Moorhead Neighborhood Planning Study

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Executive Summary

The City of Moorhead, along with Minnesota State University Moorhead (MSUM) and Concordia College partnered in the fall of 2006 to undertake a planning effort to address issues in a study area that generally contained the area from the Red River to Twentieth Street South, and between Main Avenue and Twentieth Avenue South. The study area includes the original townsite of Moorhead, with long established neighborhoods. The area is fully developed. While the housing stock is generally well-maintained, buildings are aging, making housing preservation efforts important. Clearance of existing buildings would likely precede any new construction activity in the area. DSU (now Bonestroo), was selected to assist with this study effort pursuant to a Request for Proposals.

Recognized trends within the study area included an increase in the number of owner occupied housing being converted to rental units and an increasing student population living in these units. The City fielded a number of complaints from residents related to the maintenance of rental property and parking problems. At the outset of the study, some residents expressed a strong desire to ensure that the planning process and especially any action taken as a result were undertaken in a way that ensured input from neighborhood residents and maintained transparency in decision-making processes.

The purpose of the planning effort was to attempt to measure the impacts and sources of issues associated with change in the study area and to develop potential solutions that balanced the interest of all residents, including students, the City, and the two schools.

Bonestroo facilitated the organization of a Working Group and Executive Committee to represent various interests in the process and comment on the work product of the process. The composition of these groups is described in the Public Participation chapter of this document.

The process began with presentations and citizen forums in June and September of 2006 and the collection of background and market research. This phase helped to encourage residents and students to be involved and to establish a clear understanding of the existing issues and forces at work in the study area and, most importantly, the anticipated planning process and ongoing opportunities for citizen participation. Through the efforts of the Working Group and Executive Committee, the planning process framed three broad topics:

1. **Identify sites in the study area that may be redeveloped by the City or private entity, and offer recommendations on the potential future uses, intensity and design.** Four redevelopment sites were identified, including the Halliday Motel site, Town and Country Flowers, the Power Plant and a prototypical Mixed-use Block along Eighth Street. A variety of concepts were developed for each site and a preferred alternative was chosen for each based on the consensus of the Executive Committee and Working Group. The preferred alternatives included townhouse concepts for Halliday and Town and Country Flowers sites, a community center concept for the Power Plant site and a half-block of mixed use development for 8th Street.

2. **Create a sense of arrival, improve aesthetics and increase safety for pedestrians, bicyclists and motorists entering the campus areas through the "Gateways" of Eighth Street and Twentieth Avenue.** Bonestroo developed a number of concepts for new road sections on various portions of Eighth Street and

Twentieth Avenue. These included new medians, improved pedestrian amenities and additional landscaping. The consultant worked closely with the City's engineering department and MNDOT on relevant issues to ensure that where traffic data was known, the concepts accounted for future needs. The need for further traffic studies on 8th Street were mentioned during the development of these concepts. Before any design is finalized, these studies would need to be completed.

3. **Review the City's existing ordinances and strategies, their effectiveness, and develop potential strategies for effectively addressing issues related to on- and off-street parking in campus neighborhoods, parking near MSUM and Concordia, and housing maintenance.** Potential strategies related to parking included permit parking around Concordia and MSUM, new off-street parking requirements for rental properties, additional screening requirements for off-street parking, and supporting programs for reduced auto use. Strategies for maintenance included supporting and continuing the existing rental housing inspection program and identifying additional potential redevelopment opportunities in the study area. The conversation about housing maintenance distinguished between the standards for rental housing and owner-occupied housing and giving guidance to City decision-makers on what conditions the neighborhood felt should trigger intervention by the City to correct a problem.

The outcomes of this study as reflected in various concepts and strategies are a set of recommendations based on input from the Working Group and Executive Committee informed by others in the neighborhood that attempt to address the issues faced by the study area. Many of these recommendations have both positive and negative impacts which this document attempts to identify. The ultimate decision about any changes to City ordinances or school policies rests with the Moorhead City Council and the administrations of Concordia and MSUM respectively.

Addressing these issues should be viewed as an ongoing process that does not have one single answer, but rather takes a multidisciplinary or multi-strategy approach that will need to be monitored and adjusted over time. Maintaining a high quality of life in these neighborhoods depends on the collective efforts of the residents, the institutions and the City government. The City will continue to engage neighborhood residents, including students, to judge the effectiveness of any new policies that are implemented, encourage them to be involved in decision-making processes, and to assist them in identifying actions they can take to improve their neighborhood.
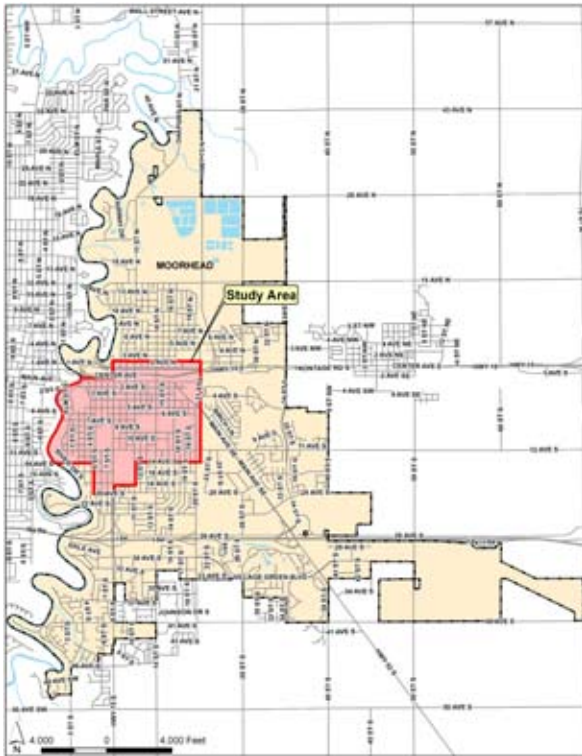
Figure 1 - Study Area Location

Introduction

In 2005, the City of Moorhead participated in a planning study intended to develop a set of "Best Practices" for college and university communities that are facing issues related to student housing in residential neighborhoods. This study was undertaken jointly by four cities, Moorhead, Fargo, Saint Cloud, and Mankato.

Most of the cities reported very similar issues. These included:

• Conversion of single-family owner-occupied homes to rental units
• Noise from parties and vehicles
• Parking supply problems
• Public health and safety issues including vandalism and littering
• Poor property maintenance including code violations
• Difficulty and cost of enforcing codes or regulations

Issues that were specific to some cities included declining elementary school enrollment, a loss of a sense of "neighborhood" due to an increased number of renters, declining rate of homeowner occupancy, decreasing property values, a loss of affordable housing and overcrowding.

All of these issues are symptomatic of neighborhoods experiencing a significant conversion of single-family residences to rental units as demand for student housing stays strong. A student population may have different lifestyles, needs and values than a neighborhood population comprised mainly of homeowners.

The outcomes of the Best Practices Study were general in nature, identifying strategies used to address similar issues in a large number of university and college communities throughout the United States. The 2005 Best Practices Study identified a list of solutions possibly applicable to all four cities, but not specifically tailored to each one.

Moorhead determined that some specific planning objectives stemming from that work should be addressed in a further, more focused study which focused upon:

1. Redevelopment of opportunity sites and alternatives
2. Design of campus and neighborhood gateways
3. Possible ordinance changes
4. Potential strategies for parking and property maintenance

This document is intended to provide a variety of potential strategies for addressing these issues. It is not intended to be an endorsement of one particular strategy, but instead provide careful analysis of issues as well as potential solutions.

This study is based on the input of residents and students from the study area, and does not represent a city-wide perspective.

The study area addressed is generally from the Red River on the west, to 20th Street South on the east and between 20th Avenue South on the south and Main Avenue on the north. Figure 1 shows a map of the study area location and Figure 2 shows a detailed map of the study area.

Figure 2 -
Planning Study
Area
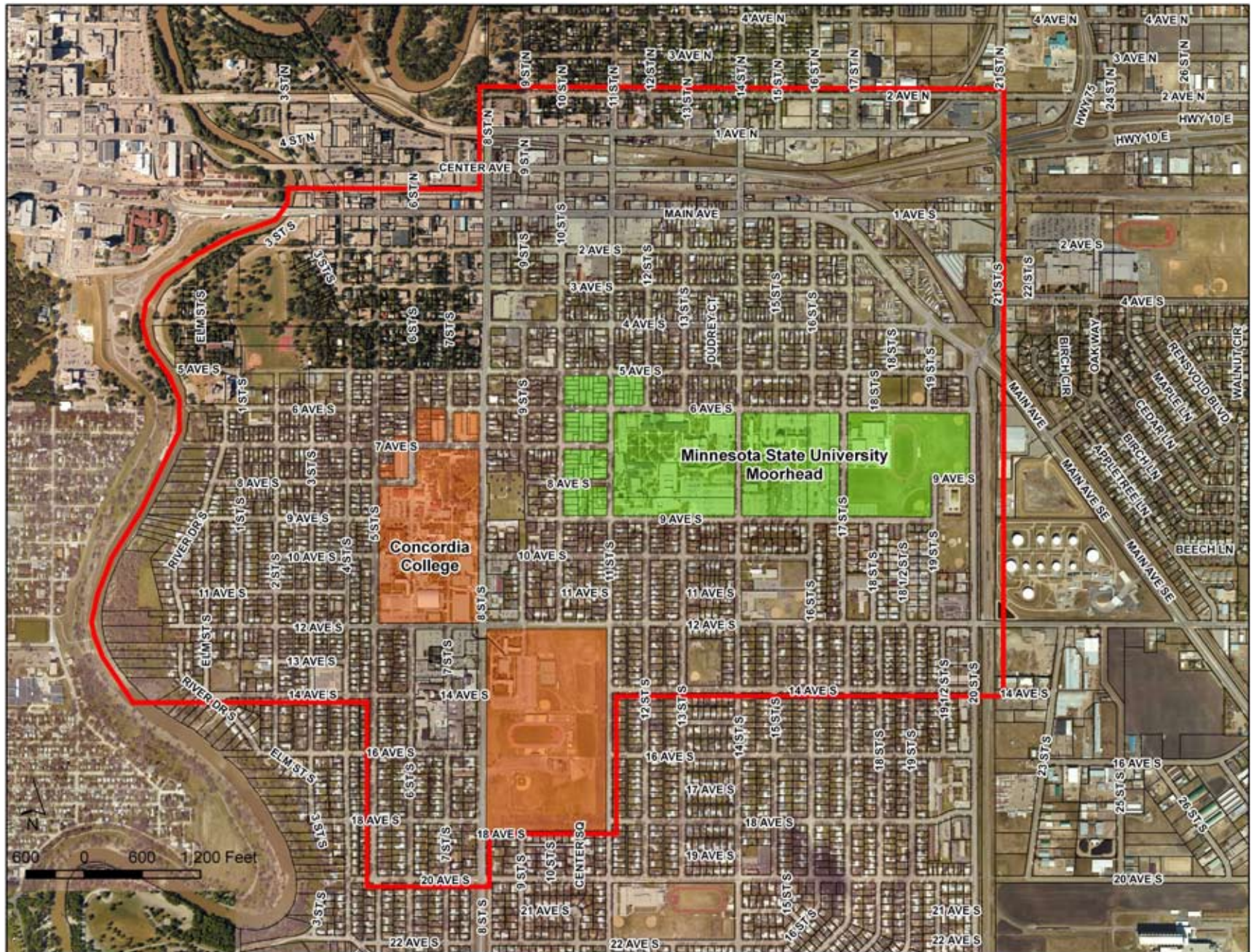
Public Participation

A main focus of the Moorhead Neighborhood Planning Study (NPS) was to achieve broad participation from neighborhood property owners, Concordia and MSUM students, City staff and College and University faculty, staff and administration. Realizing that solutions to the issues faced by the community required cooperation and action by all these groups, the City of Moorhead designed a process to distribute information and solicit feedback from the groups.

WORKING GROUP AND EXECUTIVE COMMITTEE
Two groups were established as part of the process, the Working Group and the Executive Committee. The Executive Committee was composed of the Mayor, one Council member from each of the First, Second and Third Wards, the City Manager or his representative, the President of Minnesota State University Moorhead (MSUM), or his representative, the President of Concordia College, or her representative, and two citizen representatives from neighborhoods included in the study area. The Executive Committee reviewed all information and served as decision-makers at key points in the planning process.

The Working Group was composed of representatives of the Planning Commission, Concordia and MSUM, neighborhood block clubs, citizens from outside the block clubs in the study area, and student populations of both the College and University.

Because existing block clubs in the study area do not encompass all of the geographic area, but are instead self-identified, additional representatives from areas that did not fall inside a block club were included. Several individuals who attended one of the kickoff meetings who did not live in an area represented by a block club were asked by the Mayor to consider serving as part of the Working Group. Block clubs were asked to nominate one member to serve on the Working

Group and distribute relevant information back to the residents. The Working Group was responsible for reviewing all information and providing input and recommendations on key aspects of the study.

FACILITATING PUBLIC PARTICIPATION
The NPS process began with two "kickoff" meetings to inform the public about the process, solicit initial feedback and encourage neighborhood residents and student to be involved in the process. The first kickoff meeting was held in June of 2006. A second kickoff meeting was held in September of 2006 to encourage more student participation since it was assumed that many students were not in town during the summer months.

Information was presented to the Working Group and Executive Committee at a series of meetings that took place between June of 2006 and September of 2007. These meetings were held at the Hjemkomst Center Concordia College or MSUM. At these meetings, information was presented by the consultant and feedback was given by the groups and the general public through discussions or worksheets which were summarized after the meeting. Documents and summaries of meeting discussions were posted on the City's web site (www.cityofmoorhead.com/housing) as they occurred.

Information was also presented to the general public at two community open houses, one near the middle of the process, and one at the end of the process. During the first open house, the public was given access to an online survey to collect their feedback on the work completed. Information from the first open house was presented simultaneously at MSUM and Concordia, and then later in the evening at the

Hjemkomst Center.

A survey tool was also used during the phase of work dealing with parking implementation and community standards. This survey was sent to the Working Group and Executive Committee. The results of both these surveys will be discussed later in the document.

The second open house meeting was held on November 26th at the Hjemkomst Center. At this meeting, all work done during the process was presented to the public in an open house format and feedback was collected using a worksheet. The responses collected are attached as Appendix A. A group of students from Concordia and MSUM also submitted comments separately. These are attached as Appendix B.

The Working Group and Executive Committee attended a joint meeting immediately following the final Open House in November. Final comments and feedback on the draft final document were collected as written notes. Attendees were also encouraged to complete the feedback worksheets used during the Open House. Much of the discussion focused on methods to continue the conversation between the City, neighborhood residents and students living in the study area. Questions and issues regarding the potential strategies were discussed during the meeting, with much focus on potential parking solutions. Positive and negative impacts that were identified during the November meeting, as well as other meetings, are outlined in the Potential Strategies and Concepts section starting on page 37. The notes taken during the final Working Group and Executive Committee meeting are attached as Appendix C.

