Planning Minnesota

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

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Atlanta: A Model for the Twin Cities

As I write this, I am sitting in my hotel room looking out onto a beautiful downtown Atlanta. The shining sun no doubt influences my perspective, but I am impressed and inspired. This time, my travels did not extend beyond downtown, but there are several best practices we can think about as we plan for more people in our downtown areas that are scalable to core areas, big or small.

**More greenery.** This can be a large task in our climate, but as forward thinking as we are, we can find creative ways to continue to incorporate more green spaces, streets, and landscaping into our downtown areas.

**Encourage a 24/7 streetlife.** While many cities are improving on this by planning for housing development and mixed use in core areas, we can do more. Creating a 24/7 streetlife improves the perception of safety and adds economic value to our core areas. Improved streetlighting, incorporating CPTED (Crime Prevention through Environmental Design) principles to landscaping and other street furniture, and programming on nights and weekends are just some of the ways Atlanta has succeeding in bringing a 24/7 streetlife.

**Inviting places for children.** Here’s the challenge to bring to your communities: get more children in downtown areas. Through pocket parks and splash pads, Atlanta’s core is crawling with children of all ages. How exciting if we could transform Peavey Plaza and other areas into a place like parts of Centennial Park.

**Leverage large public investments as economic development tools.** When planning and siting convention centers, stadiums, and other large-draw venues, think BIG! Use the public/private investment of millions of dollars for larger public benefits like parks, gathering spaces, hotel/hospitality land uses, and retail nodes. Atlanta is also investing in a downtown streetcar, which no doubt will continue to enhance its sense of place and economic vitality.

**Public art.** Our region is already awesome at using public art as a placemaking strategy, but I included it here as a reminder of its power to create a sense of identity for a business, block, or neighborhood.

These are not new principles, and in many of our communities around the state, planners are thinking about and fighting for all these ideas. So, let’s continue to do more to incorporate these principles into our plans and projects for downtown areas in the hopes of attracting and keeping people who live, work, and play in downtown areas.

*Breanne Rothstein, AICP
President, APA-MN*
Nonprofits across Minnesota employ over 300,000 people, with the largest numbers coming in the social service and civic nonprofit sectors, according to the Minnesota Council of Nonprofits in the 2013 Minnesota Nonprofit Economy Update. These employment numbers, generated as part of a statewide review of economic recovery following the end of the 2009 recession, exclude hospitals and higher ed to allow for a more nuanced analysis of the sector. Statewide, nonprofits are doing well. With 8.7% growth in employment, nonprofits have begun to recover staff lost during the recession. Success for nonprofits generally is good for APA-Minnesota. We regularly draw on resources from our partners, including many small nonprofit organizations statewide. And the same nonprofits that work closely with APA-Minnesota also work to help local neighborhoods and communities thrive, something most planners can relate to on a daily basis.

APA-Minnesota differs from much of the rest of the state’s nonprofit sector because of its close ties to local and regional governmental agencies. Funding for our organization draws predominately on the membership of professional planners, employed in the largest numbers at cities, counties, and professional planning firms. Though the firms provide some measure of private sector support, planners working in private sector roles still typically do some sort of work funded by the public sector. APA-Minnesota membership has remained fairly steady over the past several years. On the other hand, the Minnesota Chapter also stood out from other state chapters during the recession. We ultimately did not lose membership to the extent of the most impacted chapters, such as Nevada and California.

Although APA-Minnesota doesn’t have any direct employees, members could be excused for thinking we do. Peggy and Otto Schmid have served as Chapter Administrators for many years on a contract basis. And, we hope, will continue to do so for a long time! Likewise, the Chapter has worked with Bufflehead Web for on-going website development and maintenance. Without sound assistance from Bafflehead, the Chapter’s web expenses could quickly spiral out of control. The Chapter Board is working to migrate to a content management system for the website. Any members interested in working on website content (yes! we are looking for volunteers!) can email Tim Gladhill, Chapter Vice President, at tgladhill@ci.ramsey.mn.us. We also contract for other services, including the hard work of newsletter editors Haila and Jonathan Maze, and with our legislative coordinator, Tom Jensen. The Chapter’s budget for 2014 is a little over $100,000, with the bulk coming as pass-through costs at the annual conference. Full-time staff would quickly overwhelm the budget, given the wide range of funding priorities. In 2013, the Chapter spent just under $30,000 on all the listed contracted services – about 21% of all budgeted expenditures.

The Chapter added new membership categories for 2014, including opportunities for Corporate Memberships. These memberships include recognition on the website and in the newsletter, as well as booth space at the annual conference. Though the Corporate Membership incorporates some features that had previously been provided as paid advertising, for example, it is hoped that through a Corporate Membership private organizations can be more fully involved with the Chapter on a regular basis. In addition to adding an option for Corporate Membership, the Chapter Board acted to create a new membership category for Nonprofit Organization and for Municipalities. These two additional categories will broaden the opportunity for collaboration between APA-Minnesota and its partners.

