residents were observed:

- Respondents highlighted many of the positive aspects of the community.
- A majority of the identified favorite places were located within the downtown.
- The small-town feel, personal safety, and the downtown/restaurant opportunities were the top highlighted positive aspects.
- Respondents noted that a lack of local shopping opportunities, local government, infrastructure improvements, and economic growth were the top challenges for the City.

Online Survey #2

A second online survey was conducted starting February 22, 2021 and lasted through March 16, 2021 on the project website. The purpose of this survey was to identify priorities for land use, economic development, and transportation by asking participants more detailed questions. There were 83 residents that completed the survey with an additional 49 completing a portion. Results from this survey were also reviewed and documented comparing them to existing goals and policies from the 2045 Land Use Plan. This survey included a visual preference portion using illustrations to gather reactions from participants. An example is shown below.

Interactive Wikimap

An online interactive map was created on the project website to allow residents to comment on specific areas within East Grand Forks (screenshot below). Residents were able to leave comments about places they liked or seen as an asset, locate problems or issues, identify important destinations, and identify places to focus investment. Between November 2020 and March 2021, 50 residents provided 184 comments on the map. The specifics of most comments varied, but they could be broadly arranged under common categories as summarized in **Table 1**.

Table 1. Wikimap Survey Results

Comment Category	Number of Comments
Bike/Pedestrian	64
Commercial/Downtown/Industrial Character/Aesthetics	11
Community Safety	8
Expansion/Growth	3
Investment/Economic Development	5
Land Use	7
Natural Resources	5
Neighborhoods	8
Personal Vehicle Transportation	15
Park Facility	23
Park Use	22
Public Use	1
Railroads	3
Traffic Safety	7
Truck Freight	1

PLAN DEVELOPMENT

The engagement activities described in this chapter yielded valuable information that was necessary to crafting the goals and policies that undergird the implementation of the 2050 Land Use Plan. Those goals and policies are detailed in **Chapter 4**. The implementation strategies are listed in **Chapter 7**.

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04

GOALS & POLICIES

Good planning is goal-oriented. Goal setting captures community values, a fundamental step in the public planning process. A statement of goals can reinforce planning activities that are going well and provide a point of departure where change is warranted. The goal statements and policies in this chapter were developed based on previous planning studies, existing and planned city investments, and community and steering committee input summarized in **Chapter 3**. These goals and policies should be revisited again at the next land use plan update. By setting goals now and reviewing them periodically, the City can track its progress toward implementation of the 2050 Land Use Plan.

The purpose of developing policies is to guide how a community acts. A policy is a specific procedure or tool to be applied in a standard situation. It formalizes the city's intent to plan, design, and operate in a given way. Most policies that shape the built environment are codified in a city's zoning ordinance and subdivision regulations. Others may involve a unique set of tactics, such as Complete

Streets or Safe Routes to School, which must be adopted in some form to meet a recognized standard. Good policy language is necessary to clarify expectations for developers, administrators, and other stakeholders involved in the process of managing growth in East Grand Forks.

The goals and polices are intended to assist the community as it works to improve livability while improving access to employment, goods, and services. Livability principles can generally be tied to the goals of the National Ladders of Opportunity Initiative including access to affordable housing; access to work, life and play within neighborhoods; safe and convenient transportation options; clean environment; access to quality health care; civic engagement and social involvement; and opportunities for inclusion and possibilities. The need to continually improve these principles throughout the community was highlighted in the public input received. The goals and polices outlined within this chapter are intended to keep forward momentum on improving the quality of life for all

residents. For example, polices were developed with the goal of diversifying neighborhoods, both housing diversity and land use diversity. These polices aim to improve access to affordable housing, work, and play using various transportation options. Goals and polices of this chapter were used to guide the development of the future land use plan, plan strategies, and implementation plan which provide guidance for city staff, city leaders, and the community to continue to improve the livability for all residents.

The goals and policies are organized by five topics:

1. Housing/Residential
2. Economic Development
3. Urban Expansion Area
4. Parks, Recreation and Open Space
5. Transportation



HOUSING / RESIDENTIAL

The residential area goals and polices are intended to support the development of a diverse housing stock with options suited for all portions of the City's population.

1. Promote the development and expansion of neighborhoods with individual character and sufficient access to urban services.

- 1.1 Enhance neighborhood value with quality housing options, densities and types at all price points that offer a wide range of housing alternatives and affordability including mixed use, while supporting projects that are well designed, add value to the community landscape, and are located in area connected to transit ways and other community amenities.
- 1.2 Revitalize and enhance the quality of the housing stock so that it is attractive and appropriate for new buyers.
- 1.3 Employ flexible zoning for property redevelopment to meet broader housing goals such as density, open space and lot size.
- 1.4 Meet increased demand for senior housing and opportunities for residents to age in place.

ECONOMIC DEVELOPMENT

The economic development goals and polices focus on continued economic growth for the community while increasing employment opportunities and variety of jobs. Polices will support business retention and attraction, in a manner that is fiscally responsible for both the City and the developer/business owner.

1. Encourage investments that support economic development.

- 1.1 Utilize land use planning to enhance job growth and continued economic health throughout all areas of the City.
- 1.2 Expand industrial opportunities by establishing programs that use public/private partnerships to acquire strategic sites and that also develop funding sources and partnerships to allow for the successful acquisition of additional projects.
- 1.3 Identify the types of land uses and related building types that promote job generation and retention to encourage economic growth. Identify barriers to investments that deter the construction of those building types and deter the use of underutilized properties. Encourage development of building types that are adaptable to evolving demands. Establish a process by which the preservation or creation of job producing land uses is reviewed periodically by City staff.

- 1.4 Manage growth and development in a manner that is fiscally responsible.
- 1.5 Support opportunities that benefit livability and will improve social and economic needs of all community members by improving transportation network connections, providing more transportation choices, and increasing development density near transit stops and routes.

2. Encourage redevelopment and preservation within the longstanding key downtown.

- 2.1 Develop and implement a comprehensive downtown master plan for all improvements, which promotes/encourages future investment and business growth in the downtown area.
- 2.2 Make downtown visually interesting at a small-town scale.
- 2.3 Create user friendly edges and provide more form to downtown.
- 2.4 Create and/or implement programs to facilitate the redevelopment and preservation of the identified sites through private/public partnerships.

URBAN EXPANSION AREA

These goals and policies emphasize logical development within the plan's near, mid- and long-term planning time frames. These policies outline mechanisms for planning and managing future growth.

1. Plan for a logical expansion of urban growth beyond the existing municipal service boundaries.

- 1.1 Plan for logical expansion of urban growth beyond the existing municipal service boundaries while preserving the urban growth expansion area for future urban development.
- 1.2 Establish a link between housing and employment opportunities to provide a connection as growth occurs.
- 1.3 Preserve a corridor for mixed use development with The Point to facilitate the future new south river crossing.



PARKS, RECREATION & OPEN SPACE

The parks, recreation, and open space goals and policies strive to promote opportunities for active and passive recreation within the community and greater region.

1. Create and maintain a park system with a variety of recreational opportunities throughout the community.

- 1.1 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.
- 1.2 Create a well-connected and easily accessible system of parks, open space, trails, pathways, community connections, and facilities that links neighborhoods and provides opportunities for residents and others to gather and interact.
- 1.3 Maintain a sufficient park and trails system to provide adequate passive and active



and recreation opportunities, including compliance with the Americans with Disabilities Act (ADA), for the current and future residents of East Grand Forks.

- 1.4 Continue to review and maintain existing parks in order to establish an inclusive environment that caters to all abilities.
- 1.5 Add new parks and facilities to achieve equitable access to add neighborhoods, accommodate the needs of redeveloping areas, and meet residents' desires for a range of recreation opportunities serving all ages, abilities, and cultures.
- 1.6 Examine opportunities for improved crossings and connections across roadways and in relation to the school system.
- 1.7 Create a diverse array of sizes and types of gathering places throughout the City to promote community, art, and culture.
- 1.8 Complete and implement the Facilities Master Plan.



TRANSPORTATION

The transportation goals and policies are intended to support existing and future transportation needs within the community.

1. Provide a transportation system that is integrated with land use and development while enhancing safety for all users and modes of transportation.

- 1.1 Create a Downtown Parking Plan to address transportation and multi-model needs utilizing the October 2020 Downtown Transportation Study.
- 1.2 Create functional and aesthetic transit stops which encourage transit use and compliment the area.
- 1.3 Provide opportunity between compatible land uses by establishing suitable connections that integrate various modes of transportation.

2. Advocate development that is accompanied by a sufficient level of support services and



facilities (roads, utilities, infrastructure, storm water management systems, parking, access, non-motorized transportation facilities, electrical vehicle charging stations, transit facilities/stations, smart transportation facilities, etc.).

- 2.1 Continue to develop a multimodal transportation system that enhances access to various types of land uses, developments, economic growth opportunities, and affordable housing that would help meet social and economic needs of East Grand Forks residents.
 - 2.2 Continue efforts to eliminate gaps and expand the existing non-motorized transportation network to enhance connectivity between neighborhoods, communities, and various land uses.
 - 2.3 Continue to consider freight activities within areas with freight generating activities and in high-density areas.
 - 2.4 Create a highly efficient transportation system by promoting connectivity, enforcing access management, exploring and implementing advanced transportation technology, and utilizing other transportation planning practices throughout the development review process for motorists, non-motorists, and freight activities.
- ### 3. Plan for the current and future transportation needs of the community as growth occurs.
- 3.1 Build an environment that helps promote transportation corridor safety for motorized and non-motorized users and freight activities.
 - 3.2 Promote roadway connectivity across and between modes for people, goods (i.e. freight), and services, through the implementation of the East Grand Forks planned maps for motorist and non-motorists (i.e. trails, bike lanes, sidewalks, etc.).
 - 3.3 Continue the installation of non-motorized transportation facilities along new roadways in accordance with existing ordinances.
 - 3.4 Promote the use of various modes of transportation (i.e. passenger vehicles, freight, non-motorized transportation, etc.) for all age groups. Develop livable neighborhoods, communities, and other land uses that incorporate non-motorized connectivity consistent with Safe Routes to School and other transportation initiatives. Use "complete streets" policies as a guide for developing safe, reliable, and economical transportation systems, while also maintaining or improving the natural environment.
 - 3.5 Incorporate transportation network resilience by being aware of potential risks and management strategies to be prepared for disasters, including extreme weather events, that could impact the transportation infrastructure and the ability of the public to travel.

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05

FUTURE LAND USE PLAN

This chapter describes the land use plan for East Grand Forks over the next 30 years and presents the 2050 Land Use Map, which shows the location and arrangement of future land uses and the approximate time period they are expected to develop. Before that discussion, it introduces the method by which the land use plan was created, including all necessary data and calculations.

Planning for future growth is an important step in a community's longevity and vitality. Tying these future planning efforts to realistic growth projections informs accurate future household needs; land consumption; infrastructure needs; demand for city facilities, services and utilities; and transportation system investments. Those transportation investments are discussed further in **Appendix D**.

Table 1. Population Projection

Year	20 SFR units/year + 36 MFR units/5 years
2020	9,176
2025	9,512
2030	9,847
2035	10,183
2040	10,519
2045	10,854
2050	11,190
Annual Growth Rate (2020-2050)	0.73%

Note: SFR assumes 2.73 pph; MFR assumes 1.74 pph (2015 TAZ data)

Source: PopFinder for Cities and Townships, Minnesota State Demographic Center (2018 population), Esri Business Analyst

To develop a 30-year future land use plan for East Grand Forks, two factors were needed for consideration:

1. The population growth that is expected by 2050
2. The amount of commercial, industrial, parkland, and institutional uses that would be required to support the population growth expected by 2050

POPULATION GROWTH

Population growth was determined using an approach described in Chapter 2 that relied on the City issuing 20 single-family residential (SFR) building permits per year and issuing a building permit for a 36-unit multi-family residential (MFR) development once every five years. This approach was the preferred alternative of the Steering Committee selected among six different population projections that were prepared for the January 4th Steering Committee meeting. The population growth projected by this approach is described in **Table 1**. With that projected population figure, land uses could be calculated.