Background & Market Research

As part of the background research for this neighborhood planning effort, DSU/Bonestroo and Joe Urban, Inc. conducted market research on the general housing market including overall growth, the rental market, and specific information about the student populations and student housing in Moorhead.

RESIDENTIAL UNITS
Figure 3 shows the number of residential units constructed per year, from 1995 to 2005, in the Fargo/Moorhead metro area (in blue), compared to the number of residential units per year in the City of Moorhead (in red). The percentages indicate the number of units for Moorhead compared to the metro area.

As shown in the Figure 3, the Fargo/Moorhead metro area added between 1,300 and 2,700 residential units per year between 1995 and 2005. In general, the metro area has grown faster in recent years, with over 2,000 units per year since 2002.

By comparison, Moorhead added between 70 and 525 units per year from 1995, and has also grown at a faster rate in recent years. Importantly, Moorhead's proportion of all metro area units added has increased steadily in the past 10 years, with between 15% and 20% of the metro total in that time. Since 2002, Moorhead has averaged 439 housing units per year.

The vast majority of new units added in Moorhead in recent years have occurred on the "development edge" of the city. Select development has occurred in the downtown, but very little in other parts of the study area. Permit information does not include on-campus housing units (dormitories).

MULTIFAMILY UNITS
Figure 4 shows the number of multifamily housing units constructed in Moorhead from 1995 to 2005, as well as the percentage that multifamily units represent of the Moorhead totals.

Since 2002, Moorhead has had between 150 and 200 multifamily units constructed per year, or between 35% and 45% of the total housing units in the city. This is a marked increase over the period between1995 to 2001, when the number of multifamily units constructed did not exceed 100 units in any single year and multi-family units were typically

Figure 3 - Residential Units Constructed in Moorhead and as a Percentage of the Metro

New Residential Units Constructed in Moorhead and in the Metro Area, and Moorhead Percentage of Total - 1995-2005

a low percentage of the total construction.

OWNER-OCCUPIED HOUSING

Most new housing constructed in the Fargo/Moorhead area is owner-occupied. According to information collected from the City of Moorhead and developers at the time of this study, there were approximately 1,700 lots under development in 25 neighborhoods across the city. The vast majority of these neighborhoods are located on the southern and eastern edge of the city.

Based on the average rate of 300 to 500 units added per year, the current supply of available lots would likely take more than two years to absorb in the marketplace. This is typical for many cities, and is also dependent on additional lots that get platted and added to the market in the near future.

As shown in Figure 4, well over 50% of all housing added to the city is single-family and detached. Figure 4 also shows that the percentage of new multifamily housing has been growing since 1995, with recent trends showing some stabilization. In 2005, 36 percent of the new units constructed in Moorhead were multifamily. Attached townhomes are a growing portion of the mix. Lot prices vary from under $10,000 to over $100,000 in rare cases for prime real estate. The median lot price is around $20,000 excluding special assessments for infrastructure.

New single-family homes in Moorhead range in price from $110,000 to nearly $600,000. Most new homes remain under $200,000, and the median price of a new home in Moorhead is approximately $165,000. This information was developed from an analysis of local real estate listing completed at the time of the study.

Very little new housing is found within the study area, as most is located on the periphery of the city. Owner-occupied housing could be a potential development type in the study area. New development of owner-occupied housing would more than likely be townhomes or condominiums, since most infill sites require additional density to ensure adequate return on investment.

Very few for-sale units have been built recently in the study area. One project, called Steeple Court Condominiums, recently constructed, is on the edge of downtown. It contains 12 units for sale from $175,000 to $250,000, and is restricted to seniors only.

Figure 4 - Moorhead Multifamily Units by Year and as a Percentage

New Multifamily Units by Year and as Percentage of Total New Units in Moorhead - 1995-2005

Woodlawn Lofts

Steeple Court Condominiums

RENTAL HOUSING

The majority of rental units in Moorhead are located in major apartment complexes, many of which are located on the eastern edge of the city or south of Interstate 94. However, the study area contains a considerable number of rental units in single-unit or duplex homes in addition to apartment complexes.

According to Appraisal Services, Inc, a Fargo-Moorhead appraisal firm, the Fargo/Moorhead rental market, based on a survey of nearly 22,000 units, had a vacancy rate of 9.3% in June of 2006. Over 17,000 units are located in Fargo, and Moorhead has just over 3,000 units reporting to the survey. These figures reflect multi-family units, and do not include single-family residences being rented.   The apartment vacancy rate in Moorhead was 13.5% in June of 2006. In September of 2006, the vacancy rate in Moorhead was 6.3%, a vacancy rate more typical for the Moorhead area.   The higher rate in June is due to students leaving school for the summer.

According to Appraisal Services Inc., rents in Moorhead are generally in the range of $300 to more than $1,000 for newer, larger units, with average overall rents in the $500 to $600 range. Newer projects typically rent from around $600 for a one-bedroom unit to $900 for a three-bedroom unit. Thus, a two-bedroom unit in a new rental development will typically rent for around $700.

There was a perception shared by members of the Executive Committee and Working Group as well as residents of the study area that there are more rental units in the study area because of the conversion of single-family units and the presence of a large student population. Using data from Moorhead's rental registration system, it was possible to compare the number of rental units in the study area with the city as a whole. Data was available from 2002 to present. Owners of rental property are required to register their property annually with the city. As Figure 5 shows, the number of rental units in the study area as a percentage of the total units in the city has remained relatively stable at approximately 33% since 2002. This does not include on-campus dormitory housing.

The total number of rental units in the city has been rising steadily at between 20 and 68 units per year since 2002. The study area has seen an additional 200 rental units since 2002. The growth in rental units in the study area is perhaps largely due to an increasing number of single-family owner-occupied homes being converted to rental properties since few new rental projects exist in the study area. While this increase is proportionately similar to the increase seen throughout the city, these additional units are clearly having an impact on the surrounding neighborhood.   Figure 6 shows the growth in rental units city-wide and in the

Figure 5 - Study Area Rental Registrations and as a Percentage of Citywide Registrations

Year	Study Area Rental Units Registrations	Change in Units	% Change	Percentage of Citywide
2002	1391			35%
2003	1416	25	2%	33%
2004	1458	42	3%	33%
2005	1526	68	5%	33%
2006	1590	64	4%	33%

Rental Registrations - Citywide versus the Study Area
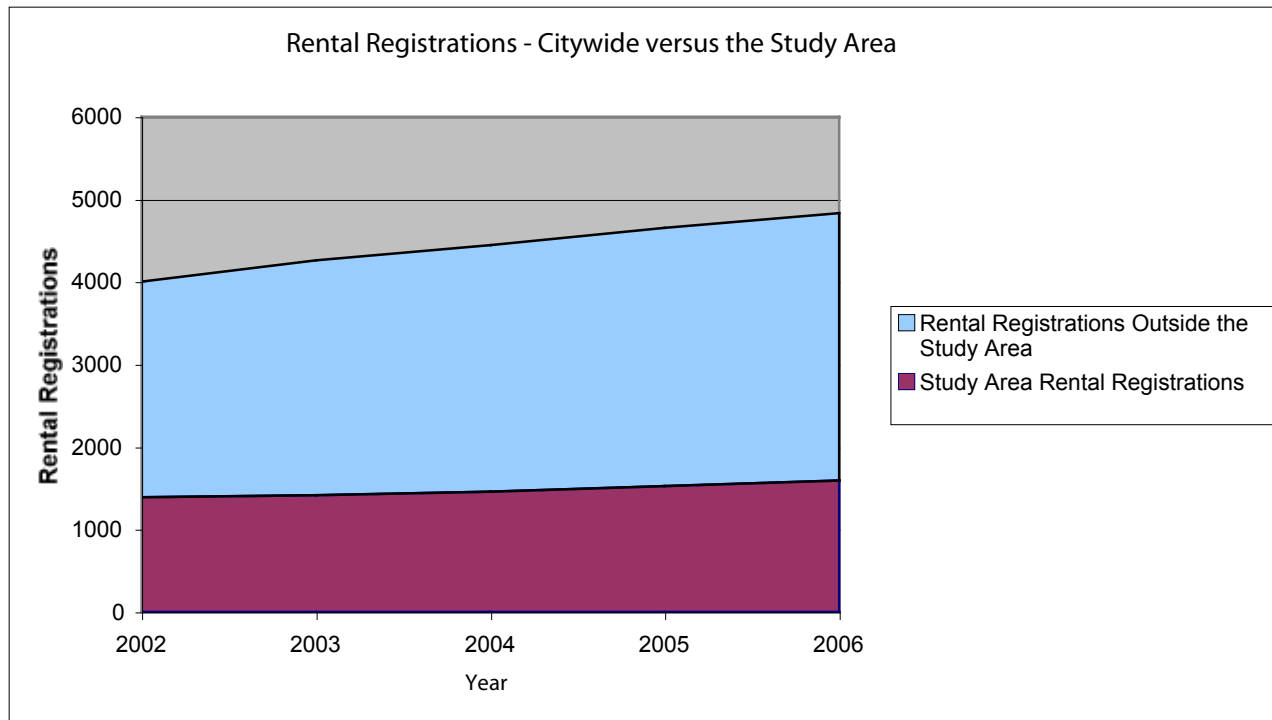
Figure 6 - Study Area Rental Registrations and Total Citywide Registrations

Street Center are completed, and include retail and apartment units that have been leased to residents of all ages (including students). Future phases were to include condos, but the success of the apartment units is causing the developer to modify the focus of the project, and additional units may be rented rather than sold.

STUDENT HOUSING

As of 2006, there were 1,590 properties registered as rental properties in the study area. It can be assumed that a high percentage of these rental units are rented to students. This section analyzes housing information gathered from both schools. Information includes the number of students that live on campus, typical expenditures for on-campus housing, and information shared by Concordia and MSUM representatives about off-campus housing trends.

The following bullet points identify housing statistics of one or both campuses:

- Concordia and MSUM had a combined 10,100 enrolled students in 2006.
- 1,700 of 2,724 Concordia students live on-campus. Therefore, approximately 1,025 Concordia students live off-campus.
- 1,535 of 7,400 MSUM students live on-campus, with the remainder, or 5,865 students living off-campus.
- Approximately 6,900 Concordia and MSUM students live off-campus.

There were approximately 6,500 students living in Moorhead as of the 2000 Census. How that number has changed since 2000 is unknown. Currently, Concordia and MSUM have approximately 10,100

study area.

Besides two newer dormitory projects located on the Concordia and MSUM campuses, (these will be discussed in the following pages), very little new rental development exists in the study area. These projects on campus are also not included in the rental registration figures in Figure 5. One redevelopment project is under construction that includes 104 rental units and 18,000 square feet of retail/office space developed in both new and renovated buildings, in several phases along Main Avenue near the Red River. Developed by the Sterling Companies and MBA (architects), the project is a key redevelopment for downtown.

The first two buildings, called the Woodlawn Lofts and East 4th

MSUM John Neumaier Hall

Concordia College Townhouses

students. If the figure from the 2000 Census is still accurate, over 3,600 students live outside the city of Moorhead, presumably elsewhere in the Fargo/Moorhead metro area.

According to MSUM and Concordia housing department staff, the two campuses have approximately 3,250 students living on campus during the 2006-2007 academic year. This means that perhaps another 3,250 students live in off-campus housing elsewhere in Moorhead. We believe the vast majority live in rental housing.

Neither college has substantial plans to build additional student housing on-campus. MSUM is considering a new project to accommodate changing demand (they currently do not have enough on-campus housing for men), but any new projects would likely replace an older facility that has deferred maintenance, so there would be no net gain in units.

Concordia

According to the Residential Life department at Concordia, over 1,700 of a total of 2,724 students live on campus. Students are required to live on-campus for their first two years. The majority of students live in double rooms and pay $288 per month (for eight months), or $2,304 for an entire year. A recently-completed townhome-style dormitory project on-campus at Concordia, the Concordia College Townhouses, houses 72 students in two, three- and four-bedroom units and rent for $3,080 for one year. These units have proven very successful.

Concordia completes periodic surveys of students that live off-campus to find out where they live and how much they pay for rent, among other information. Their most recent survey was in April 2005. It revealed the following information:

Among students that do not live on-campus:

- 33% live 0-3 blocks from campus

- 10% live 4-6 blocks from campus
- 12% live 7-9 blocks from campus
- 44% live 10+ blocks from campus

Of more than 1,000 Concordia students that live off-campus, nearly half (450 to 500) live over 10 blocks away. They most likely live in one of the many traditional apartment complexes in south Moorhead, or in Fargo. Some students may also live with their parents if they are from the Fargo/Moorhead area. The second significant finding is that one-third, or 325 to 350 students, live within three blocks of campus – a significant amount of them in homes converted to rental use.

The following are per-student rents (including utilities) paid by Concordia students living off-campus:

- 3% report less than $200
- 11% report $200-225
- 28% report $226-250
- 19% report $251-275
- 39% report $275+

Rent of $250 per month for a 12-month lease equals $3,000 per year, or approximately the highest rent paid on-campus for student housing at Concordia. Thus, 58% of students living off-campus (575 to 600 total) pay more for housing than students living on-campus.

Thirty-nine percent of off-campus Concordia students (375 to 400 total) pay $275 or more for rent, or $3,300 per year. As noted earlier, a new two-bedroom apartment leases for $700 per month, or $350 or $4,200 per person annually. The survey doesn't say exactly what rent is paid, or how many could afford

a $350 monthly payment, but it is reasonable to assume that fewer than 375 to 400 students could afford rents that high, but an exact percentage is difficult to estimate.

To attract additional students to live on-campus, Concordia developed the aforementioned rental project in 2004 that houses 72 students in two-, three- and four-bedroom arrangements. These units have more amenities than other on-campus housing, and have proven to be popular despite higher rents.

MSUM
MSUM has no requirement for students to live on-campus. Only 1,535 of 7,400 students (21%) currently enrolled do live on campus compared to the over 60% of students that live on-campus at Concordia. The remainder (nearly 6,000 students) reside off-campus. MSUM has not performed a formal survey of students in off-campus housing, but they believe concentrations exist near campus and in Fargo. MSUM also indicated that off-campus rents typically paid by students range from $350 to $750 per month, which is largely in-line with earlier findings for the rental market overall. (It is not likely that too many of these students pay $750 in rent. Rather, it likely means that for a $750 rent, two roommates split the rent for $375 each.)

Students living on-campus at MSUM pay $423 per month for a single room (nine-month lease), or $3,800 per year, and $365 for a double, or $3,285 per year. The most recent student housing project, John Neumaier Hall, was completed in 2002. It contains 36 apartment units with two bedrooms each. These units would each house four students. Rent is $322 per person for 10 months, or $3,220 per year.