If you have any questions about the Chapter’s financial status or reporting, please contact Treasurer Adam Fulton at afulton@hermantownmn.com or 218/729-3618.
Over the past century our nation hosted many World’s Fairs – in large cities like New York and San Francisco, and in dynamic regional centers like Seattle, New Orleans, Spokane, San Antonio, and Knoxville. These global gatherings became the preeminent place to introduce new technologies, unveil exquisite art and to share culture heritage. World Fairs enthralled millions with new ideas and innovations - connecting them to important global influences. Young visitors were changed forever by visions of the future that spawned generations of scientists, engineers, and artists.

Expos, as World Fairs are often called, occur every few years. Large ones are organized every five years with smaller ones in-between. In 2010, 73 million visitors came to the Shanghai EXPO and in 2012 the Yeosu Expo in Korea attracted 8 million. In 2015, tens of millions will flock to Milan, EXPO 2017 is in Kazakhstan, and Dubai will host in 2020.

Bringing the World’s Fair back to the United States
Many want the US to host World Fairs again. Some believe this could greatly enhance efforts to promote STEM, the study of science, technology, engineering and math. Cities want to capture the power of World Fairs to drive regional economic growth or to “brand” their regions to attract new residents, tourists, students and businesses. Houston has a strong team prepared to host in 2030. San Francisco’s Bay Area Council believes that hosting a World’s Fair will firmly anchor their global high tech leadership.

Bringing the 2023 World’s Fair to Minnesota
We are building a strong foundation within our community to host the 2023 World’s Fair here in Minnesota. We have the vision, organizational capacity, and welcoming culture that it takes to host such global events. And we need your help!

What it will take to host EXPO 2023?

Leadership. Hosting an event like the World’s Fair requires dedicated, dynamic leaders with a vision of securing the greatest benefits – both short and long-term – for our entire community. A volunteer organizing committee has developed this idea over the past year and a prestigious Minnesota World’s Fair Advisory Committee is helping shape next steps. Leadership organizations, including HGA Architects and the St. Paul Riverfront Corporation are playing a significant role in advancing the idea. New partners are joining in this effort each week, and some have become part of the Advisory Group, like the honorary co-chairs Walter Mondale, Marilyn Carlson Nelson, and Arne Carlson.

Community Support. Hosting the 2023 World’s Fair will have many positive impacts, but it will take a lot of energy and careful planning to make sure all Minnesotans enjoy these benefits. We are developing a comprehensive inclusive process to involve all significant public, private, non-profit, and philanthropic organizations from the very beginning. This project will require significant resources – both financial and professional – so we will need support of all key elements of our community.

What You Can Do. If you are excited about the idea of bringing the World’s Fair back to the US we need your help. We are creating a diverse and inclusive group of partners to ensure that this project benefits all Minnesotans. If you are able to contribute your time and talents to this effort, we can put your energy to good use. For more information go to www.EXPO2023.info or email info@minnesotaworldsfair.com.

Mark Ritchie, Minnesota Secretary of State
Cleanup Along the Creek

Users of the Rice Creek North Regional Trail in Arden Hills get a view of the remediation of the Twin Cities Army Ammunition Plant site. Ramsey County purchased the site from the federal government in 2012. Cleanup of the 427-acre site is designed to spur development on the long-dormant property. Carl Bolander & Sons has a fixed-fee contract with the county to lead the remediation.
Wheeler Named to Prestigious College of Fellows

Washington, D.C. – The American Institute of Certified Planners (AICP) will induct Philip Wheeler, AICP, of Rochester into the elite membership of AICP’s College of Fellows April 27 at a black-tie ceremony being held in conjunction with the American Planning Association’s (APA) 2014 National Planning Conference in Atlanta.

“The AICP College of Fellows recognizes planners who have made exceptional contributions to their communities and to the planning profession,” said AICP President Lee Brown, F AICP. “They represent the vanguard of the profession, demonstrating outstanding achievements and excellence whether through professional practice, planning research, teaching and mentoring, or community service and leadership,” he added.

Director of the Rochester Olmsted Planning Department since 1990, Wheeler is widely recognized as an innovator, leader and mentor. His work with the City of Rochester and Olmsted County on growth management, geographic information systems (GIS) and environmental protection pushed the boundaries of current practice, responded to critical challenges in his community and informed other communities. He has worked diligently to address key social and equity concerns, generating valuable data to assess these issues, as well as advancing community-wide inclusionary policies and partnering with advocacy organizations to address critical needs. He has been recognized and received awards for community service, GIS, and community needs assessment.

Wheeler, recognized as a Fellow for contributions to professional practice, received a Master of Urban Planning from Michigan State University in 1973 and a bachelor’s degree in history from Carleton College in 1971.

Every two years a new class of AICP Fellows is honored in recognition of outstanding achievements by individual planners in one of four categories: professional practice, research, community service and leadership, or teaching and mentoring. Visit http://www.planning.org/faicp/ for a list of the 38 other planners from 17 additional states being inducted April 27 during a ceremony at the Atlanta Marriott Marquis Hotel.

Planners who have been certified through the AICP education, practice and exam process use the letters “AICP” after their names. Fellows of AICP are designated with the letters “FAICP.” Currently there are over 15,000 practicing planners in North America and elsewhere with the AICP certification. Of those, approximately 500 belong to the AICP College of Fellows.