LAND USE PROJECTION

To support the growth of 2,014 new residents projected by 2050, the City would need a certain amount of commercial, industrial, parkland, and institutional uses. This estimation of land use demand relied on data from the Grand Forks, ND - East Grand Forks, MN Metropolitan Planning Organization (MPO) Transportation Demand Model (TDM), provided at

Table 2. Land Use Projection Factors

From 2015 TAZ	
SFR Person per Household (pph) ¹	2.73
MFR pph ¹	1.74
Commercial Jobs per Acre ²	9.7
Commercial Jobs per 1,000 People ³	425
Industrial Jobs per Acre ²	3.9
Industrial Jobs per 1,000 People ³	123
2045	10,854
2050	11,190
Acreage Projections	
SFR Units per Year	20
SFR Density	2.25 du/ac ⁴
MFR Units per Five Years	36
MFR Density	16 du/ac ⁴
SFR Net to Gross	125%
MFR Net to Gross	N/A
C/15 Net to Gross	125%
Parks Acre per 1,000 People	7
Institutional per 1,000 People	9

¹ Includes all TAZs located with East Grand Forks current boundaries

² From the 2015 GF/EGF MPO TDM methodology memorandums

³ Includes all TAZs within the 2015 GF/EGF MPO TDM

⁴ dwelling units per acre

⁵ commercial/industrial

Source: GF-EGF MPO 2015 TDM

the level of transportation analysis zones (TAZs). The 2015 TDM used a combination of American Community Survey (ACS) Block Group data and InfoGroup Household data to assign population by housing type, household size, number of households,

and employment by business type for each TAZ. The information within the TAZ dataset was analyzed to identify factors that were coupled with the population projections to develop the land use projections. Those factors are listed in **Table 2** and described below.

The SFR and MFR persons per household (pph) ratios were determined by evaluating the 88 TAZs within East Grand Forks. That analysis yielded a SFR ratio of 2.73 pph and MFR ratio of 1.74 pph.

The projected area needed for commercial and industrial uses was based on the amount of jobs per acre and jobs per 1,000 residents. The commercial figures were analyzed by combining both the retail and service jobs within the TAZ, and the industrial figures were analyzed by combining manufacturing, industrial, and wholesale trade jobs.

The 88 TAZs that compose East Grand Forks produce a total of 2,227 commercial jobs and 859 industrial jobs. However, this analysis appears incomplete since

residents on both sides of the Red River would travel across to shop or work. In which case, all 550 TAZs within the 2015 TDM were analyzed, which generated a total of 29,463 commercial jobs and 8,497 industrial jobs within the metropolitan area.

Using these jobs numbers within the metropolitan area, the number of commercial and industrial jobs per 1,000 residents was 425 and 123, respectively. The methodology memorandums for the 2015 TDM listed the jobs per acres used for both the commercial and industrial land uses, and those same figures were used in this land use projection.

The densities of the SFR and MFR land uses were determined by evaluating recent development using Polk County, MN parcel data. For parklands, that projection was based on assuming one neighborhood of seven acres in size per 1,000 residents and either one church or one elementary school per 1,000 residents. After evaluating the existing church or elementary school sites within East Grand Forks, it was determined that each site is an average of 9 acres.

Table 3. Land Use Factors and Projected Acreage Demand

Land Use Factors	2021 to...					
	2025	2030	2035	2040	2045	2050
SFR Population	273	546	819	1,092	1,365	1,638
SFR Units	100	200	300	400	500	600
SFR Net Acres	44.4	88.9	133.3	177.8	222.2	266.7
SFR Gross Acres	55.6	111.1	166.7	222.2	277.8	333.3
MFR Population	63	125	188	251	313	376
MFR Units	36	72	108	144	180	216
MFR Net Acres	2.3	4.5	6.8	9.0	11.3	13.5
MFR Gross Acres	6.8	9.0	11.3	13.5	15.8	18.0
Total Units Population ¹	278	671	1,007	1,343	1,678	2,014
Total Units ²	136	272	408	544	680	816
Total Units Net Acres ³	46.7	93.4	140.1	186.8	233.5	280.2
Total Units Gross Acres ⁴	62.3	120.1	177.9	235.7	293.5	351.3
Commercial Jobs	118	285	428	571	713	856
Commercial Net Acres	12.2	29.4	44.1	58.8	73.5	88.2
Commercial Gross Acres	15.2	36.8	55.1	73.5	91.9	110.3
Industrial Jobs	34	83	124	165	206	248
Industrial Net Acres	8.8	21.2	31.8	42.3	52.9	63.5
Industrial Gross Acres	10.9	26.5	39.7	52.9	66.2	79.4
Total C/I ⁵ Jobs	152	368	552	736	920	1,104
Total C/I Net Acres	20.9	50.6	75.9	101.2	126.5	151.7
Total C/I Gross Acres ⁶	26.1	63.2	94.8	126.5	158.1	189.7
Park Acres	1.9	4.7	7.0	9.4	11.7	14.1
Institutional Acres	2.5	6.0	9.1	12.1	15.1	18.1
Total Net Acres	72.0	154.7	232.1	309.4	386.8	464.1
Total Gross Acres⁷	92.9	194.1	288.9	383.7	478.5	573.2

¹ Total Units Population = SFR Population + MFR Population

² Total Units = SFR Units + MFR Units

³ Total Units Net Acres = SFR Net Acres + MFR Net Acres

⁴ Total Units Gross Acres = SFR Gross Acres + MFR Gross Acres

⁵ C/I = Commercial Industrial

⁶ Total C/I Gross Acres = Commercial Gross Acres + Industrial Gross Acres

⁷ Total Gross Acres = Total Units Gross Acres + Total C/I Gross Acres

Table 4. Land Use Categories

	UER/Agricultural are undeveloped areas, involved in some form of agricultural production. Areas with this designation are not identified for growth within the planning horizon.
	Commercial consists of general and highway oriented business such as convenience stores, gas stations, general retail, and big box retail chain stores.
	Commercial/Industrial is a mixed use development allowing for the development of mixed use establishments and a horizontal mixture of industrial and commercial uses (i.e. industrial pipe distributor).
	Industrial related businesses such as manufacturing, trucking, rail, automotive, and agriculture related industrial uses form industrial land use.
	Low Density Residential consists of single family households, mobile home parks, and two family households
	Medium Density Residential is made up of two family households, townhomes, and apartment complexes.
	Mixed Use Residential/Commercial classification represents a mixture of commercial sales and services with residential dwellings within the same parcel or structure (vertical and horizontal development).
	Park/Recreation/Open Space are areas of public or private ownership that remains undeveloped or is developed as parks, trails, and/or recreation areas.
	Public/Institutional land use includes religious, government, educational, and health care institutions.

After determining the number of jobs per commercial and industrial acre and residential densities, the projected demand of each land use can be calculated as shown generated by the expected population growth is described in **Table 1** can be determined. These demands are summarized in **Table 3**, which provides the cumulative acreage of each land use from 2021 to the following fifth year up to 2050.

Projecting land uses must be done carefully as real estate values can dramatically increase if the area of land uses available are identical to the

amount of land demanded. In addition, mismatch can occur when land owners wish to sell land for development as the demand for that land use is lagging. To account for these variations in the market, the gross acreage for SFR and Commercial/Industrial land uses is 125% of the net acreage to create a healthy real estate market for development. Each 36-unit MFR development would require 2.25 acres. For the gross MFR acreage, an additional two sites were made available totaling 4.5 acres.

FUTURE LAND USE

The 2045 Land Use Map (**Figure 1**) prepared in 2015 shows an appropriate amount of land in nearly every land use category (**Table 4**) to meet the demand expected by 2050. There are significant amounts of additional land available for nearly all land uses in the Future Expansion Area as well.

Since the 2045 Land Use Map has a sufficient amount of land identified for development to meet the land use growth needs through 2050, there are only a few differences between the 2045 Land Use Map and the proposed 2050 Land Use Map (**Figure 2**). The 2050 map continues the practice of assigning areas to their expected time of development, or phasing (**Figure 3**). Those phases and their associated time frames are as follows:

- Near Term - 2021 to 2030
- Mid Term - 2031 to 2040
- Long Term - 2041 to 2050
- Future Expansion Areas - Beyond 2050

Compared to 2045, the 2050 Land Use Map adjusts specific areas for a more appropriate phasing that better matches their expected time of development (**Figure 3**). Other changes are as follows:

- The existing rural residential properties along State Highway 220 located north of the city boundary are identified as "Future" growth beyond 2050.

(Continues on page 33)

Figure 1. 2045 Land Use Map

LAND USE CATEGORIES

- Agricultural
- Commercial
- Commercial/Industrial
- Industrial
- Low Density Residential
- Medium Density Residential
- Mixed Use Residential/Commercial
- Park/Recreation/Open Space
- Public/Institutional
- UER/Agricultural
- City Boundary
- Existing Dike Alignment

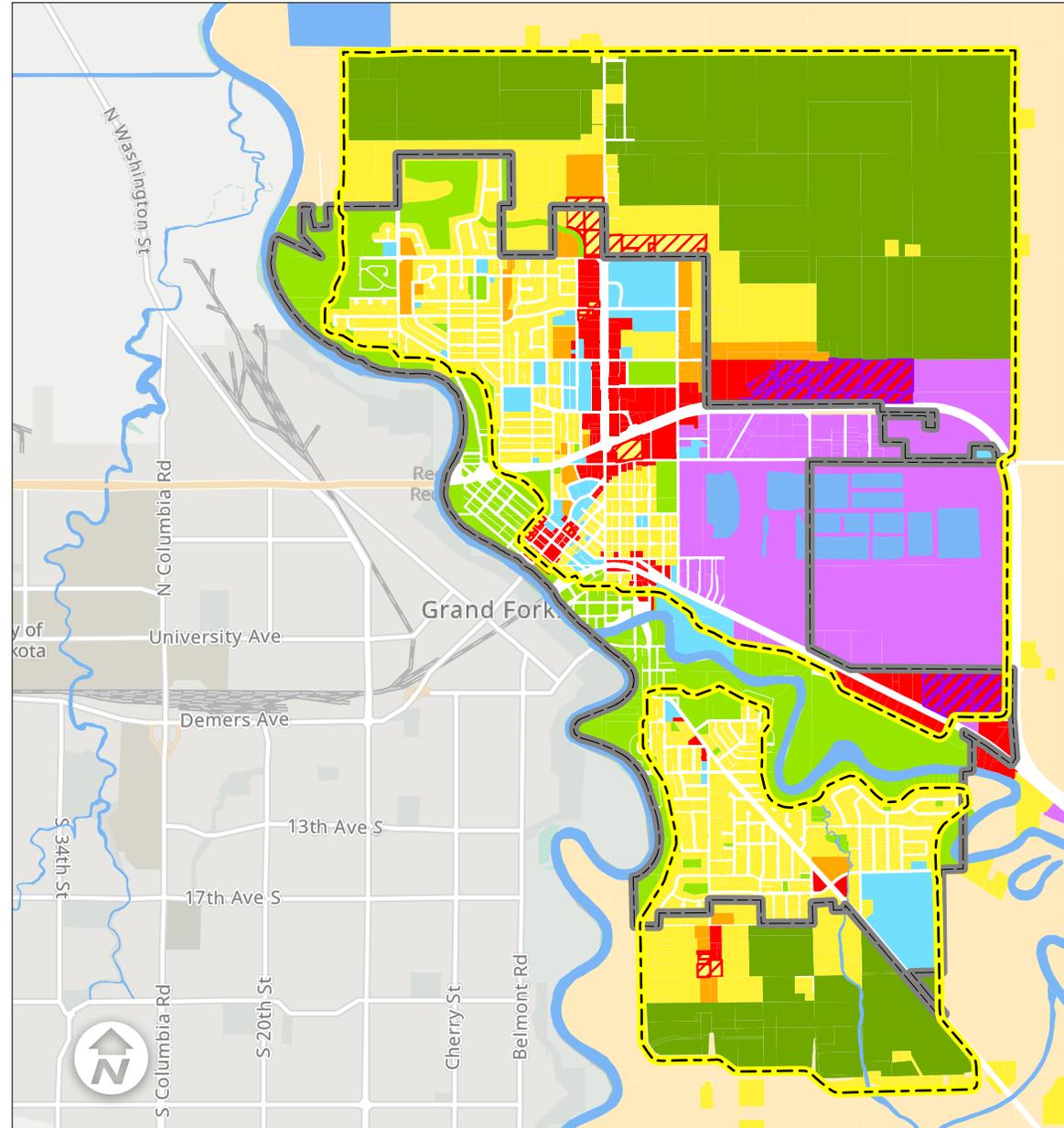


Figure 2. 2050 Land Use Map

LAND USE CATEGORIES

- Agricultural
- Commercial
- Commercial/Industrial
- Industrial
- Low Density Residential
- Medium Density Residential
- Mixed Use Residential/Commercial
- Park/Recreation/Open Space
- Public/Institutional
- UER/Agricultural