The Housing and Residential Life department at MSUM indicates that many students that live off-campus reside in the south Fargo area for two main reasons, including the number of apartment units and the proximity to retail jobs.

Student Rents
Our research indicates that students living on-campus at Concordia pay $2,300 to $3,100 per year for rent, and at MSUM rents range from $3,200 to $3,800 per year. According to the Concordia survey, 39% of students living off-campus pay more than $275 per month, or $3,300 per year.

An annual rent of $8,400 split between two students, which is what a new two bedroom apartment might lease for, is significantly higher than housing costs at Concordia, but only marginally higher than housing costs at MSUM. However, one could estimate that of the 6,900 students that live off-campus, there could be a significant number that could afford market rate rents in a new project.

If a new rental project were to be developed in the general area around campus, and if that project charges rents that are in line with the overall market ($700 for a two-bedroom unit), the pricing would be higher than all on-campus rents. However, an attractive well-built project would likely generate considerable interest in the marketplace, since there are simply so many students living off-campus that would make up the target market.

MARKET RESEARCH CONCLUSIONS
Due to the substantial number of rental units around the Concordia and MSUM campuses and the relative popularity of new rental housing in Moorhead among students, there may be demand for additional housing located close to either campus. The Concordia survey reveals that one-third of students living off-campus (325 to 350 students) live within three blocks of campus. If the same percentage were applied to

MSUM, then over 1,900 students live within three blocks of that campus. (A survey of a map of rental properties provided by the city of Moorhead indicates 250 to 300 rental properties licensed within three blocks of campus. Exactly how many student renters this translates to is unclear, but it is possible that up to 1,000 or more MSUM students live within three blocks of campus.)

Using a conservative estimate, if 1,000 students do live within three blocks of either campus, and 10% were interested in and able to afford market rate rents for a new building with modern amenities, **there would be demand for 50 new units** (assuming 100 people at double occupancy or roommate situations).

Approximately 6,900 students from both colleges live off-campus. Judging by the rents paid by Concordia students living off-campus (according to the survey), 60% of those students are not accustomed to paying market rate rents for new projects. However, roughly 40% of these students are used to paying near market rate rents. Because of this fact, there could be strong demand for new market rate units near campus.

If 39% of Concordia students that live off-campus (375 to 400 students) pay over $275 for rent, then a reasonable percentage of those could likely afford $350 per person for rent in a new two-bedroom market rate unit. If the same percentage of MSUM students living off-campus pay at least $275 for rent, that would equal nearly 2,300 people. If just 25% of students living off-campus (675 of 2,700 total students from both schools) were interested in a new market-rate unit near campus, then there could be demand for over 300 two-bedroom units near campus. Not all of those students are likely interested in living near campus, but if we estimate that one-third are, then there could be demand for 100 units. If units were priced more affordably (or less than market rate), this demand could go up considerably.

These two demand calculations are not mutually exclusive, and are intended to provide general analysis about potential demand. To test these calculations, three rental management companies were contacted and asked about vacancy rates for new units, and how frequently they rented to students. One of these companies both had information on student renters and was willing to provide information about their units.

Prairie Property Management manages about 250 rental units in Moorhead, of which 225 were occupied at the time of this inquiry. The company has plans to develop or add another 250 or so units in the coming years. Their newest project, Prairie Sky, is a 30-unit building that just opened in south Moorhead. It is currently leasing up and has eight units filled so far. Rents range from $610 for a one-bedroom to $930 for a three-bedroom. These rents are largely in line with other new projects in the metro area.

Most of Prairie Property Management's properties in Moorhead are either relatively new or more than 20 to 30 years old. Whereas a new two-bedroom unit rents for $700 or so, an older one rents for just $450 to $475. There are very few units in between these ages, and this is similar across Moorhead. Little development in rental units has occurred in the 1980s and 1990s in Moorhead. This new development includes a few two-bedroom units for $500 to $650 per month. According to Prairie Property Management, Fargo has more of these units, and Moorhead loses renters to Fargo. Recently built projects in Moorhead have rented very well, due in part to the pent-up demand in the market. Up to 50% of all renters in Prairie Property Management's units are students, an

indication that the two colleges make up a large portion of demand for the Moorhead rental market.

According to the analysis, there may be many students that can afford $700 rents for a two-bedroom unit, particularly if split between two students. Rental units that are priced attractively and built close to campus would likely be met with acceptance in the marketplace.

Halliday Motel Site

Redevelopment Concepts

These concepts are intended to illustrate several ideas for each of the potential redevelopment sites the Working Group and Executive Committee recommended at the meetings on November 16th, 2006. These concept plans provided baseline ideas in regards to density and types of uses, including commercial, residential and park. The two groups reviewed all the sites at the November meetings and gave input on potential concepts for exploration at each site. Using this guidance, DSU/Bonestroo developed several concepts for each site and brought them back for the groups to review on December 12th, 2006.

These concepts were not intended as specific proposals for redevelopment projects. They were developed as starting points for the discussion about the many possibilities and issues that each of these sites present. All the feedback about the concepts was recorded through a worksheet exercise at the meeting on December 12th, 2006.

HALLIDAY MOTEL

The Halliday Motel property is located two blocks from the MSUM campus. It is a one acre, city-owned parcel that used to contain an apartment complex. The site was recently demolished and cleared. The Comprehensive Plan and zoning code guide the property for medium density residential development.

Three different housing concepts were developed for the site based on density and building configuration. In each concept the buildings are shown fronting on the existing streets to continue the surrounding neighborhoods presence and character.

Attached townhomes in two different configurations to show how access to the site can be accomplished. A ten unit concept has access points similar to an alley. This allows for less interruption of housing frontage on the street. A thirteen unit concept has two access points on one block face (the east side). This configuration has the drawback of reducing the presence of buildings along the street.

The high density concept uses a single building with multiple units and a parking lot. This concept must sacrifice building frontage on the street to gain the necessary parking. The building is situated in the corner of the site to give some character to the street edge and on the intersection.

Preferred Alternative

Feedback from the Working Group and Executive Committee generally showed a preference for the low or medium density townhome concept. However, some participants did note that the greatest potential for increasing housing for students was through the high-density concept.

The ten and thirteen unit concepts were considered a better match for the scale and design of the neighborhood. Some participants suggested that MSUM should consider ownership of the development as married student housing or other general student occupancy.

Concept and Code Dimensions

	RLD-3	Draft
Density	~11	20
Front Setback	25'	25'
Side Street Setback	30'	20'
Side Interior Setback	20'	55'
Building Height	35'	18'
Impervious Surface	60%	<60%
On-Site Parking (at 2.5 per unit)	50	35
On-street Parking	-	25

Site Characteristics

- 1 acre
- 20 Apartment units
- 2 story building
- Surface parking
- High-density concept: "Maximum Rental"

Possible Benefits

- Provides student housing close to campus
- May reduce demand for single-family rental conversions

Possible Issues

- Building type is inconsistent with surrounding neighborhood
- Some parking would need to be accomodated on-street
- Underground parking probably not economically feasible
- Density is not consistent with zoning requirements
- Would need to be developed as a PUD

Concept and Code Dimensions

	RLD-3	Proposed
Density	~11	13
Front Setback	25'	20'
Side Street Setback	30'	NA
Side Interior Setback	20'	15'
Building Height	35'	32'
Impervious Surface	60%	<60%
On-Site Parking (at 2 per unit)	26	33
On-street Parking	-	20

Site Characteristics

- 1 acre
- 13 Townhomes
- 2.5 stories
- Rear-entry garages
- Medium-density concept

Possible Benefits

- Creates owner-occupied housing
- Provide for "Married Student" housing
- Could provide life-cycle or senior housing

Possible Issues

- Does not provide significant student housing opportunities
- Possible architectural inconsistencies with surrounding homes
- Does not meet density requirements of the zoning code
- Would need to be developed as a PUD

Concept and Code Dimensions

	RLD-3	Proposed
Density	~11	10
Front Setback	25'	20'
Side Street Setback	30'	5'
Side Interior Setback	20'	50'
Building Height	35'	32'
Impervious Surface	60%	<60%
On-Site Parking (at 2 per unit)	20	27
On-street Parking	-	25

Site Characteristics

- 1 acre
- 10 Townhomes
- 2.5 stories
- Rear-entry garages
- Large open/green space
- Low-density concept

Possible Benefits

- Creates owner-occupied housing
- Provide for "Married Student" housing
- Could provide life-cycle or senior housing

Possible Issues

- Does not provide significant student housing opportunities
- Possible architectural inconsistencies with surrounding homes
- Would need to be developed as a PUD

Town and Country Flowers Site

Structures on the site before redevelopment took place.

TOWN AND COUNTRY FLOWERS

The Town and Country Flowers Site is located in the southwest corner of the study area, near the Red River and five blocks west of Concordia College. The site is 1.5 acre and is privately owned. The Comprehensive Plan guides the area for low density residential, and the site is zoned for low and medium density residential development.

Two townhome options and a single family detached home option were explored for this site. Seven lots can be configured to face the existing road and on a new road which fronts on the park. This option continues the existing land use pattern in the neighborhood.

Two townhome concepts try to maximize the number of housing units while still maintaining a presence on the street and park respectively. The 10 townhome concept pushed the buildings to the outside of the property which allows for a open greenspace/ park between the buildings. This provides separation from the backs of the units and allows for building presence on 2nd Street South and the park. There is also a road configuration change south of the park to allow for safer pedestrian crossing and less impervious surface.

The 12 unit townhome concept maintains buildings fronting on 2nd Street South but pulls the buildings off the park and has an access drive. A central linear green space connects 2nd Street South and the park for pedestrians. The south side of the park again has a road reconfiguration that includes a cul-de-sac located to the north on Elm St. allowing for less impervious surface and more green space. 14th Avenue South turns and "t's" into South River Drive allowing for safer traffic and pedestrian movements.

Preferred Alternative
Feedback from the Working Group and Executive Committee showed support for both townhome concepts. Some individuals

supported vacating a portion of Elm Street in order to expand the park.

Participants in the Open House and members of the Working Group mentioned the idea of age-restricted housing in this location.

A drawback to all three of these alternatives is that
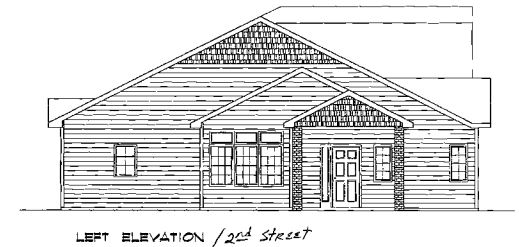
A drawing of what the proposed development will look like from 2nd Street South.

Development on the site under construction in October of 2007.

they do not provide significant student housing opportunities. New townhome development would most likely be outside of the budget of any student renter. However, because of the location of the site, and the existing housing stock in the area, it was considered infeasible to consider a higher density alternative.

During the Neighborhood Planning Study, the site plan was approved and demolition of old buildings and construction of the new project has commenced. The project includes 12 attached townhomes, with a central driveway connecting to 2nd Street South.

Concept and Code Dimensions

	RLD-3	Proposed
Density	16	7
Front Setback	20'	20'
Side Street Setback	12'	12'
Side Interior Setback	5'	5'
Building Height	35'	17'-27'
Impervious Surface	60%	<60%
On-Site Parking (at 2 per unit)	14	14+
On-street Parking	-	10

Site Characteristics

- 1.5 acres
- 7 single-family lots
- Lowest unit density
- Could include intersection redesign (14th and River Drive)

Possible Benefits

- Maintain neighborhood character
- Simple site design/approval process

Possible Issues

- May not maximize site value
- Return on investment may not drive redevelopment given the density
- Does not provide significant student housing opportunities

Concept and Code Dimensions

	RLD-3	Proposed
Density	16	10
Front Setback	25'	20'
Side Street Setback	30'	NA
Side Interior Setback	20'	5' - 10'
Building Height	35'	32'
Impervious Surface	60%	<60%
On-Site Parking (at 2 per unit)	20	20
On-street Parking	-	10

Site Characteristics

- 1.5 acres
- 10 townhome units
- Rear-entry garages
- On-site stormwater retention and infilltration
- 1,400 square average unit size
- Could include intersection redesign (14th and River Drive)

Possible Benefits

- Maintain neighborhood character
- Provide for "Married Student" or "Alumni" housing
- Moderate site density
- Could provide low-maintenance housing for seniors

Possible Issues

- Increase traffic on 1st Street
- Higher density than surrounding neighborhood
- Does not provide significant student housing opportunities
- Would need to be developed as a PUD

Street realignment Option 1:
Maintain connections but create island to reduce impervious surface and increase pedestrian safety

Concept and Code Dimensions

	RLD-3	Proposed
Density	16	12
Front Setback	25'	20'
Side Street Setback	30'	NA
Side Interior Setback	20'	5'
Building Height	35'	32'
Impervious Surface	60%	<60%
On-Site Parking (at 2 per unit)	24	24
On-street Parking	-	10

Street realignment Option 2:
Cul-de-sac Elm Street to provide additional park land and reduce impervious surface

Site Characteristics

- 1.5 acres
- 12 townhome units
- Rear-entry garages
- On-site stormwater retention and infilltration
- 1,400 square average unit size
- Could include intersection redesign (14th and River Drive)

Possible Benefits

- Maintain neighborhood character
- Provide for "Married Student" or "Alumni" housing
- Maximizes site density
- Connects 2nd Street to the Park

Possible Issues

- Increase traffic on 1st Street
- Higher density than surrounding neighborhood
- Does not provide significant student housing opportunities
- Would need to be developed as a PUD

Mixed Use Designation on 8th Street from the Moorhead Comprehensive Plan

Group members were shown examples from other cities to demonstrate how development transitioned at the half-block boundary from high density to single family.

PROTOTYPICAL MIXED USE BLOCK

The intention of the developing mixed use block concepts is based on the fact that the Moorhead Comprehensive Plan guides the blocks on 8th Street between downtown and the southern end of the campuses as mixed use.

Because the Comprehensive Plan guided these areas for two and three story mixed-use development, they were identified as potential redevelopment sites. The concepts were developed to meet existing zoning code requirements. They are not meant to represent any one block in particular, but rather are intended to be an example of the type of development that could occur in the corridor and meet the objectives of the Comprehensive Plan.

Members of the Working Group and Executive Committee expressed concern about the impact of a full block of redevelopment on surrounding residential properties, so DSU/Bonestroo developed two concepts, one showing a full block redevelopment and one showing only the half block closest to 8th Street being redeveloped.

Each concept addresses building massing, building presence on the street, parking needs and mixed uses including commercial, office and housing. On-street and underground parking is used to help achieve maximum development in each concept.

The half block concept uses an alley and side entrances instead of direct access from the main street. This allows for traffic movements to be concentrated at the intersections and not mid-block. The building is pushed to one corner of the site to allow for parking and create building presence on the most visible intersection.