The AICP College of Fellows, begun in 1999, is concerned with mentoring and future advancement of the profession of planning. For more than 80 years, AICP, the professional institute of APA, has promoted professional excellence in the field of planning by setting high standards for competence, education, experience, and ethical conduct, and by articulating the future of the planning profession.

The 2014 National Planning Conference, the world’s largest annual conference for professional planners, takes place April 26-30 at the Georgia World Congress Center. The country’s first national planning conference occurred in 1909 in Washington, D.C.

The American Planning Association is an independent, not-for-profit educational organization that provides leadership in the development of vital communities. APA and its professional institute, the American Institute of Certified Planners, are dedicated to advancing the art, science and profession of good planning -- physical, economic and social -- so as to create communities that offer better choices for where and how people work and live. Members of APA help create communities of lasting value and encourage civic leaders, business interests and citizens to play a meaningful role in creating communities that enrich people’s lives.

APA has offices in Washington, D.C., and Chicago, Ill. For more information, visit www.planning.org.
Sprawl Index Ranks MN Metro Areas

In April 2014, Smart Growth America, released its new report Measuring Sprawl 2014. This report updates the 2002 Measuring Sprawl and Its Impact report, a landmark study that has been widely used by researchers to examine the costs and benefits of sprawling development.

Measuring Sprawl 2014 analyzes development patterns in 221 metropolitan areas and 994 counties in the United States as of 2010, looking to see which communities are more compact and connected and which are more sprawling. Researchers used four primary factors—residential and employment density; neighborhood mix of homes, jobs and services; strength of activity centers and downtowns; and accessibility of the street network—to evaluate development in these areas and assign a Sprawl Index score to each. This report includes a list of the most compact and most sprawling metro areas in the country.

The report calculates Sprawl Index scores for all 221 metro areas included in the 2014 analysis, as well as the score for each metro area in the four sprawl factors, based on 2010 data. All of the analyzed areas had at least 200,000 people in 2010. MSAs with populations less than 200,000 people were not included in the study. The metro areas were ranked in order, with #1 (New York-White Plains-Wayne, NY-NJ) being the least sprawling, and #221 (Hickory-Lenoir-Morganton NC) being the most.

The Minnesota metro areas ranked included:
#35 – Fargo, ND-MN
#112 – Duluth, MN-WI
#147 – Minneapolis-St. Paul-Bloomington, MN-WI

The report also calculates individual scores for counties within the metro areas identified. In Minnesota, these counties include: Anoka, Benton, Blue Earth, Carlton, Carver, Chisago, Clay, Dakota, Dodge, Hennepin, Houston, Isanti, Nicollet, Olmsted, Polk, Ramsey, St. Louis, Scott, Sherburne, Stearns, Wabasha, Washington, and Wright.

This report also examines how Sprawl Index scores relate to life in that community. The researchers found that several quality of life factors improve as index scores rise. Individuals in compact, connected metro areas have greater economic mobility. Individuals in these areas spend less on the combined cost of housing and transportation, and have greater options for the type of transportation to take. In addition, individuals in compact, connected metro areas tend to live longer, safer, healthier lives than their peers in metro areas with sprawl. Obesity is less prevalent in compact counties, and fatal car crashes are less common.

Finally, this report includes specific examples of how communities are building to be more connected and walkable, and how policymakers at all levels of government can support their efforts.

To view the full report, visit the Smart Growth America website at: http://www.smartgrowthamerica.org/measuring-sprawl
Preserving History in Cedar Riverside

Editor’s Note: This story is courtesy of the US Department of Housing and Urban Development, through its HUD User resource.

The recent renovation of Riverside Plaza in Minneapolis, Minnesota preserves the historic Cedar Square West “New Town-In Town” development — part of HUD’s New Communities Program of the late 1960s and 1970s — and a large share of the affordable housing in the Cedar-Riverside neighborhood. The project aligns an array of federal, state, and local funding streams to leverage private investment, and it also complements city, county, and regional planning efforts to link affordable housing to multimodal transportation options and promote neighborhood revitalization. For its accomplishments, Riverside Plaza earned the 2013 National Trust/HUD Secretary’s Award for Excellence in Historic Preservation.

Context and Background

Named after the intersection of Cedar and Riverside avenues, its main thoroughfares, the Cedar-Riverside neighborhood is well defined by Interstate 94 to the south, Interstate 35W to the north and west, and the Mississippi River to the north and east. Land use in Cedar-Riverside is dominated by institutions, including the West Bank Campus of the University of Minnesota Twin Cities, Amplatz Children’s Hospital, Augsburg College, and several Fairview Health Services facilities.1 The remainder of the neighborhood consists of a number of commercial properties; two small, low-density residential areas; and two high-density residential areas that include Riverside Plaza, whose 1,303 apartments constitute 43 percent of all housing units in Cedar-Riverside.2

Settled in the middle of the nineteenth century by German and Scandinavian immigrants, Cedar-Riverside remains a haven for immigrants, who are now predominantly from East Africa (especially Somalia) and East Asia.3 Perhaps because so many institutions of higher education are located nearby, approximately 40 percent of Cedar-Riverside’s residents are enrolled in college or graduate school. Both of these subpopulations support the neighborhood’s large supply of rental units, which make up just under 90 percent of all housing. Affordability is a key concern of residents of Cedar-Riverside, where 43 percent of households have an annual income of less than $10,000 (in 2012 inflation-adjusted dollars), 55 percent of all residents live below the federal poverty level, and 15 percent of adult residents are unemployed.4

The complex now known as Riverside Plaza was completed in 1974 as the first of 10 planned development phases to create a racially and socioeconomically integrated, mixed-use community called Cedar Square West.5 Cedar Square West was the first of the new communities within urban areas (called “New Towns-In Town”) to receive federal support under Title VII of the Housing and Urban Development Act of
Cedar Riverside (cont.)