NEW BRIDGE ALIGNMENTS

- 32nd Ave
- Elks Dr
- City Boundary
- Existing Dike Alignment

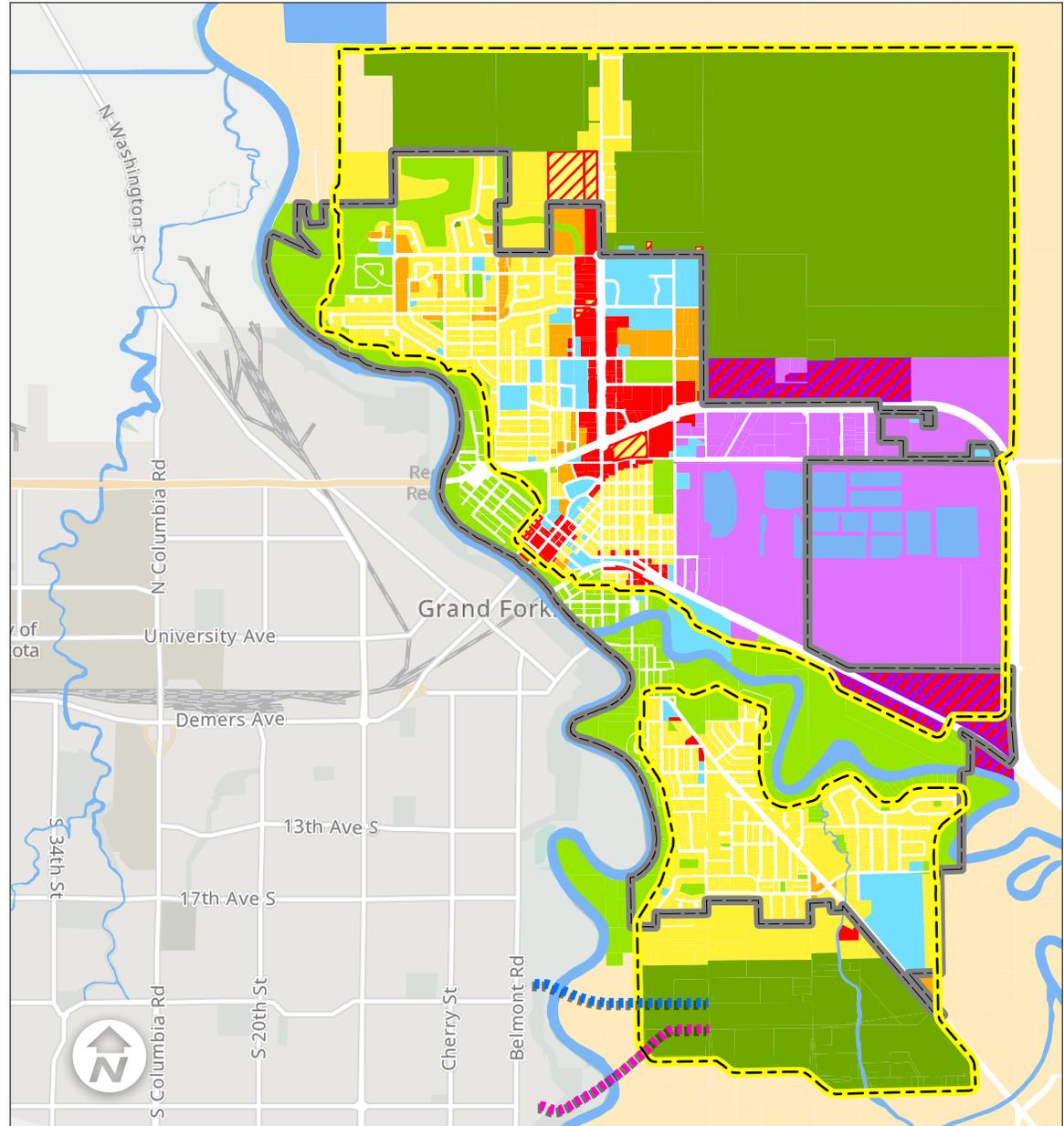


Figure 3. 2050 Land Use Phasing Map

LAND USE CATEGORIES

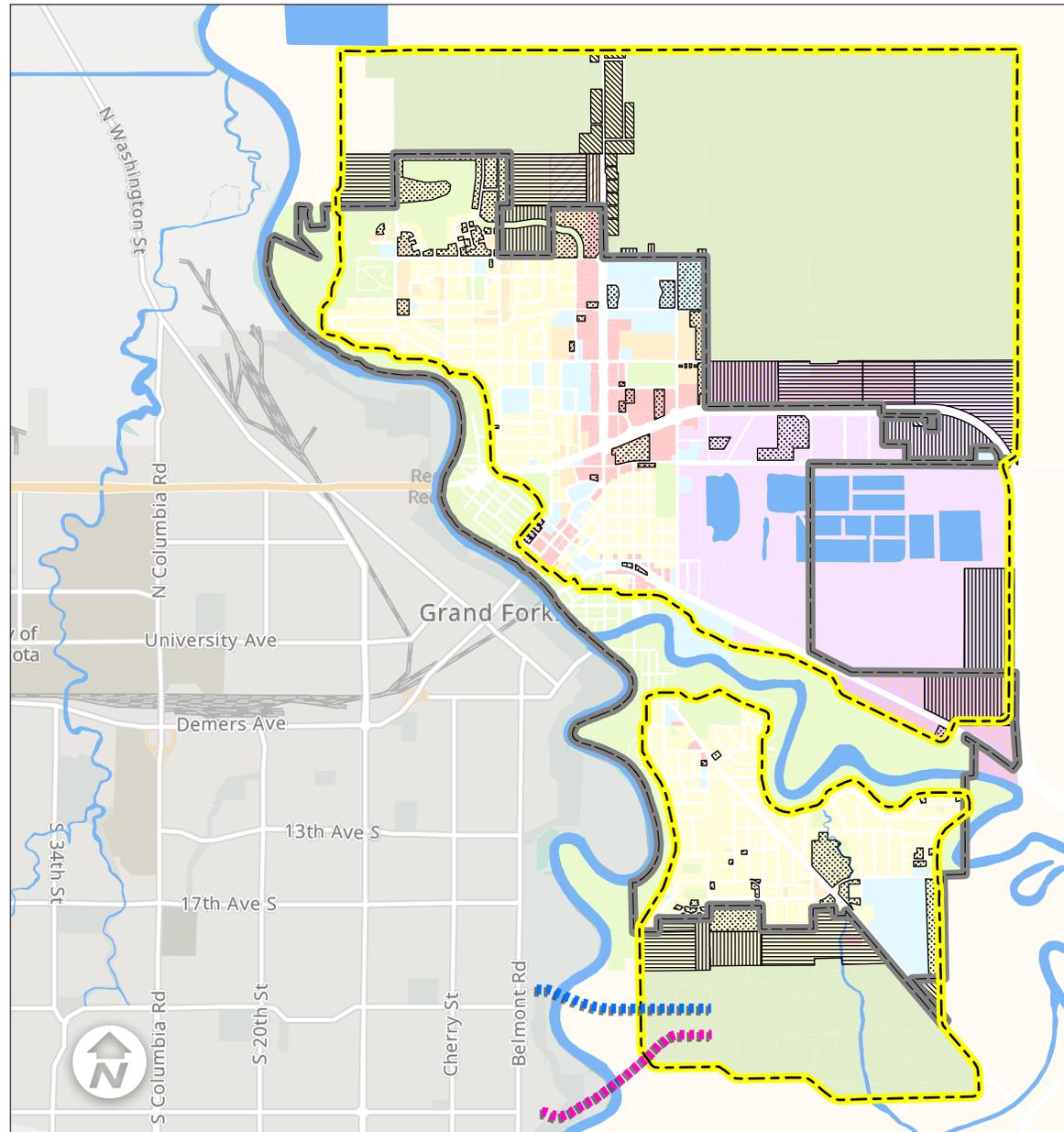
-  Agricultural
-  Commercial
-  Commercial/Industrial
-  Industrial
-  Low Density Residential
-  Medium Density Residential
-  Mixed Use Residential/Commercial
-  Park/Recreation/Open Space
-  Public/Institutional
-  UER/Agricultural

GROWTH PHASING TERM

-  Near Term (2021 - 2030)
-  Mid Term (2031 - 2040)
-  Long Term (2041 - 2050)
-  Future Expansion Areas

NEW BRIDGE ALIGNMENTS

-  32nd Ave
-  Elks Dr
-  City Boundary
-  Existing Dike Alignment



- The Medium Density Residential and Low Density Residential northeast of the city boundary are removed and changed to Urban Expansion Reserve (UER)/Agricultural.
- The parcels located within one quarter of a mile south of the southern city boundary is designated as Low Density Residential. The distance of one quarter of a mile was selected to allow for the future construction of a minor collector road between Bygland Road SE and Rhinehart Drive between the existing city boundary and the future south river crossing.
- A 330-foot wide piece of land east of South Point Elementary School and Central Middle School and west of the flood dike is changed from Public/Institutional to Low Density Residential to both create additional households near the schools and allow for roadway connection between 13th St SE and Bygland Road to alleviate traffic at the Bygland Road - 13th St SE intersection.
- The land south of 4th St NE that has been purchase by Sacred Heart Church has been changed from Commercial to Public/Institutional.
- The remaining parcels within the 2045 Land Use map that are outside of the city boundary have been changed to Agricultural or UER/Agricultural.

Table 5 shows the projected demand of each land use category as derived from the analysis in Table 3. **Table 6** shows how the 2050 Land Use Plan is meeting that demand. Each land use category is listed and within their row is the acreage of land that will be available for development as arranged by phasing term. The total acreage of land available for development over the next 30 years is approximately 803 acres. It should be noted that there is a large amount of land identified as developable Public/Industrial land in the Near-Term which is part of the campus for or adjacent to Northland Community and Technical College.

Table 5. Projected Acreage Demand for Each Land Use by Phase

Land Use	Near Term (2021-2030)	Mid Term (2031-2040)	Long Term (2041-2050)	Total (2021-2050)
SFR	111.1	111.1	111.1	333.3
MFR	6.0	6.0	6.0	18.0
Commercial	36.8	36.8	36.8	110.3
Industrial	26.5	26.5	26.5	79.4
Public/Institutional	10.7	10.7	10.7	32.2
Total Gross Acres	191.1	191.1	191.1	573.2

Table 6. Land Use Acreage Available for Development by Phase

2050 Land Use Category	Near Term (2021-2030)	Mid Term (2031-2040)	Long Term (2041-2050)	Total (2021-2050)
Commercial	20.9	4.5	0.0	25.4
Commercial/Industrial	14.7	43.5	98.3	156.0
Industrial	115.6	0.0	9.2	124.8
Low Density Residential	93.0	119.1	145.7	357.8
Medium Density Residential	43.8	0.0	6.2	50.0
Mixed Use Residential/Commercial	16.0	12.0	28.2	56.2
Public/Institutional	31.2	1.7	0.0	32.8
Total Acreage	334.7	180.8	287.4	803.0

FUTURE VISION OF TRANSPORTATION

The East Grand Forks community has expressed a desire to see a broader and varied palette of transportation options within the City. This desired future was captured in the comments and ideas gathered through public engagement process for the 2050 Land Use Plan. It was further refined by the Steering Committee and City Staff. What emerged from that work were transportation-related goals and policies described in **Chapter 4** and a vision statement, shown below:

Residents of East Grand Forks, of all ages and abilities, walk and bike for transportation, recreation and fitness. Walking and biking are safe, comfortable, inviting, and convenient everyday activities during the entire year.