The full block concept again uses an alley as the access to the site. Mixed use buildings with underground parking front the main street and attached single family homes are used on the

other half block. The transition from higher density mixed use buildings to attached single family homes allows for a gradual shift to detached single family homes in the surrounding area.

Preferred Alternative
Members of the Working Group and Executive Committee overwhelmingly supported the half-block concept over the full-block concept. Many people had concerns about the interaction between development on the back half of the block with existing single-family homes on the other side of the street.

Recently, the City adopted a Comprehensive Plan amendment which changed the designation of "mixed use" to occupy only a half-block depth along 8th Street. This change was driven primarily by the concerns of residents that new full-block development along 8th Street may threaten the character of the existing single-family neighborhoods to the east and west of 8th Street. Participants at the NPS meetings have expressed a strong preference to limit non-residential use to the properties directly abutting 8th Street.

This change also made the Comprehensive Plan consistent with the zoning code, which allows mixed-use development only at the half-block depth.

Exceptions to this change include existing public and institutional properties, and a relatively small area south of 12th Avenue between 7th Street and 8th Street that currently is zoned for mixed use.

Underground Parking Entry/Exit

Stormwater Retention

On-street parking
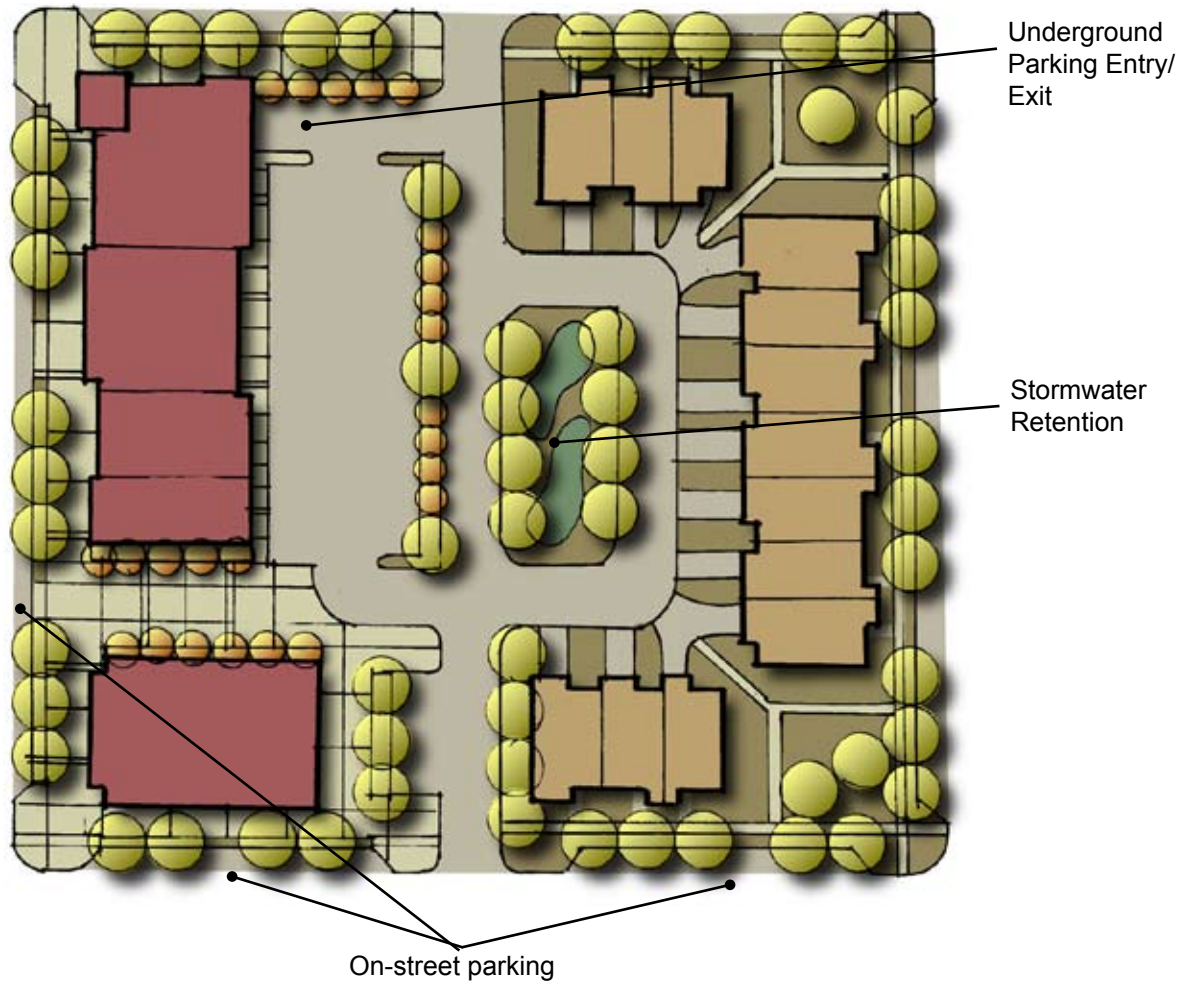
Concept and Code Dimensions

Mixed-Use Half

	MU-2	Proposed
Residential Density	>16 units	24
Retail/Office Sq. Ft.	NA	21,000
Front Setback	6'	14'
Side Street Setback	5'	10'
Side Interior Setback	10'	85'
Building Height	2 to 3	3
Impervious Surface	NA	-
On-Site Parking (at 2.5 per unit)	92	96
On-street Parking	-	25

Townhome Half

	RLD-3	Proposed
Density	~11	13
Front Setback	20'	5'
Side Street Setback	12'	60'
Side Interior Setback	5'	85'
Building Height	35'	32'
Impervious Surface	60%	<60%
On-Site Parking (at 2 per unit)	26	32
On-street Parking	-	25

Possible Benefits

- Provide student housing close to campus
- Provide commercial services within walking distance of campus
- Enhance neighborhood and campus "gateway"
- Implement the comprehensive plan

Possible Issues

- May require development under PUD
- Possible architectural inconsistencies with surrounding homes

Site Characteristics

- 2 acres
- 3 story, mixed-use 24-unit condo building
- 2 story mixed-use building
- 21,000 total sq. ft. of office/commercial space
- Underground and surface parking
- Townhomes on back half transition to lower density
- Some on-site stormwater treatment
- Utilizes shared parking ordinance
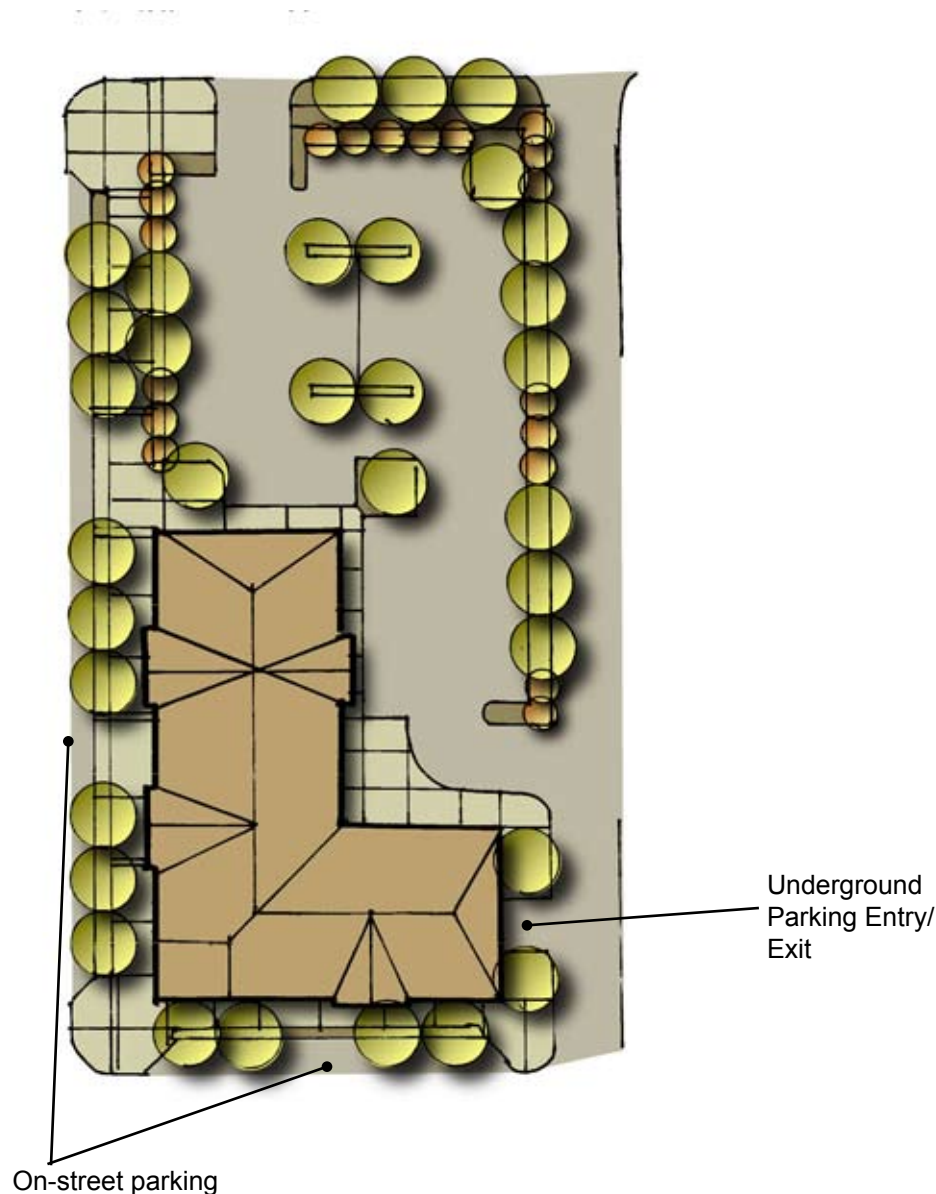
Concept and Code Dimensions

	MU-2	Proposed
Residential Density	>16 units	30
Retail/Office Sq. Ft.	NA	15,000
Front Setback	6'	10'
Side Street Setback	5'	6'
Side Interior Setback	10'	>40'
Building Height	2 to 3	3
Impervious Surface	NA	-
On-Site Parking (at 2.5 per unit)	97.5	115
On-street Parking	-	18

Site Characteristics

- 1 acre
- 3 stories, 30 condo/apartment units
- 15,000 sq. ft. office/commercial space
- 50 underground parking stalls, 65 surface stalls
- Shared parking between office/commercial space and residential units
- Site size and parking requirements limit development intensity

Possible Benefits

- Provide student housing close to campus
- Provide commercial services within walking distance of campus
- Enhance neighborhood and campus "gateway"
- Implement the comprehensive plan

Possible Issues

- Traffic may have an effect on single-family homes on the other half of the block
- Possible architectural inconsistencies with surrounding homes

Underground Parking Entry/ Exit

On-street parking

POWER PLANT

The Power Plant site is located on the western boundary of the study area, adjacent to the Red River. It is the site of a soon to be decommissioned power plant, and the property is owned by Moorhead Public Service. The site is five blocks from Concordia and six blocks from downtown Moorhead.
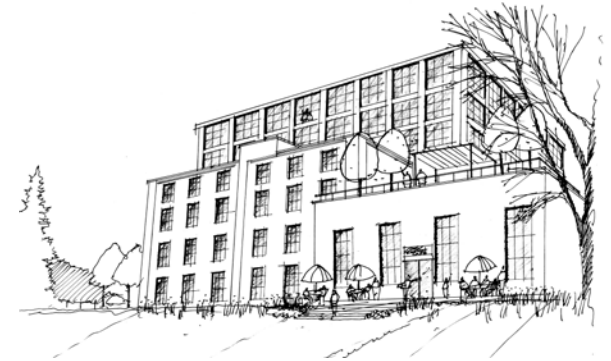
The site was considered for redevelopment because the power plant use is ending and its location in a residential area made it a unique piece of usable space very near to Concordia and downtown Moorhead. The building also has significance because of its age and location near the Red River. Some group participants identified the building as a landmark in the community. Concepts which included the adaptive reuse of part of the existing structure were generally received favorably.

Power Plant Site

Group members were shown concepts for adaptive reuse of the existing power plant structures.

Three concepts were developed representing a medium-density residential, high-density residential and community use concept. Each concept has a residential component to it but varies in density and configuration. All of the concepts show the reconfiguration of Woodlawn Park Drive along the park and townhomes on the north side of 5th Ave S. The medium-density concept allows for a 4 story condominium building and several attached single family units. The townhome units front on the existing park, internal open space or surrounding streets. The open space inside the development provides opportunity for stormwater retention and treatment and pedestrian amenities.

The high-density concept has an 8-story condo building. Views of the river and the parks as well as the surrounding communities can be seen from this building. Parking is needed to accommodate the large tower and takes up a considerable amount of space. Again, townhomes front on the park and internal open space as much as possible. Stormwater treatment is dealt with in the open spaces.

The last concept is the community center concept. It shows a

40,000 S.F. community use and amphitheatre with a central plaza space connecting the river to the park. A large area for surface parking is required to service the community use and does not allow for townhomes on the south side of the project. Stormwater is treated in the open space and townhomes are again located on the north part of the site.

Preferred Alternative
Feedback from the Working Group and Executive Committee indicated strong support for the community use concept for the Power Plant site. This response was generally shared by Open House attendees.

Some group members did express concern over the loss of opportunity for more park land, especially near the Red River. A very popular sledding hill is also located on and adjacent to the property, and some noted that this amenity could be affected by any development. Some group members all expressed concern about the additional traffic that could be

caused by any new development in the area.

Since the Neighborhood Planning Study was initiated, the City received a redevelopment grant through Minnesota Department of Employment and Economic Development (DEED). As of this writing, the City has conducted environmental testing of the site and responded to a mercury spill. The remediation plan for the entire facility is nearing completion. The redevelopment grant requires the reuse of the Power Plant as a public use. One such use that has been discussed but not yet approved is a new public library.