1970. Following Cedar Square West’s completion, a group of community activists led by the Cedar-Riverside Environmental Defense Fund galvanized to block further construction of the New Town-In Town, leaving the developers in a tenuous financial situation. Financial problems persisted; Cedar Square West went into receivership in 1985, and HUD foreclosed the following year.8 A group of investors led by Sherman Associates purchased the development in 1988, made structural repairs and other improvements, and renamed the property Riverside Plaza.8 Sherman Associates continues to manage the property, now under the ownership of Cedar Riverside Limited Partnership.

The Case for Historic Preservation

Nearly four decades old by 2010, Riverside Plaza required costly renovations to remain viable, including repairs to its failing electrical, mechanical, and plumbing systems.9 The Minnesota Historic Structure Rehabilitation Tax Credit, which had been recently approved by state lawmakers, opened up a potential source of funding that could make such extensive renovations possible, but the site would need to be listed on the National Register of Historic Places to become eligible.10 The case for the historical significance of the site rested on its status as the first and larger of only two New Towns-In Town projects and as a work of architectural significance.11 Cedar Square West is the most prominent remaining monument to renowned Minnesota architect Ralph Rapson’s distinguished career.12 Drawing from European influences such as Le Corbusier’s Unité d’Habitation, Rapson incorporated distinctive design features into the project such as wood grain imprinted in the concrete and colorful exterior panels that were originally intended for tenants to decorate.13 As an artifact of 1970s federal urban development policy and an enduring embodiment of Rapson’s Brutalist architectural style, Cedar Square West was listed on the National Register of Historic Places in December 2010, making the property eligible for federal and state historic tax credits to close financing gaps and make major renovation possible.14

Financing

The Riverside Plaza rehabilitation project aligned several federal, state, and local funding programs with private investments to assemble a $134 million financing package to restructure debt and cover $65 million in construction costs (see table 1).15 The largest financing sources were a HUD-guaranteed first mortgage of nearly $50 million, nearly $30 million in low-income housing tax credits, and close to $30 million in federal and state historic tax credits.16 The Minnesota Housing Finance Agency contributed more than $12 million and the city of Minneapolis added $1.9 million from its Affordable Housing Trust Fund. An additional $400,000 in funds came from 19 custom energy rebate programs created specifically for Riverside Plaza by
Cedar Riverside (cont.)

energy providers CenterPoint Energy and Xcel Energy.17

Renovation
The rehabilitation remediated the aging electrical and mechanical systems, enhanced energy efficiency, and upgraded apartments and common areas. Walls in each of the 1,303 residential units were demolished to replace the pipes and the heating, ventilation, and air conditioning network. Except for adding soffits to conceal sprinkler pipes and making 56 units accessible, the project generally preserved the apartments’ original design.18 New heating and cooling systems, refurbished windows, and new patio doors are expected to reduce energy consumption by more than 25 percent, and the updated water system should reduce waste and wait times for hot water.19 Fully 90 percent of the units are affordable, including 669 Section 8 units and an additional 505 units affordable to households earning less than 60 percent of the area median income. The remaining 129 units are market rate. Riverside Plaza has 171 studio, 532 one-bedroom, 534 two-bedroom, 58 three-bedroom, and 8 four-bedroom or larger apartments; almost half of the Section 8 units are two-bedroom apartments.20

Exterior and site improvements included repair and replacement of sidewalks, fences, and handrails and — critical to preserving the historic integrity of the structure — repainting of the famous colored panels, returning them to their original bold hues.21 Neighborhood amenities, such as improved bicycle and pedestrian accessibility, were added.22 The Cedar Riverside Community School, a K-8 charter school that has been housed in Riverside Plaza for more than 20 years, was also renovated and expanded.23 The project addressed area crime concerns through improved lighting and signs, security cameras, improved cooperation between Riverside Plaza’s owners and the Minneapolis Police Department, and a staffed safety center.24

The renovation of Riverside Plaza contributes to the city’s neighborhood revitalization efforts, which include investment in public infrastructure and transit.25 Riverside Plaza residents live just a short walk to the Cedar-Riverside light rail station on Metro Transit’s METRO Blue Line (Hiawatha), which runs north-south from downtown Minneapolis to the Mall of America, and the West Bank station on the nearly completed Green Line (Central Corridor), which runs east-west from downtown St. Paul, through the University of Minnesota, to downtown Minneapolis.26 The Hiawatha LRT bike trail runs through the neighborhood parallel to the Blue Line.27