GUIDELINES FOR RECOMMENDATIONS

Several state and national guides provide detailed guidelines on recommended use, placement, dimensions, and other applicable facility characteristics.

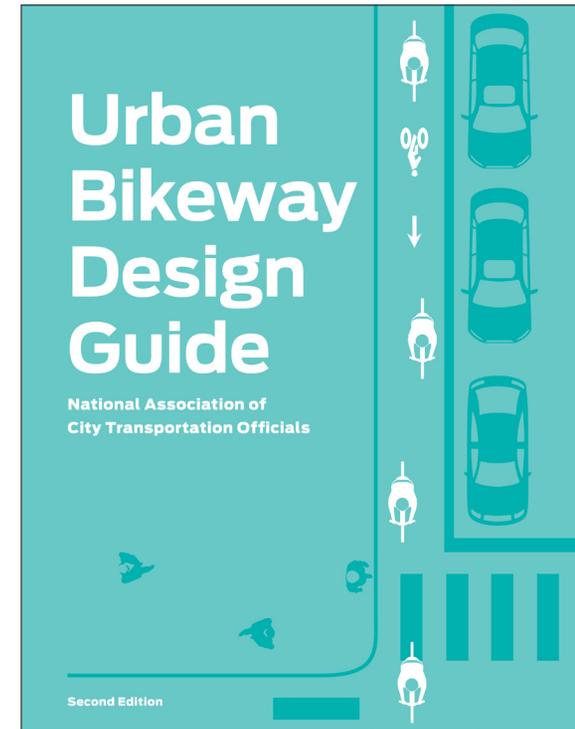
This chapter recommends that these guides be used for design reference for facilities and networks in the City. These guides include:

- [FHWA Small Town and Rural Multimodal Networks](#)
- [NACTO Urban Bikeway Design Guide](#)

- [NACTO Urban Street Design Guide](#)
- [NACTO Intersection Design Guide](#)

As for local resources, some are available through the Minnesota Department of Transportation (MnDOT). East Grand Forks and the MPO have also completed several active transportation plans and studies or projects with an active transportation component. The list of those documents includes the following:

- [MnDOT Bicycle Facility Design Manual](#)
- [MnDOT District 2 Bicycle Plan](#)
- [MnDOT Access Management Manual](#)
- [Safe Routes to School - Central Middle School and South Point Elementary](#)
- [Safe Routes to School - New Heights Elementary](#)
- [East Grand Forks Americans with Disabilities Act Transition Plan for Public Right of Way](#)
- [East Grand Forks Access Management](#)
- [Sidewalk Ordinance](#)
- [Bicycle and Pedestrian Element \(2045 Long Range Transportation Plan\)](#)
- [East Grand Forks Northwest Street Network Study](#)
- [Bygland Road Study](#)
- [Grand Forks/East Grand Forks School Safety Study Summary](#)
- [Transit Development Plan](#)



TRANSPORTATION STANDARDS FOR DEVELOPMENT

These documents contain standards and procedures for new development within the City that must be followed during review. Those include the following:

Infrastructure

- Develop a dedicated funding source to build out the City's sidewalk and trail network.
- Review/modify sidewalk policies to include goal of providing sidewalks on both sides of urban (curb and gutter) local streets including

new development and retrofits on existing streets, (including dead-ends) to provide cut-throughs or park/trail connections.

- Encourage street trees, vegetative buffers, and street furnishings to control stormwater and provide shade.
- Allow for facilities that enhance the pedestrian environment including pedestrian-scaled lighting, public art, wayfinding, vegetation, etc.
- Accommodate commercial activities that invite walking and add activity and interest to the area.
- Establish guidelines for installation of rest stop facilities including benches, water refill stations, short-term parking, bicycle maintenance stations, trash and recycling, and restrooms.

Bicycle Facility & Network Design

- Use latest best practices for full selection of bikeway facilities. Sources include: 2012 AASHTO Guide for the Development of Bicycle Facilities, NACTO Urban Bikeway Design Guide, FHWA Separated Bike Lane Planning and Design Guide, MnDOT Bikeway Facility Design Manual, and others.

Bicycle Parking

- Develop bicycle parking requirements for new development, and install bicycle parking at existing destinations including commercial and employment centers, recreational areas, schools, and other community destinations where people may arrive by bike.

Facility Maintenance

- Develop facility maintenance guidelines for ongoing and seasonal maintenance including street cleaning, vegetation maintenance, snow and ice removal, and re-striping.

GUIDELINES TO BE USED DURING DEVELOPMENT REVIEW

In addition to the above, the 2050 Land Use Plan provides further recommendations for additional standards and procedures that should be considered for new development proposed in the City. Those include the following:

Parking (Bicycle and Automobile)

- Permit use of an in-lieu-of ratio of 6 to 1 for providing bicycle parking in place of automobile parking for commercial and residential uses in

Downtown and in areas adjacent to Downtown where off-street parking is currently required.

- Require bike parking minimums as a percentage of total automobile parking spots provided.
- Adopt APBP's Bicycle Parking Guidelines as official policy.

Street Crossings and Intersections

- Provide safe, marked opportunities for people walking or biking to cross the street at least every half-mile along minor arterials, and every quarter-mile in neighborhoods and adjacent to commercial or retail development, schools, and parks.
- Install ADA-compliant curb ramps at all marked and unmarked crosswalks.
- Install curb extensions ("bump-outs") where possible, including commercial districts, neighborhoods, near schools, and where on-street parking is permitted.
- Include advanced stop bars to improve safety and motorist positioning away from crosswalks.

In addition to the transportation standards and guidelines discussed above, the following pages introduce area concept plans that illustrate those urban planning practices that also need to be considered during development review

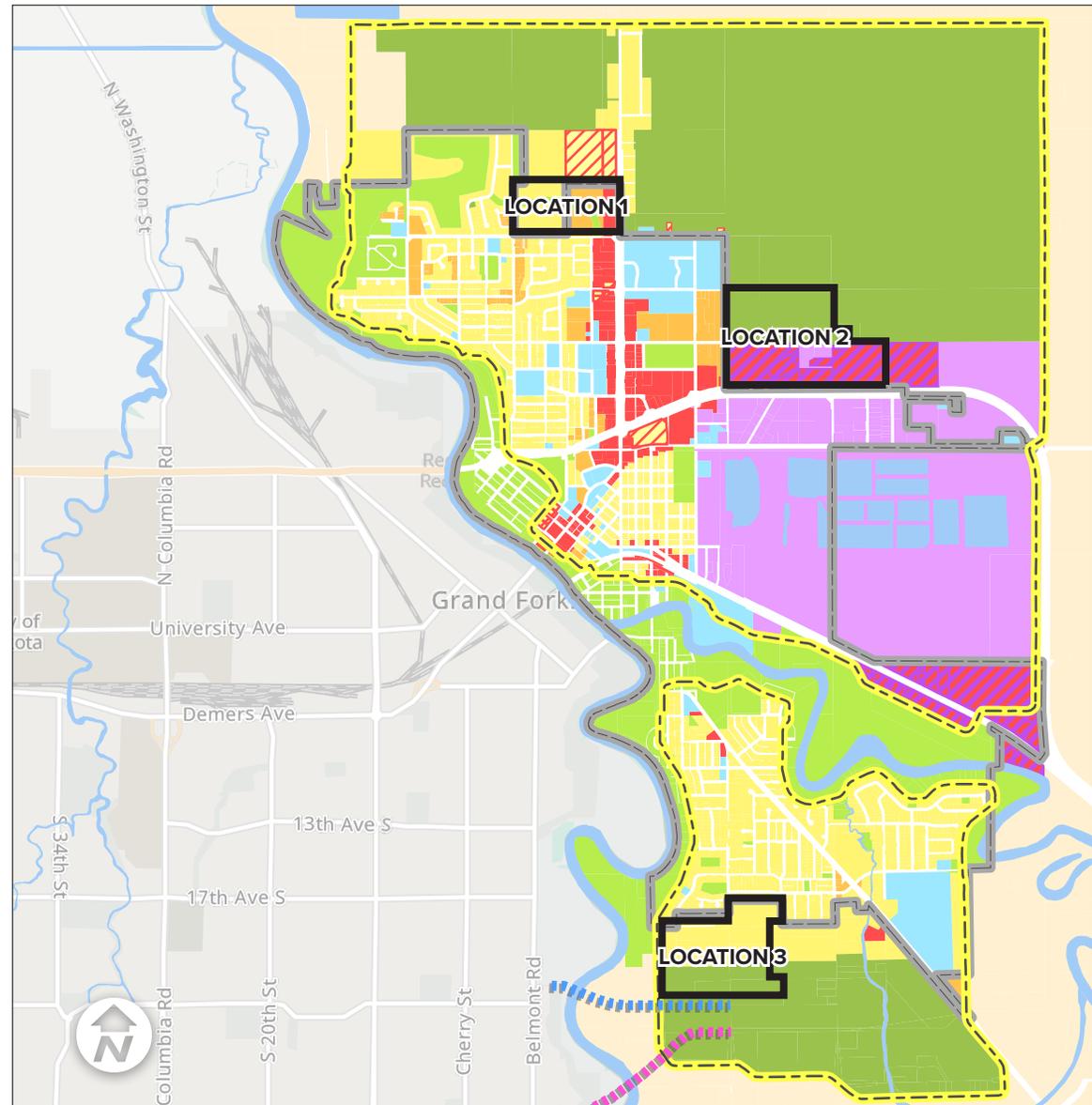
AREA CONCEPT PLANS

For the 2045 Land Use Plan, three priority development sites were identified for further study by SRF (**Figure 4**), which have been carried forward to 2050. For each site, an area concept plan was developed that provided detail beyond the future land use plan. Each area concept plan provides an example master plan that defines lots, street right-of-way, and other enhancements. These master plans should serve as an additional tool for the City to use when working with property owners or perspective developers.

The development of the area concept plans allow for an additional level of detail to be considered within the long range planning process. The future land use plan was used as a base to define the location of each land use type, while the existing zoning regulations were used to define appropriate dimensional standards. The area concept plans focus on achieving the goals and policies of this plan. Multiple population groups were considered during the plan development, with focus placed on diversity of housing options, access to multiple modes of travel, and proximity to employment, goods and services.

The following provides a discussion of each area concept plan and a summary of advantages and disadvantages of each.

Figure 4. Priority Development Sites



LOCATION 1

The first area concept plan, Location 1 (**Figure 5**), was developed for an 80 acre region located to the north of 23rd Street NW, between 8th Avenue NW and MN 220. The eastern 40 acres of Location 1 was recently annexed into the City of East Grand Forks, while the remaining 40 acres remains within the Grand Forks Township's jurisdiction. The area is comprised of existing agricultural land, other than an existing drainage ditch which segments the parcel from east to west. The 180-foot wide ditch continues west of the area concept plan location, carrying storm water to retention ponds in the Valley Golf Course. The area is generally flat, with limited elevation changes across the 80 acres.

The concept area is surrounded on three sides with existing development and three established roadways, 8th Avenue NW, 23rd Street NW and MN 220. The development to the south and west is currently annexed into the city and serviced by municipal utilities, lessening any challenges for future extension into Location 1. There is an existing 50-foot utility easement parallel to the 23rd Street NW right-of-way which will affect the buildable area of lots along the north side of the street.

Location 1 is located within a Census Block Group with an estimated low to moderate income population in 2013 of 30.65 percent. Efforts were made within the development of this area concept

plan to provide for the development of affordable housing options with the development of both low and medium density residential. Additionally, commercial development was included in the plan to provide walkable access to goods, services and employment for residents of the area.