Concept and Code Dimensions

	RHD-1		Proposed	
	Townhomes	Multi-Family	Townhomes	Multi-Family
Density	214 total units		44	65
Front Setback	25'	25'	20'	20'
Side Street Setback	12'	30' - 40'	10' - 20'	>40'
Side Interior Setback	6'	20'	10' - 20'	NA
Rear Setback	25'	25'	10' - 25'	>25'
Building Height	45'	45'	32'	45' - 48'
Impervious Surface	70%	70%	~70%	~70%
On-Site Parking (at 2 per unit)	88	130	113	130
On-street Parking	-	-	12	-

Condo Building

Stormwater
Treatment

Site Characteristics

- 322,075 square feet (7.4 acres)
- Includes rerouting of Woodlawn Park Drive
- 4-story, 65 unit condo building with 130 parking spaces
- 44 Townhomes (2 or 3 bedrooms)
- On-site stormwater retention and infilltration
- Realign Woodlawn Park Drive
- Would require Comprehensive Plan amendment and rezoning (RHD-1)
- May require development under PUD

Possible Benefits

- Increased City tax base
- Development could help pay for any environmental remediation
- New, high-quality housing stock
- Capitalize on high-value riverfront property

Possible Issues

- Increased traffic
- Possible reduced views to the river
- May not meet impervious surface restrictions

Ampitheater

Public Open
Space

Stormwater
Treatment
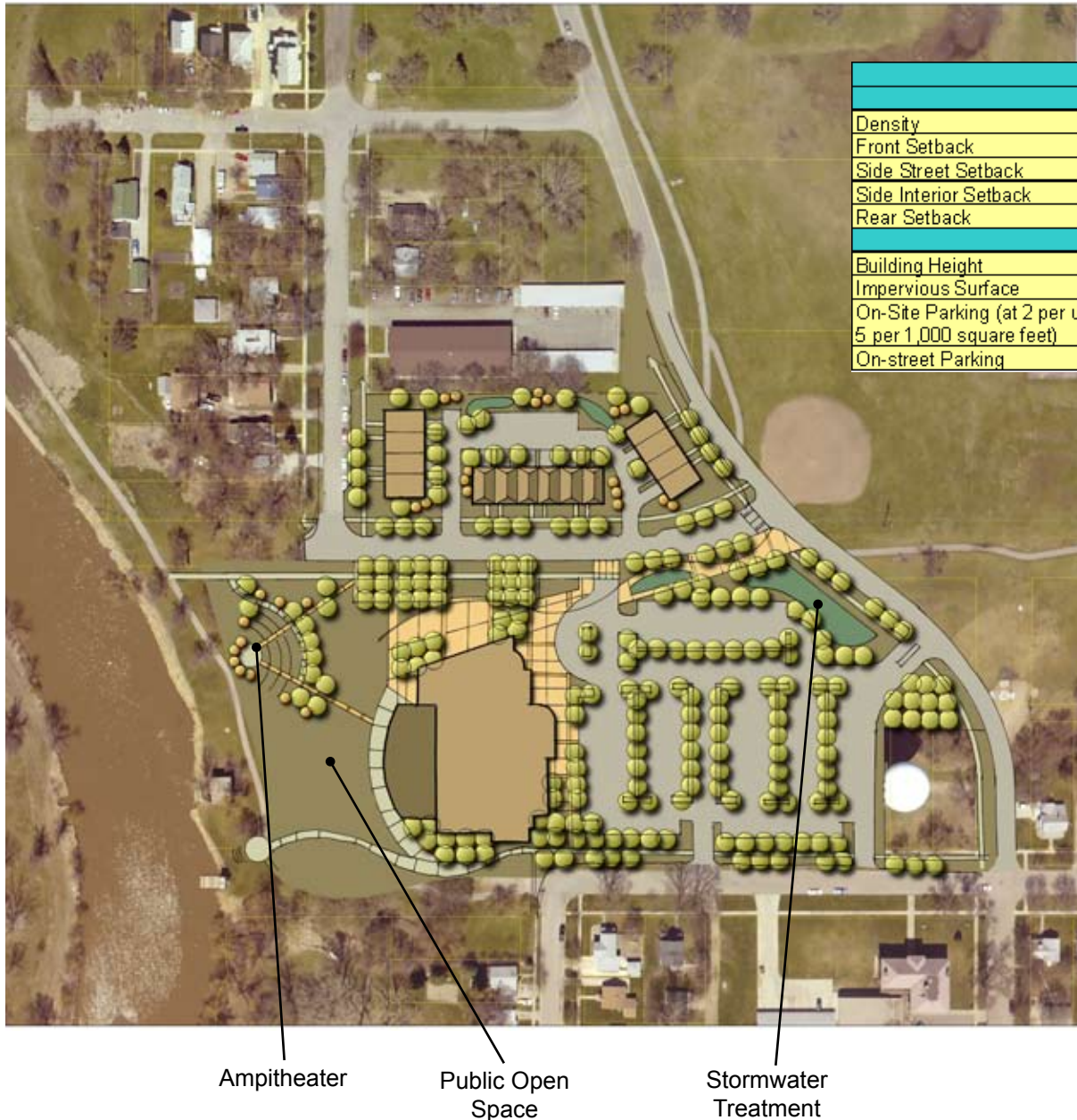
Concept and Code Dimensions

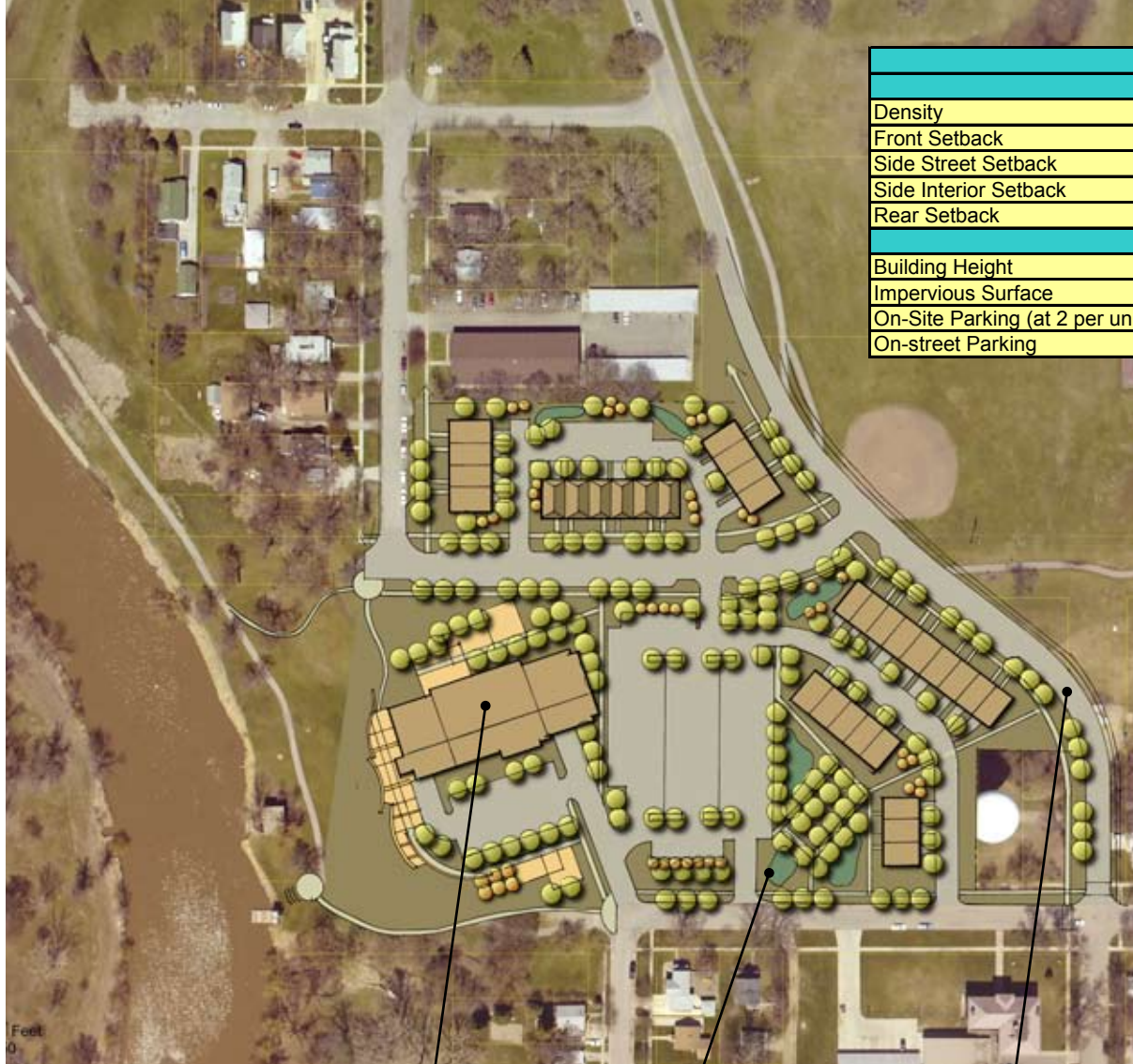|	RLD-3		Proposed	
	Townhomes	Comm. Center	Townhomes	Comm. Center
Density	14 units (on northern piece)		14	-
Front Setback	20'	20'	20'	>20'
Side Street Setback	12'	12'	10' - 20'	NA
Side Interior Setback	5'	5'	10' - 20'	NA
Rear Setback	25'	25'	10' - 25'	5' - 10'
Building Height	35'	35'	32'	~30'
Impervious Surface	60%	60%	~60%	~80%
On-Site Parking (at 2 per unit or 5 per 1,000 square feet)	28	200	38	235
On-street Parking	-	-	12	-

Site Characteristics

- 322,075 square feet (7.4 acres)
- Includes rerouting of Woodlawn Park Drive
- 40,000 square foot Community Building with plaza and ampitheater
- Combination public and private use
- 14 Townhomes (2 or 3 bedrooms)
- On-site stormwater rentention and infilltration
- Would require Comprehensive Plan amendment and rezoning (RLD-3)
- May require development under PUD

Possible Benefits

- Public space for community events and performances
- Establishes connection between the park and riverfront
- New, high-quality housing stock
- Proximity to other downtown amenities

Possible Issues

- Increased traffic
- Low tax capacity
- May not meet impervious surface requirements

Concept and Code Dimensions

	RHD-1		Proposed	
	Townhomes	Multi-Family	Townhomes	Multi-Family
Density	214 total units		31	100
Front Setback	25'	25'	20'	~40'
Side Street Setback	12'	30' - 40'	10' - 20'	NA
Side Interior Setback	6'	20'	10' - 20'	NA
Rear Setback	25'	25'	10' - 25'	>25'
Building Height	45'	45'	32'	92'
Impervious Surface	70%	70%	>70%	>70%
On-Site Parking (at 2 per unit)	62	200	71	250
On-street Parking	-	-	12	-

Condo Tower   Public Open Space   New Road

Site Characteristics

- 322,075 square feet (7.4 acres)
- Includes rerouting of Woodlawn Park Drive
- 8-story, 100 unit condo building with 100 underground parking spaces
- 31 Townhomes (2 or 3 bedrooms)
- On-site stormwater retention and infilltration
- Would require Comprehensive Plan amendment and rezoning (RHD-1)
- May require development under PUD

Possible Benefits

- Increased City tax base
- Development could help pay for any environmental remediation
- New, high-quality housing stock
- Capitalize on high-value riverfront property

Possible Issues

- Increased traffic
- Possible reduced views to the river
- May not meet impervious surface requirements

Gateways

This study focuses on the 8th and 20th street corridor gateways. This analysis identifies four gateway districts for 8th Street, and one for 20th Street. The following page shows the analysis of Moorhead's gateway districts.

DOWNTOWN COMMERCIAL GATEWAY

North of 5th Avenue South to downtown is the Downtown Commercial Gateway District. This area is primarily commercial with very little housing. Vertical mixed use development patterns and the use of public open space plazas and pocket parks as design features should be promoted in this district. Trees planted along the street and less access from individual properties would help create a safer, more pedestrian friendly environment.

UNIVERSITY GATEWAY DISTRICT

The area south of the Downtown Commercial Gateway District is the University Gateway. This stretch along 8th Street is mainly fronted by Concordia and housing. Access to both Concordia and MSUM occurs in this area and considerable amounts of both pedestrian and vehicle traffic are present. Particular interest should be paid in this area to pedestrian and vehicular circulation which promotes safety. Higher density housing and boulevard/median treatments should be used here to promote traffic calming and create a more campus like feel.

RESIDENTIAL GATEWAY DISTRICT

Moving south along 8th Street, from 18th Avenue to 24th Avenue, the land uses and character along the street change to a more residential feel. The Residential Gateway is comprised of homes fronting on 8th Street or frontage streets with boulevard tree plantings, that act as a significant entry experience into Moorhead. This feel and character should be repeated as much as possible throughout the corridor.

HIGHWAY COMMERCIAL GATEWAY DISTRICT

Starting near the intersection of 8th Street and Interstate 94, the Highway Commercial District includes an area from 24th Ave S. to 30th Ave S. This area is mainly comprised of commercial land uses and the freeway interchange. Opportunities for enhanced boulevard treatments, pedestrian crosswalks and gateway monumentation are possible in this area.

20TH STREET GATEWAY DISTRICT

20th Street has the potential to be used as a primary entrance to MSUM. The use of medians and boulevard plantings as well as school monumentation can be used to enhance this gateway and create a sense of entry into the campus area. The groups explored the potential for development north of the community pool. New structures in this area would help create building presence on the street.
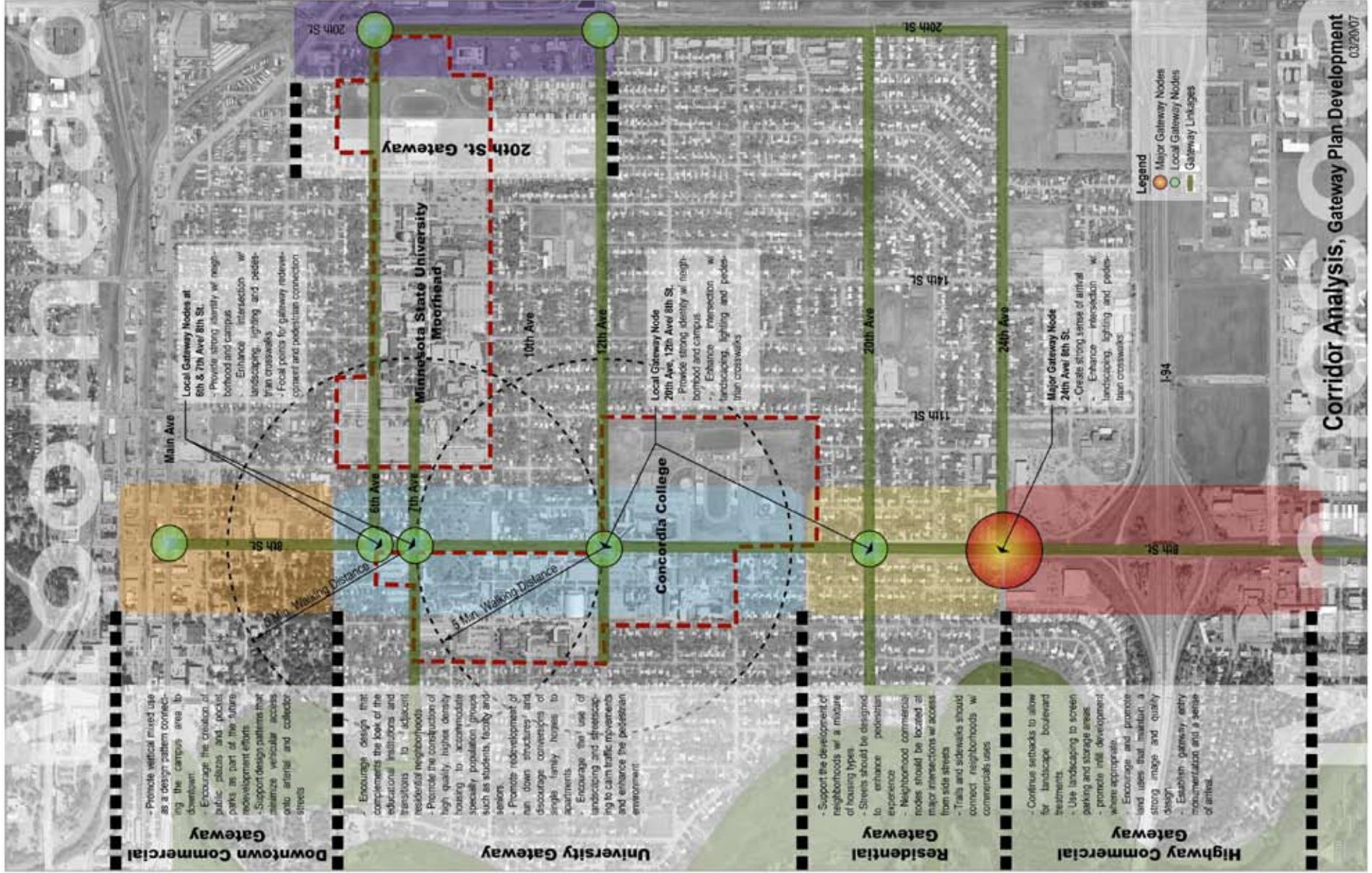
There was some desire among participants to explore methods of moving MSUM traffic from 8th Street to 20th Street to reduce pressure on the primary entrance on 8th Street. However, optimal usage of the entrance at 20th Street could likely only be realized if a new interchange is constructed on I-94 and 20th Street. The railroad tracks were considered a significant obstacle to any reconstruction in this area.