Preserving Affordable Housing
The rehabilitation of Riverside Plaza preserves what former mayor R. T. Rybak called “a Minneapolis icon” and, because of the neighborhood’s importance to successive generations of immigrants, “our Ellis Island. . . . our Statue of Liberty.”28 Riverside Plaza, which remains a significant source of affordable housing for the Cedar-Riverside neighborhood, enhances the quality of life of its thousands of residents and contributes to the city’s sustainability goals through its improved energy
Cedar Riverside (cont.)

efficiency. The renovation of Riverside Plaza has also contributed to broader revitalization efforts in the Cedar-Riverside neighborhood, including new light rail service, street improvements, and other housing development, including two projects adjacent to Riverside Plaza — the renovation of a 539-unit public housing complex and planned new construction of a 259-unit mixed-income rental development. Although Cedar Square West failed to live up to many of the ideals of the New Towns-In Town planners, Riverside Plaza has become a success story of historic preservation that also preserves quality affordable housing.

3. Martin, 11; U.S. Census Bureau.
7. Roise and Gales, section 8, 12–4.
13. Martin, 115; Roise and Gales, sections 8, 9, 17.
22. Sherman Associates and City of Minneapolis Community Planning and Economic Development Department.
Ice Out

Ice flows from the dam on the Rum River next to City Hall in Anoka.
2014 Upper Midwest Regional APA Planning Conference Call for Session Proposals

The Iowa Chapter of the American Planning Association announces its call for session proposals for the 2014 Upper Midwest Regional APA Planning Conference hosted by the APA Iowa Chapter, “Making Places Great: Embracing the Past & Staging the Future” being held in cooperation with the APA Wisconsin and Minnesota Chapters on October 22nd – 24th, 2014 in Mason City, Iowa (just 2 hours south of the Twin Cities on Interstate 35).

Who Should Submit a Session Proposal?
Anyone is eligible to submit a session proposal, whether or not they are a member of APA Iowa. If you have a particular expertise, or have recently completed a planning initiative that others may be interested in, we encourage you to submit a session proposal.

What Format Should My Session Take?
Participants are encouraged to consider a variety of program formats including moderated discussion, workshops, and case studies in addition to the more traditional presentations and lectures. Conference sessions will be one hour and fifteen minutes in length.

What Topics Are of Special Interest?
Session proposals on any topic are welcome.

How Are Sessions Selected?
The Conference Committee will review proposals based upon the following criteria: quality of the session proposal; contribution to the mission of the Chapter; content of program goals and outcomes; program delivery style; and creativity.

For More Information about the Call for Sessions:

Twins Game
Prior to the APA MN Twins game on Wednesday May 14th, there will be a tour of the new Target Field Station where the Green and Blue LRT lines converge. The official grand opening is on May 17th but APA MN members are getting a sneak preview at 3:30 pm on May 14th. The tour will take about an hour. If you are interested in joining us on the tour, please letter Lisa Wittman know as soon as possible lwittman@goldenvalleymn.gov. Prior to the date, I will be sending you the exact location of where the tour will start. You are on your own for parking.

Also, if you want to join us for the game, there are still 13 tickets available until April 14th. They are $15 per ticket. Contact Lisa at the email address above. After the tour of the Target Field Station, you can join us at the Loop Bar on Washington Ave. for drinks and food. (You could stop for a beer at the Fulton Taproom at 414-6th Ave. N. on your walk over to the Loop!) If you order a Twins ticket, you will pick it up the ticket at the bar. We are looking forward to a fun event with over 60 planners signed up for the tour and/or game!

World Fair Brown Bag
When: June 26, 12 p.m.
Where: Roseville City Hall, City Council Chambers, 2660 Civic Center Drive, Roseville.
What: Brown Bag lunch to discuss Minnesota’s effort to bring the World’s Fair to the state by 2023.

Age-Friendly Communities Webinar
The Private Practice Division of the APA is sponsoring a free webinar on Friday, May 30, 2014 12:00 PM - 1:30 PM CDT. The topic is Age-Friendly Communities.

For the next 20 years, 10,000 baby boomers turn 65 daily, joining a growing number over 80+. This profound demographic transition is challenging communities struggling with a tough economy, and is overwhelming government and community policymakers at all levels. Preparing for this wave is viewed as a political and economic liability – impacting Social Security, healthcare costs and services and placing an added burden on the young. As the vast majority of older adults want to age in place, they are creating a
demand for communities that are age friendly. Age-friendly communities are friendly to all ages, not just older adults. Ultimately, young and old want the same things: an environment that allows them to participate and thrive.

Financing age-friendly initiatives does not have to be costly. Planners and local governments should give attention to: holistic approach of multigenerational planning work underway in cities such as New York and Atlanta, taking creative steps to make their neighborhoods age-friendly, and tools such as the Villages movement for self-empowerment through aging-in-place. This session will examine some tools and resources to foster communities friendly to all ages and highlight on-the-ground strategies to fund changes.

To register for this webinar, visit: https://www2.gotomeeting.com/register/459472266. CM credits are pending.