The area concept plan used the land uses defined in the preferred land use plan to begin the master planning effort. The western half of Location 1 was identified as low density residential, with the remainder identified as medium density residential and mixed-use. The proposed plan includes a total of 105 single-family lots, three twin home lots and seven multi-family lots ranging in size. Additionally, one commercial lot and six mixed-use lots are included on the eastern side of the plan. The single-family lots were developed to conform to existing dimensional standards of the R-1, R-2, and R-3 districts. Lots to the north of the drain conform to R-1 requirements, while the remaining lots targeted the minimum lot size of 7,400 square feet as allowed in the R-2 and R-3 districts.

Where possible, connections to existing streets outside of the concept area were made (i.e. 5th Street NW). These connections allow for access management standards to be maintained and establish connectivity into existing developments. Additionally, suggested future connections are included on the concept plan with black arrows.

These locations are included as a consideration that should be made while reviewing future proposals. A frontage road is proposed parallel to MN 220, mirroring the existing frontage road to the south.

Proposed bicycle/pedestrian facilities are shown on all area concept plans. These facilities are intended to provide an expanded facility beyond the existing sidewalks and on-road options. The wide facility is intended as a multi-use trail, to provide for both bicyclists and pedestrians as necessary, especially when located outside of public right-of-way. To facilitate a trail connection through Location 1, and strip of land along the northern edge of the drain is proposed for dedication in this plan. This strip could be dedicated to the City/Park District for the development of a trail that would connect to the existing sidewalk along 23rd Street NW and allow for future connections to the golf course and eventually the Greenway. Additional park land dedication is suggested between the residential properties to the north to provide a connection to future development. A trail easement is proposed between two of the mixed-use lots to provide a trail connection to these destinations.

Location 1 Advantages

- Logical extensions of existing streets made into the area to assist with access management on highly classified roadways.
- Trail construction throughout the area provide a future connection between the existing city core, future residential growth areas, the golf course, and the Greenway.
- The proximity of an existing transit route and stop near the area provides easy access to the transit system for a large portion of the study area.
- Residential lots throughout the concept area vary in size, creating an opportunity for a variety of housing options.
- Commercial development along MN 220 provides access for jobs and retail opportunities within a close proximity to residential uses.
- The existing drain is designed to handle the storm water runoff for the area. Therefore, no additional on-site retention is required in the concept area.
- City utilities are currently in place near the concept area to service existing development to the south and west. Future connections can likely be made to the existing infrastructure.

Location 1 Disadvantages

- The extension of 3rd Avenue NW to the north will result in the City's responsibility for half of the roadway construction/maintenance when parallel to the drain. 3rd Avenue provides an important connection into the area, while maintaining access management regulations along 23rd Street NW. To remedy this challenge, 3rd Avenue NW was terminated as soon as possible.
- The exiting 50-foot utility easement along 23rd Street NW limits the buildable area of the lots along the north side of the roadway.
- Existing drain becomes a barrier between the northern and southern portions of the concept area.

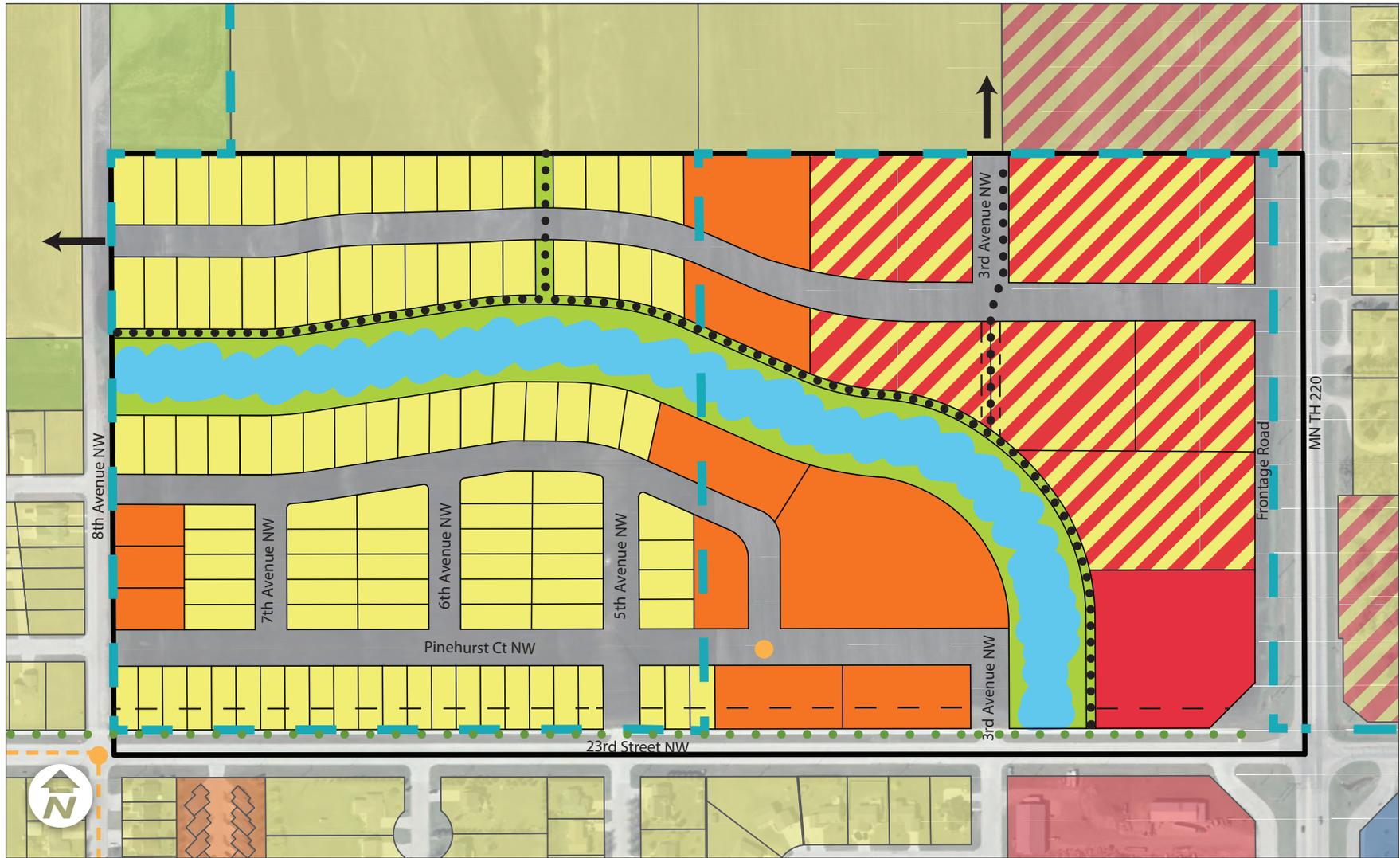
LAND USE CATEGORIES

	Commercial
	Industrial
	Commercial/Industrial
	Public/Institutional
	Mixed-Use
	Low Density Residential
	Medium Density Residential
	Parks/Recreation/Open Space
	Agricultural

SYMBOLOLOGY

	Existing Utility Easement
	Proposed Trail Easement
	Existing Trail
	Proposed Bicycle/Pedestrian Facility
	Potential Transit Stop
	Existing Transit Route
	Existing City Limits
	Proposed Regional Storm Water Retention
	Potential Future Roadway Extension

Figure 5. Area Concept Plan - Location 1



LOCATION 2

The second area concept plan, Location 2 (**Figure 6**), is located to the north of US Highway 2 just east of existing city limits. The nearly 200 acre area includes existing industrial developments and a single residential dwelling. Location 2 is entirely located outside of existing city limits. Other than the existing developments along US Highway 2, the area is comprised of land in agricultural production.

Location 2 is located within a Census Block Group with an estimated 2013 low to moderate income population of 30.6 percent and a minority population of 10.4 percent. The development of the area concept plan focused on creating a plan that provided housing and employment opportunities for all populations.

There is existing development to the west and south of Location 2. Development to the south of US 2 is comprised mainly of industrial businesses. Development to the west includes primarily multifamily residential with some commercial uses. Northland Community and Technical College is also located nearby making this area prime for multi-family development.

US 2 provides the southern boundary of the concept area. There is an existing gravel frontage roadway parallel to the north side of the highway. 11th Avenue NE, a rural gravel road, extends into the subject area from the south and continues north of the levee.

The preferred future land use plan identified multiple land uses within Location 2. The southern portion includes commercial and commercial/industrial uses, and the remaining portion includes low and medium density residential. The proposed master plan includes a total of 206 single-family lots, 28 twin home lots, and five multi-family lots. The single-family lots were created to achieve the minimum lot size allowed within the R-2 and R-3 districts with the goal of creating affordable housing. The southern half of the area includes a mixture of mixed-use, commercial, industrial and commercial/industrial lots of varying sizes. The mixture of lot sizes allow for a diversity of development types, especially within the commercial/industrial land use category.

Two regional storm water retention ponds have been included in the area concept plan. These ponds could be designed to handle storm water runoff from the surrounding properties – reducing or eliminating the need for individual ponds. There are two options that could be used for the development of the ponds. The first option would include dedication of the parks, recreation, and open space to the City for use as a park and retention area. This process would require the City to maintain the pond, but provides the surrounding space as a park. The second option would maintain the storm water areas as individual lots owned by a property owner of neighborhood association. This process requires

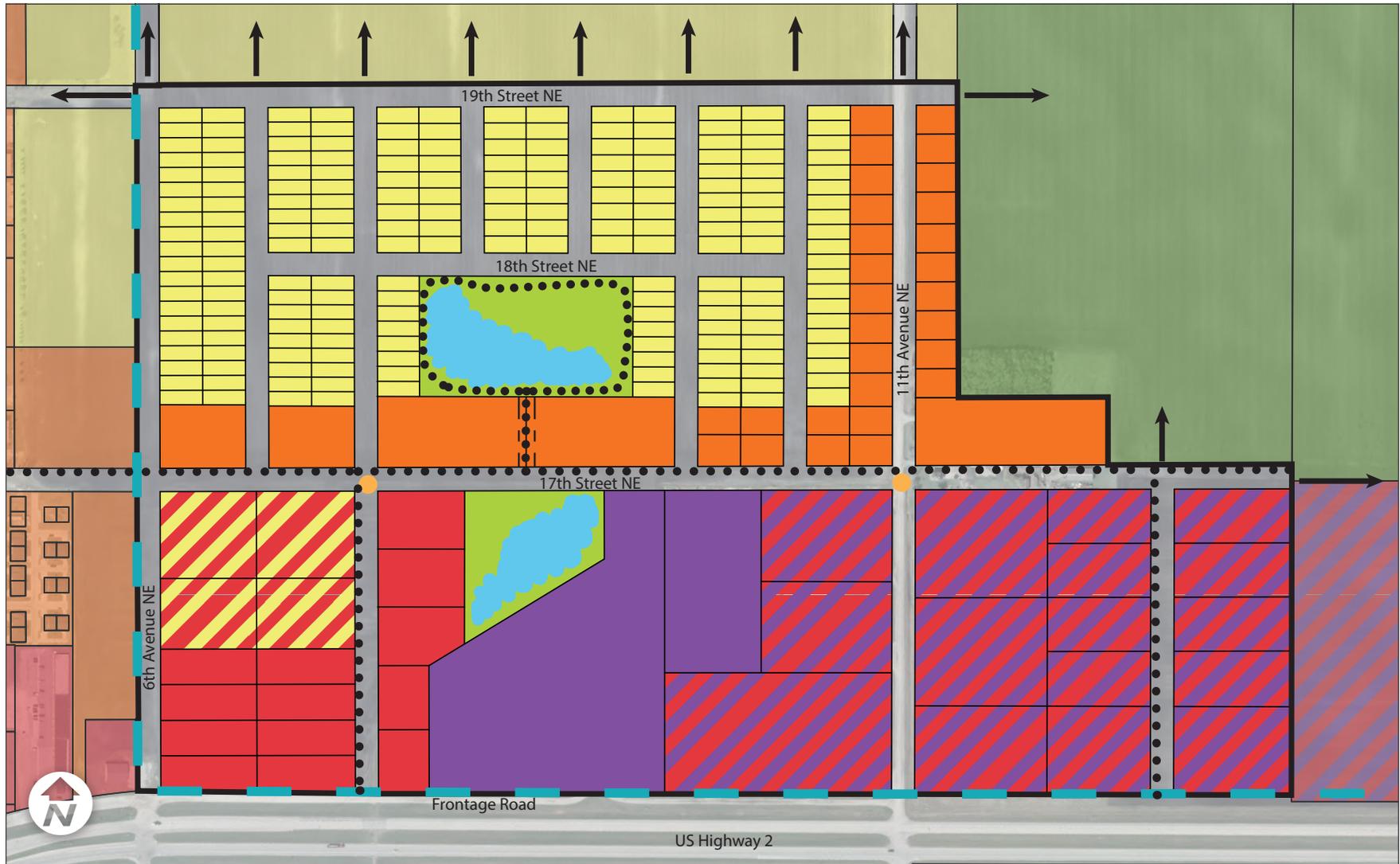
LAND USE CATEGORIES

	Commercial
	Industrial
	Commercial/Industrial
	Public/Institutional
	Mixed-Use
	Low Density Residential
	Medium Density Residential
	Parks/Recreation/Open Space
	Agricultural

SYMBOLOLOGY

	Existing Utility Easement
	Proposed Trail Easement
	Existing Trail
	Proposed Bicycle/Pedestrian Facility
	Potential Transit Stop
	Existing Transit Route
	Existing City Limits
	Proposed Regional Storm Water Retention
	Potential Future Roadway Extension

Figure 6. Area Concept Plan - Location 2



0 800
Feet

additional agreements during the review process, but reduces the City's maintenance responsibilities.