Gateway Concepts

The design process included meetings and conversations with city staff, engineering and the Fargo/Moorhead Metropolitan Council of Governments (MetroCOG). The overall concepts looked at the options of widening the roads, leaving the roads alone or adding medians and eliminating the left hand turn lanes.

The City Engineering Department anticipates 8th Street

Part of the Downtown Commercial Gateway District

An example of gateway monumentation

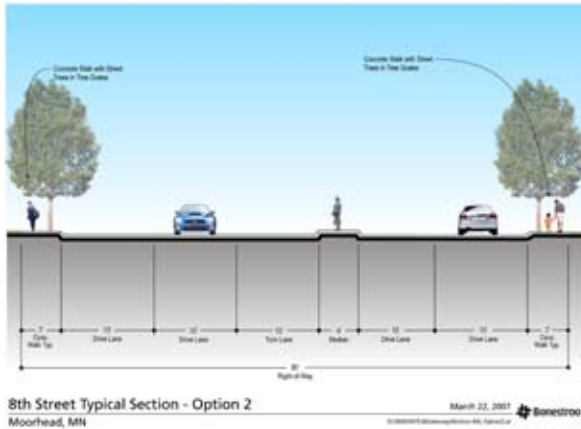Corridor Analysis, Gateway Plan Development

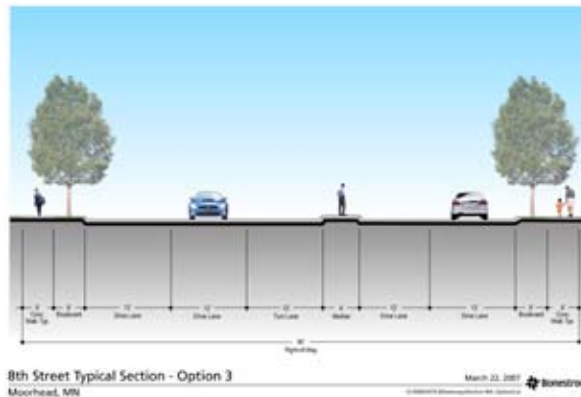Figure 7 - "Option 2" with median for the 8th Street/7th Avenue area

Figure 8 - "Option 3" with median and boulevard section for the 8th Street/7th Avenue area

will be widened north of I-94 to 20th Ave in the near future, adding a thru-lane in each direction.

Concepts show the addition of street trees to promote traffic calming and enhance the character of the gateways. Intersections are emphasized with pedestrian crosswalks and medians to provide pedestrian safety and monumentation to designate entry into MSUM.

8TH STREET AT 7TH AVENUE SOUTH

The narrow right-of-way which occurs around the campuses on 8th Street presents challenges for the construction of medians. In one of the concepts, more right-of-way would need to be acquired in order to meet the width requirements. This is only the case near the intersection of 8th Street and 7th Avenue South. Figures 7 and 8 show options for adding medians and expanding the right of way in the area of the 8th Street and 7th Avenue intersection. Figure 8 is the option that necessitates acquiring more right of way to include a "boulevard" sidewalk section. This would provide a wider sidewalk on both sides of the street and wider planting areas between the sidewalk and the road. A third option not shown here has no medians.

Feedback from the Executive Committee, Working Group and the general public at the open house meeting was overwhelming supportive of "Option 2", which included medians and sidewalk improvements, but which did not require the acquisition of additional right of way. Participants were generally very supportive of the idea of providing a safer pedestrian environment through the use of medians and intersection treatment and improving the sidewalk area with additional plantings. Figure 10 shows a plan view of the preferred "Option 2".

8TH STREET AT 12TH AVENUE SOUTH

South of the intersection of 12th Avenue South, the existing

right of way is adequate to allow a continuous median. The concept shown to the groups included a median with tree plantings and stormwater treatment and infilltration. This section allowed two drive lanes in each direction, with the median narrowing near the intersections to allow for a left turn lane. Figure 9 shows a typical section for this area.

8TH STREET AT 24TH AVENUE SOUTH

The option presented for 8th Street near 24th Avenue South included two drive lanes in each direction, with an additional left turn lane near the intersections. Stormwater treatment would be included in the median along with tree plantings. Figure 9 shows a typical section for this area.

It should be noted that expansion of 8th Street in this area to add new turn lanes near 24th Avenue would require the removal of a number of Linden trees extending up from the northwest corner of the
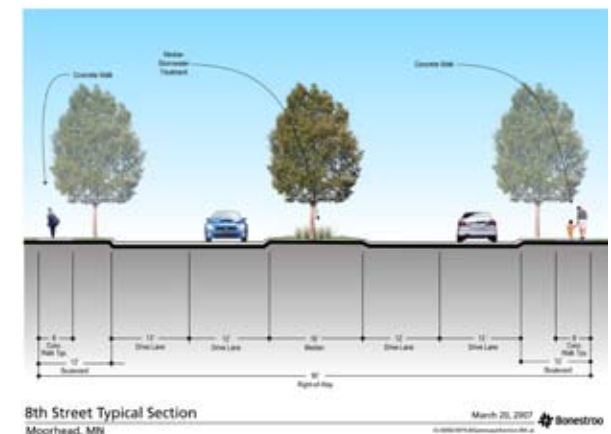

Figure 9 - Typical 8th Street section near 12th Avenue and 24th Avenue

Figure 10 - Plan view of "Option 2" for 8th Street at 7th Avenue South

intersection. The removal of these trees was mentioned by group participants and the general public as a significant adverse effect of any plan for expansion of the roadway.

20TH STREET AT 6TH AVENUE SOUTH

The 20th Street corridor is considered the second "gateway", particular because of the entrance to the east side of the MSUM campus at 6th Avenue. The new gateway concept aims to provide a sense of arrival to the campus, as well as provide a safer pedestrian environment.

The concept for 20th Street includes one drive lane in each direction, a median and on-street parking provided on one side of the street. The 20th Street right of way has enough existing space to provide a full boulevard section for the sidewalk and trails. The median would include plantings as well as stormwater treatment.

The concept identified the intersections with 6th Avenue South and 9th Avenue South as key entry points to the campus, and therefore the appropriate location for entry monumentation.

The idea of redeveloping the existing

An urban section (on the left) has trees in grates as part of the sidewalk while a boulevard section (on the right) has a wider planting strip between the sidewalk and the street.

swimming pool at the intersection of 20th Street and 9th Avenue into a student rental housing complex received mixed responses. Some members of the Executive Committee and the Working Group thought that this would be a good location for additional student housing, however many participants were concerned that Moorhead would be losing a valuable public recreation amenity. If the swimming pool were moved to a location further from the core of the city, residents would no longer be able to walk to the swimming pool, something which many members of the groups thought was important. Figure 13 on page 31 shows the typical section for 20th Street at 6th Avenue.

MID-BLOCK CROSSING

During the planning process, the Minnesota Department of Transportation (MNDOT) began discussions with the City of Moorhead and Concordia

Figure 11 - Plan view of 8th Street at 12th Avenue South Concept

An example of sidewalk intersection treatment.

A mid-block crossing in Tacoma, Washington that includes a traffic control signal (above). A mid-block crossing in Saint Paul that uses landscape treatments to direct pedestrians to appropriate crossings (below).

College on the possibility of developing a mid-block crossing on 8th Street south of 7th Avenue to improve pedestrian safety in the area.

The consultant team assisted the City in reviewing some preliminary plans for the mid-block crossing and making recommendations on design improvements. Effective barriers to encourage pedestrian movement only at controlled intersections or marked mid-block crossings can be made using landscaping and median design, and are generaly more attractive than simple fencing.

The consultant team showed the Executive Committee and Working Group examples of successful mid-block crossing projects from Minneapolis, Saint Paul and Tacoma, Washington. A mid-block crossing on 8th Street is currently being discussed by the MNDOT, Concordia and the City of Moorhead.

Figure 12 - Plan view of 8th Street at 24th Avenue South Concept

The images above show 8th Street looking north to the intersection with 7th Avenue South. Executive Committee and Working Group members were shown the above photo and rendering to help communicate what gateway improvements and potential redevelopment concepts might look like at street level. Reactions to gateway improvements was generally positive.

Figure 13 - Plan view of 20th Street at 6th Avenue South Concept
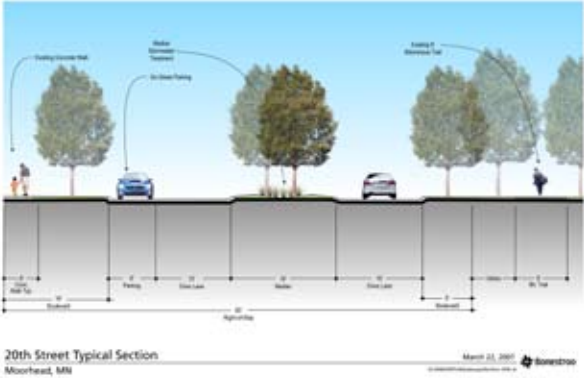

Figure 14 - Typical Section of 20th Street at 6th Avenue South

Potential Strategies & Concepts

PARKING

An important aspect of the Moorhead Neighborhood Planning Study process is exploring parking related concerns. Many potential solutions have been discussed. This section proposes potential strategies that are most easily implemented and directly address the existing problems, while creating a minimum of external negative consequences.

Working Group and Executive Committee members were asked as part of the survey (described in the Property Maintenance section following this section) whether parking problems in the study area warranted changes to parking requirements. About 50 percent of respondents felt that these problems did warrant changes. However, this was a survey of just these two groups, with 21 people responding. Therefore, it is not representative of all City residents, residents in the study area or students. Changes to any parking requirements should be further analyzed by City decision-makers and further discussion with affected parties should be initiated before any changes are implemented.

CURRENT ISSUES
A number of parking issues have been identified during this process including the amount and location of parking, as well as the appearance and maintenance of off-street parking areas. The key issues include:

- Few or no available on-street spaces in residential neighborhoods that may include rental properties
- Inappropriate parking on residential lots (on lawns or other unpaved surfaces)
- Gravel parking areas on residential lots
- Negative visual and auditory impacts of off-street parking areas in residential neighborhoods

- Few or no available on-street parking spaces in residential neighborhoods near the College and University at peak times
- Inadequate parking requirements for single-family rental properties, which may need more than two parking spaces per unit

Concordia and MSUM maintain a number of parking lots within the two campuses. Representatives of the parking offices at both schools report that there is often unused capacity in some of the more distant parking lots. Concordia provides parking permits to all its students free of charge, while MSUM charges between $50 and $95 per year for permits.

CURRENT POLICIES
Currently there are some restrictions of on-street parking around the two campuses. There are some limited meter spaces for short term parking near campus buildings. With the availability of unrestricted on-street parking that is in some cases closer to campus buildings than parking lots, students, employees and faculty often choose on-street parking because it is more convenient, even at Concordia where parking is free. According to the MSUM parking office, their lots are required to be self-supporting by state law. This means that it is unlikely that the price of a parking permit at MSUM can be reduced, because all revenue from tickets and permit fees goes to pay for maintenance, snow removal and equipment.

The current policies on parking requirements and screening for off-street parking are listed in the sections below.

University Overlay Zoning District

College and university populations exert different pressures on single-family neighborhoods than other residents, and may often be at odds with the demands of families. Groups of students living in single-family units converted for rental use generally have more demand for parking because more drivers live in one house, and also maintain different schedules than their non-student neighbors might. All of these factors can cause conflicts, and these conflicts are in fact a driving force behind the Neighborhood Planning Study.

A University Overlay Zoning District can be used to address a number of issues that are specific to a certain geographic location, generally in close proximity to higher education campuses, and therefore containing a large number student population.

The exact requirements of the overlay zone should be modified to fit the best interests of the broader community, students and the two institutions, but it is recommended that they include specific off-street parking requirements for single-family residences that are rented, screening of off-street parking, and travel demand management techniques such as increased bicycle parking, promotion of development along transit routes, and mixing land uses to enhance walkability.

Moorhead has many of these requirements already, but the overlay zone is intended to identify a specific geographic area where these requirements would be different or expanded. For example, Moorhead currently requires screening of off-street parking for multi-family residential where that use abuts a residential use. The overlay zone could be used to identify an area that had screening requirements for single-family rental units. This screening requirement concept is described in more detail later in the document.

Implementation Strategies: To implement this special overlay zone, the zoning code would have to be amended to add any additional zoning classification. The boundaries of the zone would be the study area defined for the Neighborhood Planning process.

The City Zoning code would be revised to provide a geographic boundary for unique requirements such as:

- Rental registration requirements unique to specific areas, such as off-street parking requirements for rental units
- Screening of off-street parking
- Requirements for covered bicycle parking (1 space per 2 automobile spaces) in new multi-family developments

Examples of some of these are discussed later in the document.

Potential Impacts: The specific impacts of the overlay zone would be based on the requirements attached to that zone. See "potential impacts" section of parking and screening requirements for information on those impacts.