Job Opportunities and RFPs

Space Available

Lunning Wende Associates an architecture and planning firm located in Lowertown, Saint Paul (275 East Fourth Street, Suite 620) has three workstations for lease. Great natural light. On the new Central Corridor light rail line. Engaged professional studio environment. Additionally: reception area, conference room, small kitchen, copier and plotter. Access to our phone system can be arranged. Workstations average size is 8x10 feet with additional storage. $300/month/each. Contact Scott Wende: 651.221.0915 or scott@lunningwende.com.

Job Title: Community Development Specialist
Hiring Agency: City of New Hope
Web Link: www.ci.new-hope.mn.us/jobs
Deadline: May 5, 2014 at noon
Salary Range: $70,026 - $85,197

Job Description
The city of New Hope is seeking a Community Development Specialist to perform difficult professional work in project management for community development. Minimum qualifications are a Bachelor’s degree (a Master’s degree is preferred), five years of experience in planning, housing, redevelopment, or public administration, and certification by the American Institute of Certified Planners. Additional information and required application documents can be downloaded from www.ci.new-hope.mn.us. Annual salary range is $70,026 to $85,197. Position closes Monday, May 5, 2014, at noon. Call 763-531-5111 if you have questions.

Application Instructions
Download required application documents from www.ci.new-hope.mn.us and send completed applications by US mail or email before Monday, May 5, 2014 at noon.

Job Title: Assistant Transportation Planner
Hiring Agency: WCWRPC/Chippewa-Eau Claire MPO
Web Link: www.wcwrpc.org
Deadline: May 16, 2014
Salary Range: $40-45,000, with exc. benefits

Job Description
The Chippewa-Eau Claire Metropolitan Planning Organization (MPO) and the West Central Wisconsin Regional Planning Commission (WCWRPC) are seeking to fill a professional position requiring knowledge of land use and transportation planning, the understanding that transportation is integral to the fabric of strong communities and regions, and a strong commitment and dedication to the field.

The MPO is responsible for meeting federal and state requirements for a multi-modal transportation planning program for the Eau Claire urbanized area, with a population just over 100,000 persons within Eau Claire and Chippewa counties. The MPO is housed in the WCWRPC, a seven-county, multidisciplinary planning agency located in Eau Claire, Wisconsin, partnering with local governments in fulfilling their economic development, community development, transportation, housing, and comprehensive planning needs. The successful candidate will primarily assist senior level staff in highway, transit, bicycle, pedestrian, and freight planning within the urbanized area, and will also assist in some projects in the rural areas of the region.

The ideal candidate for this position possesses superior written and verbal skills, excellent interpersonal skills, strong PC skills, a general enthusiasm for transportation, and is team oriented. GIS competency is a
plus. A bachelor’s degree in planning, transportation, or related field, is required with a master’s degree being desirable. Candidates must possess at least two years of experience in planning, preferably transportation planning, or a related field. Starting start date is July 1, 2014.

Application Instructions
Send cover letter and resume to Ann Z. Schell, WCWRPC, 900 Wisconsin St., Mailbox #9, Eau Claire, WI 54703; or email same to wcwrpc@wcwrpc.org.

Job Title: Deputy Director of Community Development
Hiring Agency: City of Neenah
Web Link: http://agency.governmentjobs.com/neenahwi/default.cfm
Deadline: May 20, 2014
Salary Range: $58,403 - $87,614

Job Description
The City of Neenah Department of Community Development and Assessment is seeking a full time Deputy Director. Qualified candidates will have excellent oral and written communication skills; will be highly organized with strong analytical ability and initiative; and will be able to undertake multiple tasks. Ideal candidate will have a Bachelor’s degree in Urban/Regional Planning or related field, three years municipal planning experience, economic development experience, or any combination of education and experience that provides equivalent knowledge, skills and abilities. General knowledge of Assessment functions is helpful. Previous supervisory experience is preferred. Starting salary is negotiable, up to the midpoint of the range, depending on experience. The City of Neenah offers health insurance, dental insurance, life insurance, participation in Wisconsin Retirement System, and paid sick leave and vacation.

Application Instructions
To be considered for this position, please apply through our online application system, which can be found at http://agency.governmentjobs.com/neenahwi/default.cfm. Please attach a cover letter and resume to your online application by following system instructions. Applications without a cover letter and resume cannot be considered. Please submit your application as soon as possible. Position will remain open until filled. The City of Neenah is an Equal Opportunity Employer.

Job Title: Neighborhood Services Manager
Hiring Agency: City of Whitewater
Web Link: http://agency.governmentjobs.com/whitewaterwi/default.cfm
Deadline: May 24, 2014
Salary Range: $51,055 - $64,416

Job Description
City of Whitewater, WI is seeking a dynamic professional to join its management team as the Neighborhood Services Manager. This position reports to the City Manager and is responsible for the oversight of planning, building code, and zoning enforcement, as well as development and maintenance of the City’s geographic information system. Qualified applicants must have 3 years of progressively responsible municipal experience in zoning, code enforcement, geographical information systems and/or planning, along with a bachelor’s degree in Land-use Planning, Urban Planning, Landscape Architecture, Geographic Information Systems, Business or Public Administration, or a closely related field.