Roadway connections are provided to existing dedicated right-of-way or into new growth areas to the extent possible. Four north/south roadways are included for the full length of the area concept plan. 6th Avenue NE and 11th Avenue NE currently extend south of US Highway 2. The other two proposed roadways are intended to connect to the US Highway 2 Frontage Road only. 19th Street NE and 17th Street NE provide an east/west connection through the entire area. These roadways provide important connections from existing development into the new growth areas.

A trail has been proposed along 17th Street NE with connections between the proposed residential and commercial/industrial uses. The proposed trail not only provides for recreational opportunities for residents, but also provides a non-motorized form of travel between places where people, work, and play.

Location 2 Advantages

- Logical extensions of existing streets were made into the area to assist with access management on highly classified roadways.
- Future single-family and multi-family residential uses located near existing and future job locations with multiple transportation opportunities.

- Proposed transit stops within the area provide an alternate form of transportation to other areas of the region, or for employees to commute to jobs within the study area. This would require expansion of the existing route which runs to the west on 5th Avenue NE.
- Proposed network of trails connect to areas outside of the study area.
- Varied commercial and industrial lot sizes allow for a variety of potential uses.
- Single-family lot sizes developed with the minimum lot size allowed within the R-3 district to increase the affordability of homes within the area.
- Regional storm water retention ponds provide a centralized green space.
- Visibility from US 2 should attract a variety of businesses into the area.
- City utilities are currently in place near the concept area to service existing development to the south and west. Future connections can likely be made to the existing infrastructure.

Location 2 Disadvantages

- The existing roadway network in and around the area is rural or undeveloped, aside from US 2. The development of this area would require a large initial investment in the roadway system, especially to create connections to existing developments.
- Personal/Business investments have been made to the existing industrial and single-family uses within the study area. To achieve the proposed concept plan, these uses would need to be vacated and redeveloped.

LOCATION 3

The final area concept plan, Location 3 (**Figure 7**), is located south of 16th Street SE to the east and west of Rhinehart Drive SE. Location 3 includes nearly 150 acres in Rhinehart Township. The entire area is location outside of existing city limits.

There are seven existing residential lots that gain access off of Rhinehart Drive, while the remainder of the area is agricultural land. The existing earthen levee provides a western border for Location 3.

There is existing residential development to the north of Location 3. Developments off of Greenway Boulevard and Laurel Drive are within city limits. There are currently six large residential lots that are provided access from 182nd Street SW and are located in the township.

These six properties are proposed to remain in place, while the remaining properties are proposed for redevelopment. Central Middle School is located one mile to the east off of Bygland Road.

Access into and out of the area is proposed from Rhinehart Drive SE, which currently runs from Bygland Road south to 200th Street (outside of flood protection). The existing 16th Street SE is proposed to extend to the west into the subject area to connect with 182nd Street SW. 182nd Street SW is currently a private drive maintained by the property owners. Reconstruction of the street will require dedication of

right of way to the City at the time of annexation. The potential for a future south side bridge would have a major impact on the proposed concept plan. Rhinehart Drive would provide a connection from the new bridge to the north, bringing many travelers through the area.

The area concept plan uses the land uses defined with the future land use plan for the area. A combination of commercial, medium density residential and mixed-use are focused long the Rhinehart Drive corridor with the remainder of the area containing low density residential. The area concept plan includes 336 single family lots, six twin home lots and eleven multi-family lots.

The proposed sizes of single-family lots vary throughout the subject area. Lots on the west side of the plan were developed to meet the standards of the R-1 district (minimum of 8,400 square feet), while the remaining lots were intended to meet minimum requirements of the R-2 and R-3 districts (7,400 square feet). The development of higher intensity uses along Rhinehart Drive provides a buffer between a highly used roadway, while providing a central destination for the neighborhood.

Regional storm water retention ponds have been incorporated into the layout in two different forms. A large pond has been included on the west side of the subject area. This space provides for retention for the larger area, while allowing for the development of a

neighborhood park space. The second form is located on the east side of Rhinehart Drive. This system provides a linear connection and buffer between higher and lower intensity uses. The layout also allows for outdoor space near the commercial uses.

There are limited existing roadways to connect to within the subject area. A connection to Laurel Drive is provided for along the levee, providing an additional connection to the north. New right-of-ways identified in the proposed concept plan have been designed to provide a future connection into growth areas, as shown with black arrows.

A trail network has been proposed within the concept area to provide a circular connection between residential, park and commercial uses. Additionally, two new trail connections across the levee are proposed. This trail extension would connect with the existing Greenway and pedestrian bridge over the Red River to the north of the subject area. These connections provide another form of access to the commercial destinations within the concept area from the greater region.

Location 3 Advantages

- Logical extensions of existing streets were made into the area to assist with access management on highly classified roadways.
- Future single-family and multi-family residential uses located near existing and future job locations with multiple transportation opportunities.
- Proposed transit stops within the area provide an alternate form of transportation to other areas of the region, however, the extension of a transit route to the south would be required.
- Trail construction throughout the area provide a future connection between the existing city core, future residential growth areas, the golf course, and the Greenway.
- Varied commercial and mixed-use lot sizes allow for a variety of potential uses.
- A mixture of single-family lot sizes is proposed to diversify the housing stock within the subject area.
- Regional storm water retention ponds provide a centralized green space.
- Multiple connections to future growth areas are provided with this concept.

Location 3 Disadvantages

- There are no existing transit routes provided in or near the subject area.
- Personal investments have been made to the existing single-family uses within the study area. To achieve the proposed concept plan, these uses would need to be vacated and redeveloped while uses are active.
- Two roadways are proposed with no lots on one side, resulting in potential funding issues during construction.
- Upgrading 182nd Street SW from a rural to an urban section will require investment and right-of-way dedication.
- Maintaining limited individual access points from Rhinehart Drive for commercial and mixed-use sites will be important for future traffic flow through the subject area. Shared parking or alternative access may need to be considered.
- Limited city infrastructure is present near the area. The capacity of each existing system will need to be reviewed to ensure connections can be made for growth in Location 3.

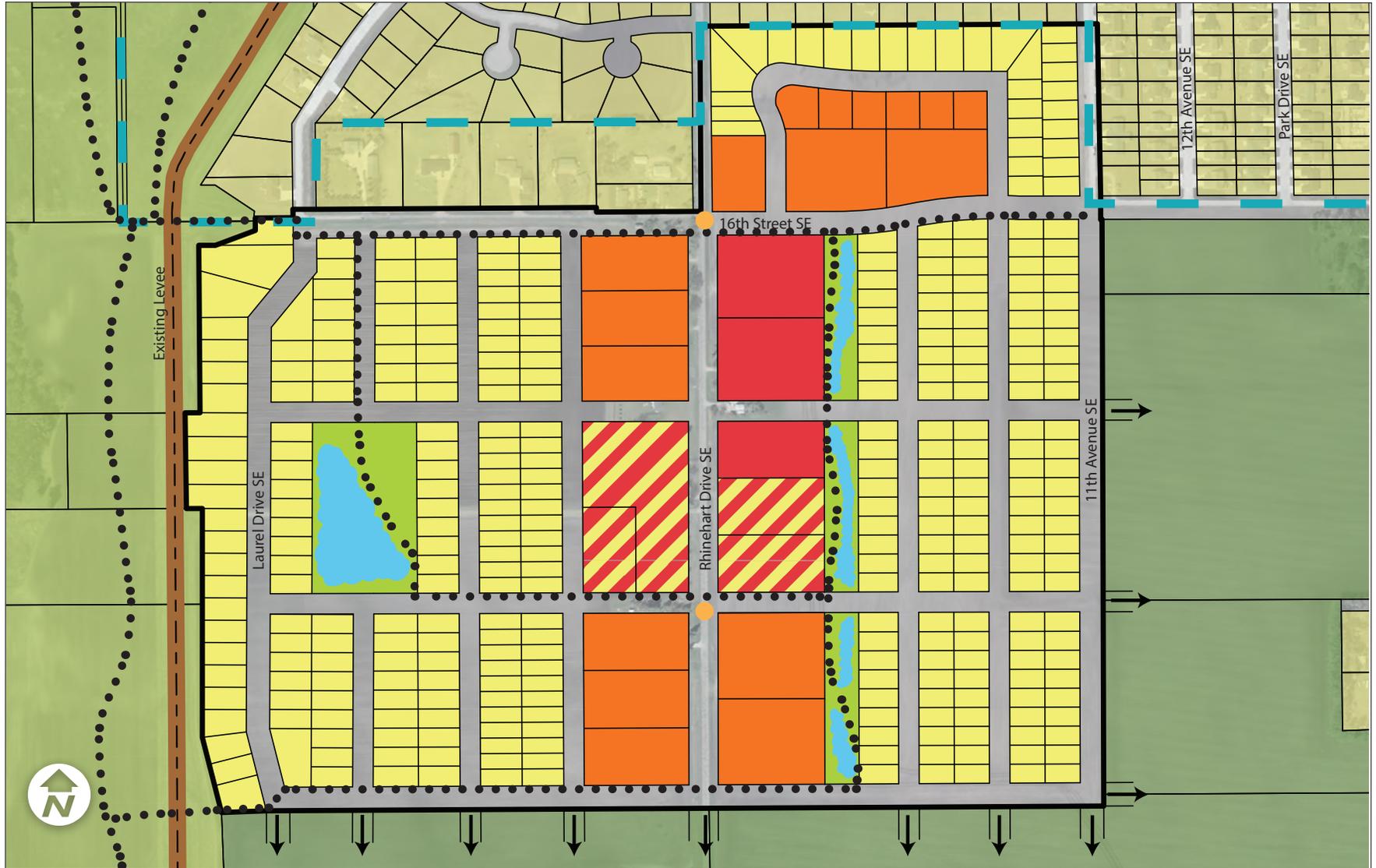
LAND USE CATEGORIES

	Commercial
	Industrial
	Commercial/Industrial
	Public/Institutional
	Mixed-Use
	Low Density Residential
	Medium Density Residential
	Parks/Recreation/Open Space
	Agricultural

SYMBOLOLOGY

	Existing Utility Easement
	Proposed Trail Easement
	Existing Trail
	Proposed Bicycle/Pedestrian Facility
	Potential Transit Stop
	Existing Transit Route
	Existing City Limits
	Proposed Regional Storm Water Retention
	Potential Future Roadway Extension

Figure 7. Area Concept Plan - Location 3



0 800 Feet

06

IMPLEMENTATION

East Grand Forks' goals and policies describe what the community desires to achieve. The implementation plan focuses on how the community can take steps towards achieving their goals. Thus, this chapter is action-oriented. The implementation plan and its strategies are a reflection of the Plan's community engagement process, which informed the crafting of the community goals and policies that were described in **Chapter 4**. The implementation strategies are organized by tables, which include a primary implementation measure, a more detailed series of action steps, and a list of agencies which are responsible for performing each action. Each primary implementation measure contains a specific strategy that targets one main goal in the following areas:

1. Housing/Residential
2. Economic Development
3. Urban Expansion Area
4. Parks, Recreation, and Open Space
5. Transportation

The detailed action steps are organized into three time frames: on-going, short term (2021-2030), and long term (2031-2050). Some action steps cover standard municipal processes or describe tasks that were completed in the process of creating the Land Use Plan. These are listed as on-going actions. Other steps can be introduced or accomplished with relative ease in the short term, consistent with the phasing plan. Projects that have a large scope, many logistical challenges, or that cannot be accomplished until intermediate steps have been taken are listed for implementation in the long term.