Neighborhood Off-Campus Permit Parking

Permit parking is a system by which parking is limited in certain geographic areas to those displaying a permit issued by the City or other permitting authority. The area is regularly monitored by parking enforcement officials to issue citations for violators. Residents and others allowed to obtain permits may be charged a small annual or one-time fee to cover administrative and enforcement costs.

Permit parking is used effectively in high-traffic areas such as shopping districts, high schools and colleges and universities. The permit system can be particularly effective because it allows property-owners in the area to have access to on-street parking in front of their property, while restricting the parking available to those coming from outside the area. By limiting the number of spaces near these high-traffic uses, it can also encourage alternative modes of transportation. The following cities all use some form of permit parking to restrict or manage on-street parking near high-traffic uses:

- Mankato
- Minneapolis
- Saint Cloud
- Saint Paul
- Bloomington, Indiana
- Boulder, Colorado

In Moorhead's case, the greatest conflict between students and others traveling to Concordia and MSUM was reported on the residential streets immediately surrounding the two institutions. It was also reported that the largest demand for parking occurred during the daytime hours, and more specifically between 10 am and 2 pm.

Potential Implementation: A suggested implementation strategy would include establishing permit parking zones that

restricts on-street parking to those who hold permits during a specified time period, usually corresponding to the times with highest demand for parking. These permit zones could be in addition to the "no parking" restrictions already in place on some streets around the campuses. Where parking is currently restricted on only one side of a street, permit requirements could be put in place on the unrestricted side of the street. Another option is to replace the "no parking" areas with permit parking to allow more flexibility for neighborhood residents.

Other cities, including those listed above, charge between $10 and $20 annually for residential permit fees to aid in covering the cost of administering the system. If a permit system were implemented in Moorhead, the City would need to decide whether to charge a fee for permits, use general revenues, recover the cost through fines, or use some other method to cover administrative costs. Fines for violations should be high enough to discourage repeat offenses, and could be set in coordination with the police department.

Before the next steps of any permit system are considered, more detailed data would need to be collected on the usage of Concordia and MSUM lots and the on-street spaces around the campus, including measurements of peak parking demand timing. This type of data is necessary to understand where spaces are available, at what times, and to set permit-restricted locations and permit time limits. The permit system is meant to be outlined as a concept in this document with the understanding that more research is needed before implementation.

Potential Impacts: The goal of the permit parking

system is to move parkers from on-street spaces to college and university lots, or to alternative modes of transportation. Because on-street parking is currently free around the two campuses, parkers have little incentive to use lots that they must pay to use (MSUM) or may be located further from their desired location than an on-street space (Concordia). A permit system would effectively raise the price of on-street parking, and therefore make lots, busing and other alternatives more attractive to parkers.

However, if school lots are full or prices too high, students, faculty and staff who need to drive may be forced to park outside of the permit parking area and walk several blocks. This would simply move the parking problem from the few blocks surrounding the campuses to residential areas further from the campuses. Guests of those property owners and residents living near the campuses may also be negatively affected, although it may be more typical for guests to visit in the evening, when restrictions are not in place. Other communities have addressed this issue by allowing residential property owners to apply for a guest permit as well as the standard residential permit.

It has also been discussed during Executive Committee and Working Group meetings that at the busiest times of the day (namely between 10 am and 2 pm) the lots on the MSUM campus are completely full. In this case, restricting on-street parking would most likely have the effect of pushing parkers beyond the permit boundaries where they would park and walk long distances.

One solution suggested was to reassess the many parking restrictions currently in place on streets surrounding the campuses. If these streets could be opened to parking during the busiest hours without creating safety issues (reduced fire truck access, for example), it could help to relieve parking problems during these peak hours. However, these spaces should only be open to college and university parkers at these

peak times to avoid limiting the parking available in the evening to the residents on those streets.

Complementary Strategies:

1. Replace "No Parking" areas with permit parking for residents where possible
2. Combine with parking improvement district (metered parking)
3. Identify off-campus park-and-ride served by MAT Bus
4. Increase enforcement of existing regulations such as parking near driveways with adequate enforcement personnel.

Off-Street Parking Requirements for Rental Properties

Currently, Moorhead City Code has a requirement of two parking spaces per unit for single-family units. When single-family units are converted to rental properties, up to four renters may share the property, and in some cases, all four may own cars. This can exacerbate parking problems in residential areas by consuming more on-street parking, as well as encouraging residents who park off-street to use nonconforming parking spaces (such as on lawns, or other unpaved areas). Many participants in the neighborhood planning process have reported seeing cars parked off-street inappropriately (generally meaning on unpaved surfaces) or experiencing significant congestion of on-street spaces around their property.

Amending the zoning code to require one parking space per renter or bedroom, whichever is greater for single-family rental property, would ensure that for every potential resident, there is a place to park. With the changes to parking screening requirements below, and the existing paving requirements, it would also mean that every off-street space is adequately screened and paved. For pre-existing rental units, this requirement must be implemented through a requirement in the rental registration system because of recent changes to Minnesota cities' ability to address non-conforming uses.

The amended code should be clear that any additional off-street parking provided should conform to existing code requirements including any setback, impervious surface and green space requirements.

Potential Implementation: Rental registration requirements would need to be changed to stipulate that the number of spaces required for a single-family unit that is being rented is one space per bedroom or renter, whichever is greater. This could be implemented city-wide or only within an overlay zone, if one is used.

The change could stipulate that no additional paving should be allowed in the front yard, except where a property already has a garage that faces the public right of way. Parking could be allowed on driveways in front yards as long as the driveway is no wider than the total width of the garage. If the property has no garage, or a single stall, or the garage does not face the public right of way, the pavement width shall be no greater than twenty feet in width.

Potential Impacts: This would have the effect of restricting the legal renting of single-family units unless they had enough off-street parking to meet the requirement. It is likely that many units that are currently rented do not have enough existing off-street parking to meet this requirement, and therefore owners of that property could be restricted to fewer renters upon next renewal of rental registration, unless they added the necessary parking.

In addition, this requirement could have an impact on renters who are not students, such as families with children who may require three or four bedrooms, but who do not have more than two drivers living in the household. One way to address this potential impact would be to only count occupants over the age of eighteen.

If enforced, this amendment should help to alleviate congestion of on-street parking in areas that have a large number of rental units. In addition, it would no longer be necessary for residents to park on lawns or other unpaved surfaces.

Implementation of this strategy should be accompanied by a careful review of existing ordinances

to ensure that there are no unforeseen consequences. Green space and setback requirements would be still be enforced, but there may be other changes made to add parking to single-family lots that are unanticipated and have negative impacts.

Complementary Strategies:

1. A University Overlay Zoning District would limit these requirements to the current study area or other area as deemed appropriate by the Moorhead City Council.

2. The new screening requirements detailed below should be implemented with this strategy to address negative impacts of off-street parking.

3. This program could also be implemented in phases, so that cost impacts to property owners could be mitigated. For example, pre-existing rental units could be given up to two years (or some other predetermined amount of time) to come into conformance with the requirements. This would allow owners to plan for any improvements or reduce the number of tenants in advance, and if necessary, spread the cost over multiple years.

Screening of Off-Street Parking

The City of Moorhead already has a requirement in its zoning code to require screening between parking lots for new multi-family, industrial and commercial properties where they are adjacent to residential properties (10-19-17 C3b and 10-19-18). However, these screening requirements do not apply to single-family properties. Requiring the screening of uncovered, off-street parking areas with more than three (3) spaces could reduce the negative effects of properties that have large numbers of vehicles. This includes headlight glare, automobile noise, and the simple appearance of a large number of automobiles. Driveways may count as required parking spaces, as long as they meet the requirements for size and location stipulated in the requirements in "Off-Street Parking Requirements for Rental Properties" above.

Screening requirements are used in a large number of cities with a variety of specific requirements.

Many participants in the neighborhood planning

An example of a situation that would not require screening. This configuration is based on an actual lot in the study area.

This example would require screening because the lot has more than three open off-street spaces.
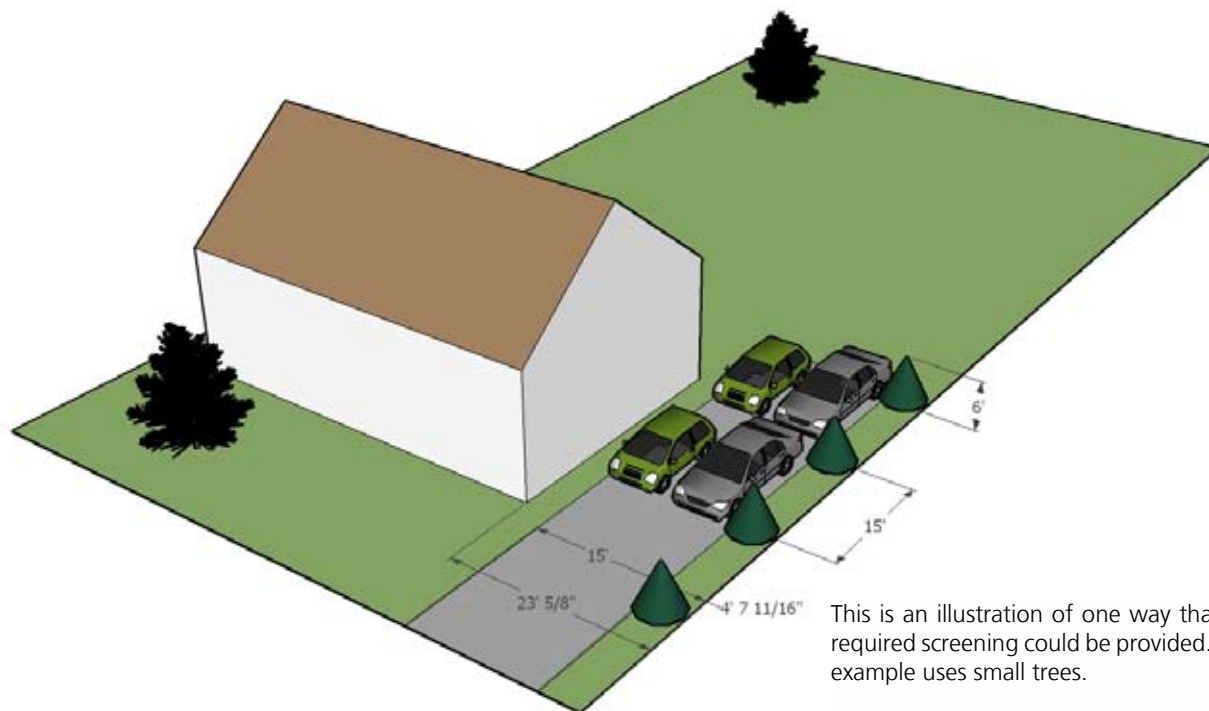
This is an illustration of one way that the required screening could be provided. This example uses small trees.

process identified the issue of unsightly or poorly maintained parking areas in single-family neighborhoods as an area of concern. While it is necessary to have off-street spaces for residents to park, the impacts of those spaces on surrounding properties can be mitigated to some extent. This proposed implementation strategy addresses the screening of off-street parking areas in single-family neighborhoods, while other implementation methods described later in this document will address maintenance.

Potential Implementation: Implementation of screening requires amending City code section 10-20-4 to require screening of all open off-street parking areas of more than three (3) spaces to be screened and landscaped from abutting residential lots. The code currently requires screening when off-street parking areas exceed four spaces.

Additionally, section 10-19-18-(A) would need to be amended to add single-family properties with more than three off-street parking spaces to the list of property types requiring screening. Single-family properties with more than three off-street parking spaces would also have to be given the value of "2" in the list of land uses and their corresponding values in terms of buffer requirements. According to existing code, buffer points are satisfied through a combination of the following points as approved by the City Planner (requirements can not be met by choosing from only one point category):

- One point for each twenty five feet (25') of separation between buildings
- One point for a single row of conifers, six feet (6') height, fifteen feet (15') on center
- One point for a solid fence or wall at least six feet (6') in height, provided landscaping is installed between said fence or wall and the adjacent property line(s)
- One point for a berm at least three feet (3') in height
- One-half (1/2) point for overstory trees, thirty feet (30') on

center
- One-half (1/2) point for hedge or shrub at least four feet (4') in height and seventy five percent (75%) opaque

These requirements are already in place in Moorhead's code for lots with five or more spaces. With this implementation step, they would be applied to properties with more than three off-street spaces.

Potential Impact: If properly enforced, this amendment would require that most residential off-street parking areas in the study area screened from surrounding properties. This would help to reduce the impacts of off-street parking, including noise and light, on surrounding properties.

For property owners who currently do not have adequate screening, this requirement may mean a moderate, and certainly not insignificant, financial cost to implement the screening measures. Additionally, lots with driveways at the edge of the property line may not be able to provide the required screening between the parking area and adjacent lots, and may therefore become non-conforming.

Complementary Strategies: A University Overlay Zoning District would limit these requirements to the current study area.

Support Programs for Reduced Auto Use

There are a number of potential implementation steps that could reduce the demand for automobile use for students traveling to and from school, their jobs and housing. If steps are taken to reduce the supply of free parking (such as permit parking in neighborhoods surrounding the college and university), students and others may begin to look for alternatives to the single-occupancy vehicle. Programs that could be implemented in Moorhead include:

1. Establish a web-based carpool matching system for students, faculty and staff. Many universities use web-based systems to match drivers with riders in order to save money on gas and parking, reduce pollution and reduce parking demand near campus. The University of Minnesota, University of Wisconsin, the University of Iowa, and Oklahoma State University are just a few examples of schools which have a ride-sharing program.

2. Distribute "Emergency Ride Home" vouchers to students who use a transit pass. In cooperation with local taxi companies, the University of Minnesota provides two vouchers good for a free cab ride to students who buy transit passes. These vouchers allow students to ride transit to school without fearing that they will not have a quick way to get home if an emergency arises.

3. Establish a car-sharing program on campus or in student neighborhoods. The University of Minnesota and other schools have partnered with car-sharing companies such as ZipCar or FlexCar to provide access to cars to students, faculty and staff that may not need a car every day, but need it for weekly errands or weekend trips. Cars can be reserved online on short notice and are parked at convenient locations, such as university or college lots.

Potential Implementation: These programs could be implemented as follows:

1. MSUM and Concordia could develop a joint-campus carpool registration system that allows students to enter their departure point and destination, and then matches that person with other commuters on a similar schedule and route.

2. MSUM and Concordia would have to work with local cab providers to negotiate pricing for ride vouchers. This cost could be borne either through fees or other general school funds.

3. It is likely that most car-sharing companies determine what cities they can be profitable in independently of any action by a particular city. However, the City of Moorhead and the two schools could communicate with companies and identify what specific needs they might have in order to bring their service to Moorhead. Smaller, non-profit car sharing companies are also becoming increasingly common, and may be more effective at serving the Fargo-Moorhead Market.