Application Instructions
For further position information and to apply online go to the City of Whitewater website: http://agency.governmentjobs.com/whitewaterwi/default.cfm.

Job Title: Planning/Community Development Director
Hiring Agency: City of Vadnais Heights, MN
Deadline: June 12, 2014 at 4:00 p.m.
Salary Range: $79,539 - $95,451 plus benefits

Job Description
The City of Vadnais Heights, MN (population 12,500) is seeking a Planning/Community Development Director responsible for performing, planning, organizing and directing the community development activities, economic and redevelopment efforts, and supervising
the building inspection program of the City. This position would also develop zoning land use ordinances and activities along with serving as staff support to various boards, commissions and City Council. Requires: Bachelor’s degree (master’s preferred) from an accredited institution in Urban Planning, Geography, Landscape Architect, or related field. Minimum five years experience in planning with a municipality, county or township, or with a consultant to municipalities, or equivalent. Five years supervisory experience preferred.

Application Instructions
Full job announcement and requirements may be obtained on the city’s web site at www.cityvadnaisheights.com, Government/Employment.

Job Title: Transportation Planning and Traffic Engineering Manager
Hiring Agency: Stonebrooke Engineering
Deadline: NA
Salary Range: Varies based on experience

Job Description
Stonebrooke Engineering is seeking a qualified Civil Engineering or Planning candidate with 10+ years of experience working on, leading, and/or acting as project principal on municipal and transportation projects, with an emphasis in several or all of the following:

- Traffic operations, roundabout safety and operations, and signal timing
- Traffic safety analysis, road safety audits, and safety planning
- Permanent signing, striping, lighting, and traffic signal design
- Temporary traffic control design
- ITS design
- Corridor studies, alternative analysis, and traffic impact studies
- Multi-modal planning studies and implementation

Candidates should currently be licensed Professional Engineers (PE) or an AICP Certified Planners in the State of Minnesota, or have the ability to obtain such licensure within 12 months. Professional Traffic Operations Engineer (PTOE) or Professional Transportation Planner (PTP) certification is a plus. This is the lead position for all transportation planning and traffic engineering activities at Stonebrooke. Initially this position will primarily involve leading and assisting on various civil engineering projects in a production role, following design standards and agency technical requirements, creating traffic operations and safety plans and reports, communicating with clients, presenting at project related meetings and conferences, and performing a variety of other assignments related to municipal, transportation, research, and planning projects. The person in this position will also lead and assist on developing responses to requests for proposals, letters of interest, requests for qualifications, etc.

Concurrent with production role activities, the successful candidate will assist Stonebrooke’s leadership team on developing and implementing a vision for the growth of the Transportation Planning and Traffic Engineering section. It is expected that as Stonebrooke grows, and particularly as the Transportation Planning and Traffic Engineering section grows, a greater share of the person’s time in this position will be spent on leadership and personnel issues, mentoring, marketing, and business development. Project related work will continue to be a priority, but proportionally will represent a smaller share of job duties.

Job Requirements
The successful candidate will possess a combination of some or all of the following attributes:

- A work hard, play hard attitude and a desire to help guide the growth of Stonebrooke.
- A commitment to engineering and advocating for reasonable and responsible solutions.
- Demonstrated success as a group or section leader.
- Demonstrated success developing responses to requests for proposals, letters of interest, and requests for qualifications.
- Traffic signal, lighting, signing, striping, temporary traffic control, and/or ITS design experience.
Job Opportunities and RFPs (cont.)

- Familiarity with traffic and roundabout operations, and traffic safety evaluation reports
- Experience with planning activities, which may include corridor studies, alternatives analyses, multimodal studies, development driven traffic impact studies, Minnesota county and city comprehensive or transportation plans, and road safety audits.
- Knowledge of macroscopic and microscopic traffic operations modeling software (i.e. Synchro/Sim Traffic, RODEL, Highway Capacity Software, VISSIM, etc.).
- Knowledge of travel demand modeling software such as Tranplan, TRIPS, TP+, and CUBE VOYAGER.
- Knowledge of CADD software, including MicroStation and/or AutoCAD.
- Understanding of Federal and State of Minnesota environmental review requirements.
- Familiarity working with traffic analyses results including operations and forecasting.
- Previous marketing/business development experience including writing proposals for transportation consulting RFPs and preparing for and attending interviews and presentations.
- Excellent verbal and written communication / presentation skills.
- Ability to travel as needed for team meetings, client consultations, on-site inspections/visits, etc.; Occasional overnight travel will be required.

Stonebrooke Engineering is a growing civil engineering firm seeking motivated individuals looking for career advancement opportunities.

Application Instructions
To express interest in this position, contact Brenda Arvidson at barvidson@stonebrookeengineering.com or 952-402-9202.

Job Title: Senior Planner
Hiring Agency: SEH Inc.
Web Link: https://careers.sehinc.com/
Deadline: TBD
Salary Range: TBD

Job Description
Short Elliott Hendrickson Inc. (SEH®) is a multi-disciplined firm of engineers, architects, planners, and scientists known for our comprehensive technical capabilities and superior client service, which contribute to Building a Better World for All of Us®. We’ve been in business for 85 years serving both public and private clients from more than 30 offices across the Midwest, Colorado, and Wyoming.