Many measures require inter-agency coordination for successful implementation. To clarify responsibilities, the anticipated role of each agency is listed as primary or supportive. Because the plan was developed with members of the Steering Committee, the responsibility of each agency has been reviewed by a representative from that agency, including staff from Planning and Zoning, Economic

Development, Public Works, Engineering, Grand Forks East-Grand Forks MPO, etc. The assumed primary or supportive roles of each measure will likely evolve over the implementation timeline. These suggestions are meant to be edited as needed and are not intended to be a comprehensive listing.

While it is intended to guide municipal planning, policy, and decision-making, some agency/staffing arrangements/decisions may ultimately differ from what is listed here. Likewise, some actions may become prioritized while others are not substantially addressed. The implementation plan is not set in stone. However, it is critical to establish an organized framework if progress is to be efficient, measurable, and maintained. By outlining community expectations, the implementation plan will help East Grand Forks streamline its planning efforts and provide a measuring stick for the next update to the Land Use Plan.

Table 1. Housing / Residential

Implementation Measure	Action Steps by Phase			Responsible Agency(-ies)
	On-Going	Short Term (2020-2030)	Long Term (2031-2050)	
GOAL 1: Promote the development and expansion of neighborhoods with individual character and sufficient access to urban services.				
1.1 Enhance neighborhood value with quality housing options, densities and types at all price points that offer a wide range of housing alternatives and affordability including mixed use, while supporting projects that are well designed, add value to the community landscape, and are located in areas connected to transit ways and other community amenities.	Conduct an analysis of the existing housing stock to determine gaps within the available market and transit way connections.	<p>Communicate with developers based on what type of housing is deficient within the existing market to encourage filling the gaps.</p> <p>Identify funding sources for affordable housing needs.</p> <p>Identify areas where development could connect to existing transit ways and where gaps are located within current system based on ideal development locations.</p>	<p>Partner with a developer with affordable housing experience in conjunction with the public private funding partnership.</p> <p>Update the land use map accordingly based on findings and direction of growth to support mixed use and connection to transit ways and other community amenities.</p>	<p><u>Primary</u></p> <ul style="list-style-type: none"> • Planning and Zoning <p><u>Supportive</u></p> <ul style="list-style-type: none"> • Economic Development • Housing Authority • Engineering • Cities Area Transit
1.2 Revitalize and enhance the quality of the housing stock so that it is attractive and appropriate for new buyers.	Identify housing units with development opportunities.	<p>Explore funding options for home improvement loans through the Small Cities Development Program and Minnesota Housing Finance Agency for both owner occupied and rental units. (NW Minnesota HRA)</p> <p>Develop a single internal GIS catalog, available to all departments, of deteriorating properties and vacant units; identify age and general condition of structures</p>	<p>Same as short term action step</p> <p>Maintain GIS catalog</p>	<p><u>Primary</u></p> <ul style="list-style-type: none"> • Planning and Zoning <p><u>Supportive</u></p> <ul style="list-style-type: none"> • Economic Development • Housing Authority • Building Inspections • Minnesota Employment • Minnesota Housing Finance Agency
1.3 Employ flexible zoning for property redevelopment to meet broader housing goals such as density, open space and lot size.	Consider updates to zoning districts to promote flexibility based on market demands.	Review existing zoning districts and planned unit development standards against housing stock gaps.	Incorporate needed updates based on on-going analysis of zoning ordinance against housing market needs as they evolve.	<p><u>Primary</u></p> <ul style="list-style-type: none"> • Planning and Zoning <p><u>Supportive</u></p> <ul style="list-style-type: none"> • City Council
1.4 Meet increased demand for senior housing and opportunities for residents to age in place.	Conduct an analysis of the existing senior housing stock against the existing and aging population to identify gaps within the foreseeable future.	Communicate with developers based on what type of housing is deficient within the existing market to encourage filling the gaps with additional senior housing and age in place opportunities.	Same as short term action step.	<p><u>Primary</u></p> <ul style="list-style-type: none"> • Planning and Zoning <p><u>Supportive</u></p> <ul style="list-style-type: none"> • Economic Development • Housing Authority

Table 2. Economic Development

Implementation Measure	Action Steps by Phase			Responsible Agency(-ies)
	On-Going	Short Term (2020-2030)	Long Term (2031-2050)	
GOAL 1: Encourage investments that support economic development.				
1.1 Utilize land use planning to enhance job growth and continued economic health throughout all areas of the city.	Conduct an analysis of the existing job openings and identify area for additional employment opportunities.	Ensure there are opportunities within the Zoning and Land Use plans to support available work force and current resident experiences.	Update land use map to accommodate for findings and future growth.	<u>Primary</u> • Planning and Zoning <u>Secondary</u> • Economic Development
1.2 Expand industrial opportunities by establishing programs that use public/private partnerships to acquire strategic sites and that also develop funding sources and partnerships to allow for the successful acquisition of additional projects.	Identify programs to facilitate the acquisition of the identified sites through private/public partnerships. Identify available funding sources.	Evaluate TIFF, Tax Abatement, Tax Forfeiture, excess Right of Way policies for the City, County, and MnDOT. Communicate findings with the County to be aware while addressing potential future tax forfeiture properties. Ensure railroad, MnDOT, and the right of way holders are available to participate in this initiative. Partner with programs identified in <i>Economic Development Goal 1.2</i> that allow for the successful acquisition of additional resource projects while obtaining available funding and continuing to source opportunities based on community needs.	Continue creating and implementing programs based on needs of the community through all available options, including public/private partnerships. Same as short term action step.	<u>Primary</u> • Economic Development <u>Secondary</u> • Planning and Zoning • Polk County • MnDOT
1.3 Identify land uses and related building types that promote job generation and retention to encourage economic growth. Identify barriers to investments that deter construction of those building types and deter use of underutilized properties. Encourage development of building types that are adaptable to evolving demands. Establish a process by which preservation or creation of job producing land uses is reviewed periodically by City staff.	Identify the types of land uses and related building types that promote job generation and job retention to encourage economic growth in the City. Identify and eliminate barriers and constraints to constructing those building types and using underutilized properties.	Foster communication with commercial brokers to determine availability of buildings that are suitable for rehabilitation.	Same as short term action step.	<u>Primary</u> • Planning and Zoning • Economic Development

Table 2. Economic Development (cont.)

Implementation Measure	Action Steps by Phase			Responsible Agency(-ies)
	On-Going	Short Term (2020-2030)	Long Term (2031-2050)	
GOAL 1: Encourage investments that support economic development.				
1.4 Manage growth and development in a manner that is fiscally responsible.	Work with property owners to market their land available for development in areas contiguous to city limits, and complete annexations.	Same as ongoing action step.	Same as short term action step.	<u>Primary</u> • Planning and Zoning <u>Secondary</u> • Economic Development
1.5 Support opportunities that benefit livability and will improve social and economic needs of all community members by improving transportation network connections, providing more transportation choices, and increasing development density near transit stops and routes.	Identify gaps within the community where connections and choices are lacking.	Implement improved transportation network connections, transportation choices, increased development density, and transit-oriented development for a variety of modes of transportation.	Same as short term action step.	<u>Primary</u> • Planning and Zoning • Economic Development <u>Secondary</u> • MPO • Polk County • MnDOT • Cities Area Transit
GOAL 2: Encourage redevelopment and preservation within the longstanding key Downtown.				
2.1 Develop and implement a comprehensive downtown master plan for all improvements, which promotes/encourages future investment and business growth in the downtown area.	Create a comprehensive Downtown master plan and continue to evaluate based on community direction and needs.	Create a comprehensive Downtown master plan with a focus on future investment and business growth in the downtown area.	Identify funding sources to implement the Downtown Master Plan (small cities grants, façade improvement revolving loans, etc.).	<u>Primary</u> • Planning and Zoning • Economic Development
2.2 Make downtown visually interesting at a small-town scale.	Continue to evaluate downtown and facilitate opportunities to increase visual interest.	Create design standards for the Downtown district that promote visual compatibility and architectural benefits.	Encourage redevelopment that aids in creating visual interest.	<u>Primary</u> • Planning and Zoning
2.3 Create user friendly edges and provide more form to downtown.	Focus on creating a comprehensive Downtown master plan that promotes connectivity between edges and downtown development.	Implement <i>Parks, Recreation and Open Space Goal 1.2 and 1.5</i> to provide opportunity on within downtown and throughout the city edges.	Utilize the land use plan to shape the community based on growing needs.	<u>Primary</u> • Planning and Zoning
2.4 Create and/or implement programs to facilitate the redevelopment and preservation of the identified sites through private/public partnerships.	Identify sites within the Downtown district where redevelopment and preservation is essential to establishing growth, preservation and visual interest.	Create and/or implement programs that facilitate the redevelopment and preservation of identified sites and establish private/public partnerships to conduct phasing plans while considering findings from <i>Economic Development Goal 1.1</i> specific to the downtown area.	Establish longstanding partnerships that facilitate the development and preservation of sites as they age and redevelop.	<u>Primary</u> • Planning and Zoning • Economic Development

Table 3. Urban Expansion Area

Implementation Measure	Action Steps by Phase			Responsible Agency(-ies)
	On-Going	Short Term (2020-2030)	Long Term (2031-2050)	
GOAL 1: Plan for a logical expansion of urban growth beyond the existing municipal service boundaries.				
1.1 Plan for logical expansion of urban growth beyond the existing municipal service boundaries while preserving the urban growth expansion area for future urban development.	Monitor the proximity of new growth against the existing urban growth boundary to ensure best use of areas for future development and expansion. Forecast growth within short, mid and long term planning periods.	Monitor outcome of adjustment to ensure the indented effects are created. Update Utility Master Plans to determine needed infrastructure for short, medium and long term planning.	Same as short term action step. Incorporate findings and include into necessary ordinance, land use and CIP updates.	<u>Primary</u> • Planning and Zoning • Public Works <u>Secondary</u> • MPO
1.2 Establish a link between housing and employment opportunities to provide a connection as growth occurs.	Determine areas within the City where mixed use development may be appropriate to foster a relationship between housing and economic development.	Continue to evaluate urban growth boundary and prioritize areas where mixed use development may be best positioned based on findings from <i>Economic Development Goal 1.1</i> .	Same as short term action step.	<u>Primary</u> • Planning and Zoning • Economic Development
1.3 Preserve a corridor for mixed used development with The Point to facilitate the future new south river crossing.	Participating in and incorporate into local planning documents.	Support funding opportunities while working with Local, County and State representatives to support development. Working with Polk County and Townships to develop a long term land use agreement to preserve corridor.	Same as short term action step.	<u>Primary</u> • Planning and Zoning • Engineering <u>Secondary</u> • MPO • MnDOT • Polk County • Rhinehart Township

Table 4. Parks, Recreation, & Open Space

Implementation Measure	Action Steps by Phase			Responsible Agency(-ies)
	On-Going	Short Term (2020-2030)	Long Term (2031-2050)	
GOAL 1: Create and maintain a park system with a variety of recreational opportunities throughout the community.				
1.1 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.	Continue participation in Greenway Technical Committee. Monitor current park system in relation to community size and demographics; compared against national per capita average (National Park & Rec Association).	Foster relationships between the City, County, and State Park system boards and commissions. Continue to monitor community needs through resident surveys and public requests, adjust priorities as needed.	Maintain relationships and activity participate with regional commissions where able. <hr/> Maintain database of parks system, compared with NRPA data.	<u>Primary</u> • Parks and Recreation <u>Secondary</u> • Greenway Technical Committee • Planning • DNR
1.2 Create a well-connected and easily accessible system of parks, open space, trails, pathways, community connections, and facilities that links neighborhoods and provides opportunities for residents and others to gather and interact.	Continued maintenance of Parks and trail system. Many parks within walking distance of home or work.	Continued growth of the Greenway maintenance fund to improve current connectivity. <hr/> Secure easements in areas of planned City growth.	Identify funding sources of maintenance of current system as well as growth of a connected system through new neighborhoods.	<u>Primary</u> • Parks and Recreation <u>Secondary</u> • Greenway Technical Committee • Planning/Zoning • Engineering
1.3 Maintain a sufficient park and trails system to provide adequate passive and active and recreation opportunities, including compliance with the Americans with Disabilities Act (ADA), for the current and future residents of East Grand Forks.	On-going identification of priorities within park system to set a Park ADA transition plan and identify potential funding sources for improvements.	Working with Community development office and engineering to develop a Parks ADA transition plan.	Identify funding sources to meet the needs of the ADA transition plan and implement plan.	<u>Primary</u> • Parks and Recreation <u>Secondary</u> • Planning and Zoning
1.4 Continue to review and maintain existing parks in order to establish an inclusive environment that caters to all abilities.	Determine areas of high use within park system and focus improvements on those areas first.	Develop implementation strategy as part of Parks Master planning process.	Same as short term action step.	<u>Primary</u> • Parks and Recreation

Table 4. Parks, Recreation, & Open Space (cont.)

Implementation Measure	Action Steps by Phase			Responsible Agency(-ies)
	On-Going	Short Term (2020-2030)	Long Term (2031-2050)	
GOAL 1: Create and maintain a park system with a variety of recreational opportunities throughout the community.				
1.5 Add new parks and facilities to achieve equitable access to add neighborhoods, accommodate the needs of redeveloping areas, and meet residents' desires for a range of recreation opportunities serving all ages, abilities, and cultures.	On-going, as community neighborhoods grow, park facilities should be included in neighborhood planning.	Park space would be added as community grows in neighborhoods. Continue review of resident desires and adjust Capital Improvement plan to meet those desires.	Administer citizen surveys to identify areas of need or desired development.	<u>Primary</u> • Parks and Recreation
1.6 Examine opportunities for improved crossings and connections across roadways and in relation to the school system.	Safe Routes to School funding annually is improving this function.	Review current Safe Routes to School progress with engineering and continue seeking funding sources geared toward safety and accessibility.	Same as short term action step.	<u>Primary</u> • Planning and Zoning <u>Secondary</u> • Public Works/Engineering • MPO
1.7 Create a diverse array of sizes and types of gathering places throughout the city to promote community, art, and culture.	Identifying available funding sources and desired locations; Continue Library partnership to offer Art in the Park programming.	Use Parks & Recreation Commission and community surveys to measure resident desire for gathering spaces of this use. Seek funding sources based upon goals.	Same as short term action step.	<u>Primary</u> • Parks and Recreation
1.8 Complete and implement the Facilities Master Plan.	In progress, working with Parks & Recreation Commission, as well as JLG Architects to develop longterm plan for parks buildings and facilities.	Finalize planning process with JLG and Park & Recreation commission to identify community needs and desires for a Master Plan.	Seek funding opportunities necessary to implement elements of the Master Plan.	<u>Primary</u> • Parks and Recreation

Table 5. Transportation

Implementation Measure	Action Steps by Phase			Responsible Agency(-ies)
	On-Going	Short Term (2020-2030)	Long Term (2031-2050)	
GOAL 1: Plan for a logical expansion of urban growth beyond the existing municipal service boundaries.				
1.1 Create functional and aesthetic transit stops which encourage transit use and compliment the area.	Evaluate existing transportation studies (particularly specific areas and corridors). Conduct an analysis of the existing transit stops and identify gaps within the transportation system.	Integrate transit focused requirements for new development to encourage walkability and transit use.	Same as short term action step.	<u>Primary</u> • Cities Area Transit <u>Secondary</u> • MnDOT • MPO
1.2 Provide opportunity between compatible land uses by establishing suitable connections that integrate various modes of transportation.	Evaluate existing transportation studies (particularly specific areas and corridors) Identify areas within the existing city structure that are lacking connection for various modes of transportation.	Review plans and create a matrix of jurisdictions and/or geography that the original plans apply to. Place an emphasis on the importance of integrating land use, development and the transportation system while evaluating and updating ordinance and land use documents.	Same as short term action step. Evaluate available modes of transportation as they evolve and incorporate various modes of transportation between compatible land uses based on current practices.	<u>Primary</u> • Cities Area Transit • Planning and Zoning • Engineering <u>Secondary</u> • MnDOT • MPO
GOAL 2: Advocate development that is accompanied by a sufficient level of support services and facilities (roads, utilities, infrastructure, storm water management systems, parking, access, non-motorized transportation facilities, electrical vehicle charging stations, transit facilities/stations, smart transportation facilities, etc.).				
2.1 Continue to develop a multimodal transportation system that enhances access to various types of land uses, developments, economic growth opportunities, and affordable housing that would help meet social and economic needs of East Grand Forks residents.	Analyze existing transportation system in connection with land uses, developments, economic affordable housing and identify areas for improvement. Maintain a partnership with the MPO and identify areas where MPO goals and City goals align.	Emphasize multimodal transportation for future and current development in order to establish a connection for existing and future land uses to help meet social and economic needs of residents. Consider recommendation to MPO to include goals that enhance smart transportation facilities and electrical vehicle charging stations.	Same as short term action step. Utilize MPO goals and resources to enhance and meet social and economic needs of EGF residents.	<u>Primary</u> • Planning and Zoning • Economic Development • Engineering • Parks and Recreation • Cities Area Transit <u>Secondary</u> • MPO • MnDOT

Table 5. Transportation (cont.)

Implementation Measure	Action Steps by Phase			Responsible Agency(-ies)
	On-Going	Short Term (2020-2030)	Long Term (2031-2050)	
GOAL 2: Advocate development that is accompanied by a sufficient level of support services and facilities (roads, utilities, infrastructure, storm water management systems, parking, access, non-motorized transportation facilities, electrical vehicle charging stations, transit facilities/stations, smart transportation facilities, etc.).				
2.2 Continue efforts to eliminate gaps and expand the existing non-motorized transportation network to enhance connectivity between neighborhoods, communities, and various land uses.	Conduct an analysis of the existing transportation network to identify gaps.	Continue enforcing sidewalk and bikeway requirements for new subdivisions and create a connection between existing neighborhoods, communities and various land uses.	Incorporate policies to address a stronger connection to the Ladders of Opportunity and Livability framework that encourages and supports existing and future economic growth.	<u>Primary</u> <ul style="list-style-type: none"> • Planning and Zoning • Engineering • Cities Area Transit • Parks and Recreation <u>Secondary</u> <ul style="list-style-type: none"> • MPO • Cities Area Transit
2.3 Continue to consider freight activities within areas with freight generating activities and in high-density areas.	Identify areas where freight activities are substantial and encourage and support existing and future economic growth.	Same as on-going action step.	Same as short term action step.	<u>Primary</u> <ul style="list-style-type: none"> • Planning and Zoning • MPO • MnDOT • Economic Development <u>Secondary</u> <ul style="list-style-type: none"> • Polk County
2.4 Create a highly efficient transportation system by promoting connectivity, enforcing access management, exploring and implementing advanced transportation technology, and utilizing other transportation planning practices throughout the development review process for motorists, non-motorists, and freight activities.	Continue to address motorists and non-motorists to be more multi modal faceted rather than placing an emphasis on sidewalks and pedestrian facilities.	Establish a review process that utilizes efficient transportation systems and advanced technology.	Continue to implement best practices for transportation systems as needs and technology evolves.	<u>Primary</u> <ul style="list-style-type: none"> • Planning and Zoning <u>Secondary</u> <ul style="list-style-type: none"> • MnDOT • Engineering • Polk County • Cities Area Transit
	Continue to implement MnDOT and City access management guidelines.	Same as on-going action step.	Same as on-going action step.	<u>Primary</u> <ul style="list-style-type: none"> • Engineering • MnDOT <u>Secondary</u> <ul style="list-style-type: none"> • Planning and Zoning • Engineering

Table 5. Transportation (cont.)

Implementation Measure	Action Steps by Phase			Responsible Agency(-ies)
	On-Going	Short Term (2020-2030)	Long Term (2031-2050)	
GOAL 3: Plan for the current and future transportation needs of the community as growth occurs.				
3.1 Build an environment that helps promote transportation corridor safety for motorized and non-motorized users and freight activities.	Implement a standalone safety policy applicable to all modes of transportation including non-motorized and motorized users and freight activities.	Review MPO's goals and incorporate policies that aid in safety for motorized and non-motorized users and freight activities.	Same as short term action step.	<u>Primary</u> • Planning and Zoning • Engineering <u>Secondary</u> • MPO • Polk County • MnDOT
3.2 Promote roadway connectivity across and between modes for people, goods (i.e. freight), and services, through the implementation of the East Grand Forks planned maps for motorist and non-motorists (i.e. trails, bike lanes, sidewalks, etc.).	Incorporate maps that plan for all modes of transportation within the City in order to identify gaps and establish proper connections.	Promote development that establishes connectivity between uses.	Same as short term action step.	<u>Primary</u> • Planning and Zoning • Engineering • MPO • Cities Area Transit <u>Secondary</u> • Polk County • MnDOT
3.3 Continue the installation of non-motorized transportation facilities along new roadways in accordance with existing ordinances.	Update ordinances to support the installation of non-motorized transportation facilities along new roadways.	Continue the installation of non-motorized transportation facilities along new roadways.	Continue to review ordinances and provide adequate update opportunities based on demands.	<u>Primary</u> • Planning and Zoning • Engineering • Parks and Recreation <u>Secondary</u> • MnDOT • MPO

Table 5. Transportation (cont.)

Implementation Measure	Action Steps by Phase			Responsible Agency(-ies)
	On-Going	Short Term (2020-2030)	Long Term (2031-2050)	
GOAL 3: Plan for the current and future transportation needs of the community as growth occurs.				
3.4 Promote the use of various modes of transportation (i.e. passenger vehicles, freight, non-motorized transportation, etc.) for all age groups. Develop livable neighborhoods, communities, and other land uses that incorporate non-motorized connectivity consistent with SRTS and other transportation initiatives. Use "complete streets" policies as a guide for developing safe, reliable, and economical transportation systems, while also maintaining or improving the natural environment.	Ensure alignment with the Livability Principles and Ladders of Opportunities.	Focus on Safe Routes to School and other transportation initiatives when identifying connection opportunities and continue to source funding from MnDOT for SRTS Grants.	Promote various modes of transportation as neighborhood and community develops while continuously monitoring and updating principles to align with current and future goals.	<u>Primary</u> <ul style="list-style-type: none"> • Planning and Zoning • Engineering • Administration • Cities Area Transit • Parks and Recreation <u>Secondary</u> <ul style="list-style-type: none"> • MPO • MnDOT • Polk County • Cities Area Transit
3.5 Incorporate transportation network resilience by being aware of potential risks and management strategies to be prepared for disasters, including extreme weather events, that could impact the transportation infrastructure and the ability of the public to travel.	Identify risk areas within the current city and expansion areas.	Design management strategies to create a known preparedness plan in the case of disasters.	Continue to monitor risk areas and design plans to reduce impact on the transportation infrastructure and the ability of the public to travel.	<u>Primary</u> <ul style="list-style-type: none"> • Planning and Zoning • Engineering • Administration • Fire Department • Cities Area Transit <u>Secondary</u> <ul style="list-style-type: none"> • Polk County • MPO • MnDOT