We are looking for an individual who wants to be part of a team that provides exceptional service to our clients, and we have an immediate Full-Time opportunity for a Sr Planner within our Transportation Planning Practice Center located in St Paul, MN.

Responsibilities for this position include conducting transportation planning studies, environmental documentation and corridor studies. The environmental documentation will include state Environmental Assessment Worksheets and federal Categorical Exclusions, Environmental Assessments and Environmental Impact Statements. This position will work independently and as part of teams to prepare draft and final corridor studies, project reports, technical memos and assist in marketing all types of transportation planning consulting projects. The qualified individual will interact with clients on behalf of the company on projects including project meetings, public meetings and workshops.

Required Qualifications:
- Bachelors Degree in Civil Engineering or Planning with an emphasis in transportation or related field.
- Minimum of eight (8) years of consulting and/or public sector experience in transportation planning.
- Licensed Professional Engineer and/or Certified Planner in the State of Minnesota or the ability to obtain registration within six months of employment.
- Understanding of Federal and State of Minnesota environmental review requirements.
- Familiarity working with traffic analyses results including operations and forecasting.
- Previous marketing/business development experience including writing proposals for transportation consulting RFPs and preparing for and attending interviews and presentations.
- Excellent verbal and written communication / presentation skills.
- Ability to travel as needed for team meetings, client consultations, on-site inspections/visits, etc.; Occasional overnight travel will be required.
Job Opportunities and RFPs (cont.)

Preferred Qualifications:
- Previous experience with multi-modal studies and analysis including bicycle and pedestrian plans.
- Previous experience with transit studies and analysis.
- Knowledge of the regional transportation planning/funding process and Federal/regional/local agency roles and interrelationships.
- Knowledge of transportation capacity analysis.
- Knowledge of travel demand forecasting methodology.

Application Instructions
For confidential consideration, please apply through the SEH website (https://careers.sehinc.com) or fax resume and salary requirements to 651.490.2138. Please refer to the job number when submitting your resume by fax.

Design your career with WSB & Associates, Inc.

We are seeking a community planning intern to support our growing planning and economic development services in our Minneapolis office.

What You Will Do: You will support our planning and economic development team with general planning services to our municipal clients. Specific work tasks include: data analysis and collection, the review of land use applications, preparation of staff reports, plan and ordinance writing, and other duties related to planning and economic development.

What You Will Bring: The successful candidate will have recently completed, or be nearing completion of, a degree in urban studies, planning or similar field. You must be eager to learn and able to work independently with minimal supervision. You must possess a valid driver’s license along with a clean driving record and have the ability to work in a variety of locations. Our preferred candidate will have experience working in a municipal setting.

WSB & Associates, Inc.
Attn: Human Resources
701 Xenia Avenue South, Suite 300
Minneapolis, MN 55416

Job Title: RFP: Mixed Use Redevelopment Opportunity
Hiring Agency: City of Moorhead
Web Link: http://www.cityofmoorhead.com/rfp
Deadline: June 2, 2014

Salary Range: NA

Job Description
The City of Moorhead, Minnesota is seeking a developer to create a comprehensive redevelopment strategy leading to the construction of a mixed use (commercial/retail/residential) or business (commercial/retail/office) project on 5.5 acres of city-owned property on 1st Avenue North. Located within walking distance of the Moorhead Center Mall, the Hjemkomst Center, downtown Fargo, the Red River of the North and in close proximity to Minnesota State University Moorhead and Concordia College, this site offers a unique redevelopment opportunity.

Application Instructions
A complete copy of the RFP can be obtained by www.cityofmoorhead.com/rfp or contacting the City of Moorhead, Office of Economic Development, located in Moorhead City Hall, 4th Floor, 500 Center Avenue, Moorhead, MN 56560 or by phone 218.299.5441.

Proposals are due by 4:00 p.m. on Monday, June 2, 2014.

To apply, send your resume to:
The Minnesota Chapter of APA would like to recognize the following member municipalities for their support:

City of Browns Valley
City of Fergus Falls
City of Hawley
City of Parkers Prairie
City of Vergas
City of Moorhead
City of Perham
City of Wheaton

APA Minnesota CM Opportunity

Introducing New Density to the Neighborhood

A Webinar Presented by the American Institute of Certified Planners

When:
Wednesday, June 4, 2014
3:00 to 4:30 PM

Where:
Cottage Grove City Hall
Training Room
12800 Ravine Parkway South
Cottage Grove, MN 55016
(See map)

About the event:
Residents of existing neighborhoods do not always welcome new development, and project opponents often cite density as a primary concern. Discover how to focus community conversations about infill and redevelopment on design. In this program, planning and design experts will explore how communities can use planning, design, and policy to minimize and mitigate the impact on existing neighborhoods of dense infill and redevelopment. Learn how to address neighborhood compatibility concerns without sacrificing the goal of promoting walkable, urban places.

Please RSVP to John Burbank at jburbank@cottage-grove.org by Monday, June 2, 2014.

This session is approved for 1.5 CM Credits.
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