Potential Impacts: All of these programs, if implemented, could have the effect of reducing the demand for parking around the campuses, as well as in residential neighborhoods. The "Emergency Ride Home" voucher system could have a small impact on fees, since the cost of the program would likely come out of school budgets.

PROPERTY MAINTENANCE

An important aspect of the Moorhead Neighborhood Planning Study process is addressing issues of property maintenance and community standards discussed by participants during the process. While many potential solutions were discussed during the process, the ultimate intention is to identify specific implementation steps that are most easily implemented and directly address the existing problems while creating a minimum of external negative consequences.

A key goal of the Neighborhood Planning Study was to gain neighborhood input on issues the study area faces, as well as potential changes to City code or policies, and what level of enforcement is appropriate in different situations. Another key aspect is determining what the differences, if any, should be in enforcement between rental and owner-occupied properties. The Working Group and Executive Committee were asked to discuss what the general community standards around these issues should be, and in that way help to guide the implementation of specific strategies by policymakers. This discussion was facilitated using a survey sent to Executive Committee and Working Group members in advance of an August, 2007 meeting as well as discussion during that meeting.

CURRENT ISSUES
A number of issues related to property maintenance and community standards have been identified during this process. The key issues include:

- Poorly maintained single-family property (often assumed to be rental property)
- Potential lack of healthy and safe rental space for students and other renters
- Differing "standards" among neighbors about:
    - Acceptable hours of activity/level of activity
    - Noise levels
    - Attention to property maintenance
    - Parking congestion and location

CURRENT ACTIONS
The City of Moorhead has a number of programs and code provisions to address many of these issues. They have also recently increased enforcement and inspections programs to more effectively address the specific issue of noncompliant rental properties. Of special note is the fact that in 2006, Moorhead officials were able to inspect every registered rental property in the City. The City is on schedule to accomplish the same level of inspections annually. While compliance issues still occur, many residents attest to the positive impact this enforcement has had on issues of property maintenance in rental properties. In the view of the consultant, compared with other communities, Moorhead has made considerable progress in this area   Some recent actions and current activities include:

- The City added a position in code enforcement in 2006
- Code enforcement borrows inspectors from fire, building codes & engineering departments seasonally for inspections
- After initially raising fees in 2006, inspection fees are now reduced for units with no life or safety violations and no more than 2 other violations
- Self-inspection is allowed for high-performing units
- Landlords are provided with a pre-inspection checklist to prepare them for inspections
- If a property must be inspected a second time, a $100 fee is charged to the owner, significantly reducing the demand for multiple inspections
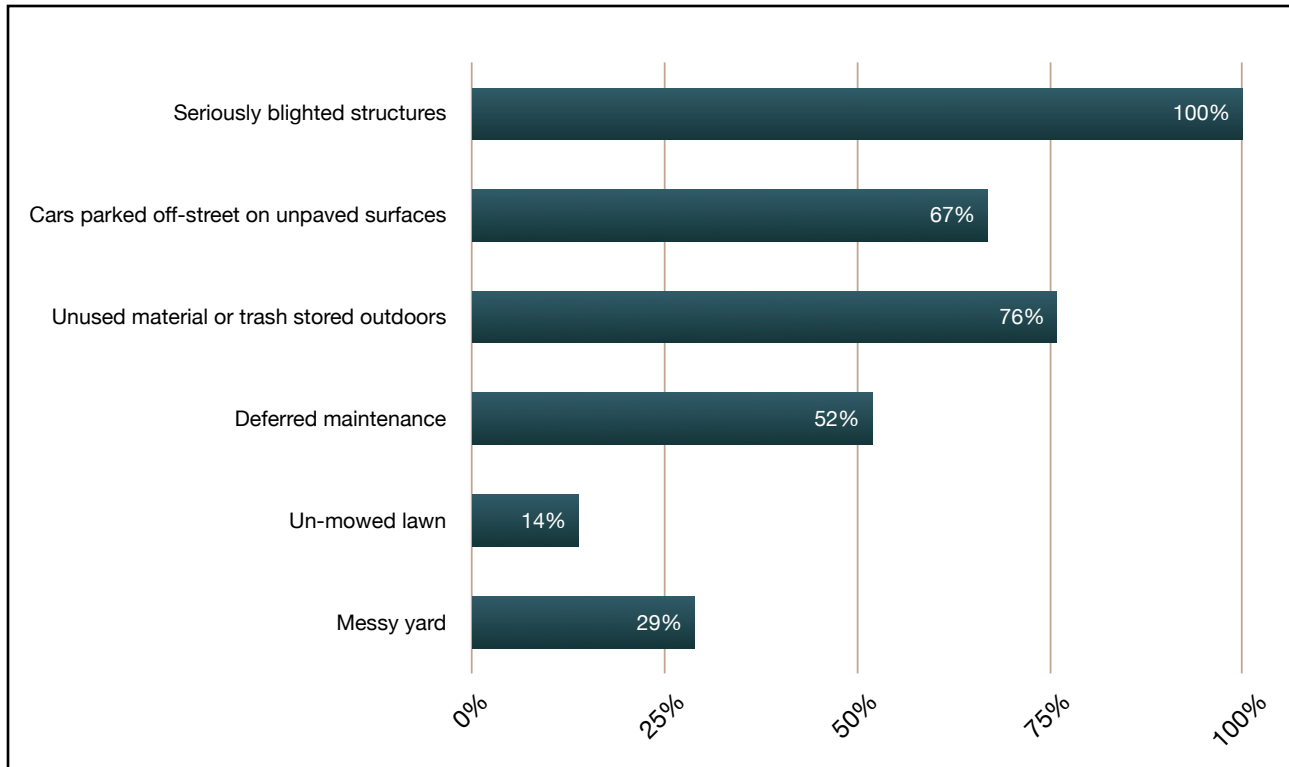- The City has a court-diversionary program with administrative penalties that allows for faster and

Figure 15 - Response to the question: "Which of the following conditions do you feel justify enforcement by the City of Moorhead?"

more effective resolution of issues while reducing court costs and time

- The City defines "family" in the zoning code as not more than 4 unrelated persons (effectively limiting the number of renters in one unit to a maximum of 4 individuals)
- Improvement loans are available for improvements to owner-occupied housing (but not for all property maintenance issues)
- The City's noise ordinance is a tool that can be used for enforcement
- The Tenant Conduct Ordinance that gives the City the potential to revoke rental registration if a property is designated as a "disorderly use"
- A web-based complaint system for reporting issues to the

City

- Moorhead Together "Positive Norm" campaign to address high-risk drinking
- Moorhead Together grant for near-campus law enforcement, increasing patrol frequency

SURVEY RESULTS

The survey was sent to all members of the Working Group and Executive Committee. 21 people responded. The survey was designed to answer four main questions. These were:

1. What type of condition should trigger intervention by the City?
2. Should rental units and homeowner-occupied units be treated differently in terms of inspection/enforcement?
3. Should apartments be treated differently than single-family rental units? If so, why?
4. What level of modification is necessary to address parking issues and why?

To address the first question, respondents to the survey were given a list of property maintenance issues, organized in a continuum from most serious to least serious (unmoved lawn, for example). Positive responses generally followed the continuum, with for example, 100 percent of respondents answering that a seriously blighted structure was something that merits City intervention.

To address the second question, a series of questions was asked about how these issues should be addressed for various types of housing, including attached or apartment rentals, detached or single-family rental housing, and owner-occupied housing. 100 percent of the respondents favored enforcement

periodic inspections of some type for rental units. Responses are shown in Figure 16.

To address the fourth question, respondents were asked first whether there were parking problems in the study area that warranted changes to the current parking regulations. Interestingly, 55 percent answered "no" while 45 percent answered "yes". An overwhelming majority of respondents answered that they would be in favor of opening up streets to parking that are currently restricted if there would be no negative impacts (for example, limiting access for emergency vehicles).

As previously mentioned, this issue would require further analysis given the small sample size of the survey and respondents tendency to answer this particular question based on individual circumstances rather than the study area's needs as a whole.
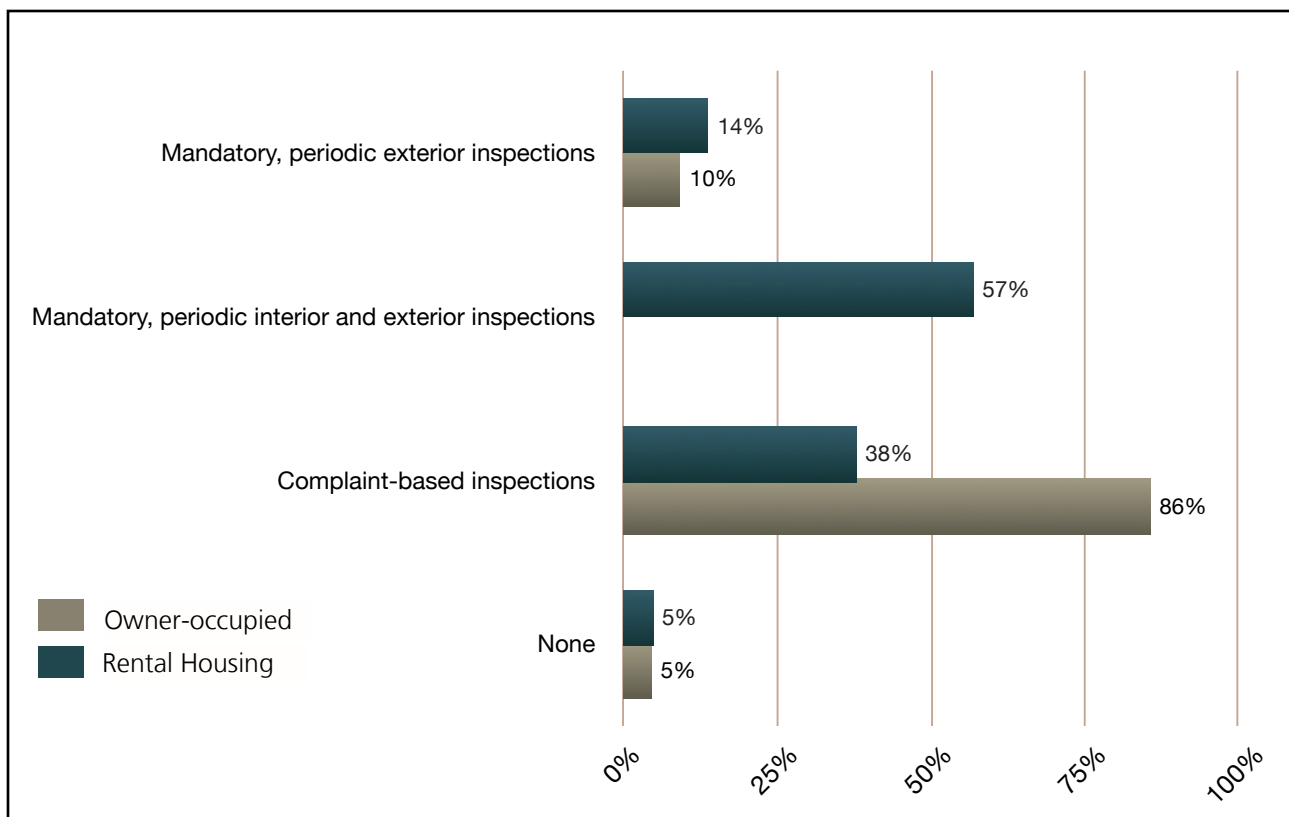

Figure 16 - Response to the question: "Which level of enforcement do you prefer in relation to rental and owner-occupied housing?"

of correction of the previously listed conditions, except in the case of owner-occupied housing. A small minority (10 percent, or 2 people), thought that corrections should not be enforced in the case of owner-occupied units.

Another question was asked about what level of enforcement was appropriate for various housing types. Respondents were given four choices for inspections: mandatory, periodic exterior inspections; mandatory, periodic interior and exterior inspections; complaint-based inspections; and none, or no inspections. These options were presented for both housing types. Respondents tended to favor complaint-only inspections heavily for owner-occupied units while preferring mandatory,

STRATEGIES TO EXPLORE

The rental housing situation by many accounts has improved in the past two years in Moorhead, but there is still room for improvement in some areas. Compared with issues originating from owner-occupied housing, the proportion of complaints related to rental units have decreased. By collecting input and engaging neighborhood stakeholders, the Neighborhood Planning Process is intended to help inform decision-makers about potential solutions and also provide the potential advantages and disadvantages of each one.

A consistent theme that has arisen throughout the planning process is that there is no "silver bullet" for many of the issues facing the study area. An approach that utilizes a variety of methods is necessary. For example, parking shortages around the campuses cannot simply be addressed by restricting on-street parking, alternatives to driving and alternative parking locations should be identified or the problem is made worse for students.

To achieve the best solutions, it is likely that adjustments may be required after implementation. It is impossible to anticipate all the potential consequences of each action. Therefore, it will be necessary that City staff and College and University representatives continually assess the impact of new policy implementation, and make adjustments as necessary.

What follows are potential strategies to explore, derived from this process, which should be carefully considered by policy makers.

New off-street parking requirements. Feedback from the groups was generally positive about this approach, with an understanding that there could be some unintended consequences. Changing the off-street parking requirements for rental properties may put a significant burden on some landlords of single-family property given the cost of providing

additional off-street spaces. Some properties may not have adequate space to provide the parking giving existing zoning requirements. This concern was expressed during the process as well as at the final meeting with the Working Group and Executive Committee. Even while any new requirements would most likely be judged to be in the public interest, new parking requirements could be viewed as restricting the rights of property owners, as could any new requirements or ordinances that change how owners can use their property.

This new parking requirement would need to be added as a condition for the granting of a rental registration, to avoid rental units continuing as non-conforming uses. A new screening requirement may also be necessary to mitigate the effects of additional cars parked off-street.

A parking permit system or new restrictions with carefully monitoring. Reactions were generally positive to this step. Many participants were comfortable with students parking on the street at certain times of the day, but they wanted to ensure that on-street spaces were available for residents use during the evening hours. Many respondents did not favor the cost of the permit being borne by residents, and instead favored other funding sources.

In addition, streets that are currently parking-restricted could be reassessed to see if they could be reopened for limited parking use without causing safety and access issues (fire access, for example).

No matter the final form of the permit system, it is deemed very important that the effect of the system be evaluated on a regular basis to ensure that goals are

being met and unintended consequences are limited. It may be a good idea to build in "safety valve" measures if the system is implemented, for example, allowing a block to opt-out of the permit system if 75 percent of the residents agree. This will allow for some self-correction in the system.

Supporting and enhancing the existing rental inspection program. There is clear support among the groups for the mandatory inspection of rental properties and anecdotal evidence from staff that these inspections have reduced the problems originating from rental housing. The City should continue to require inspections of rental property, while rewarding well-performing landlords by only requiring inspections on a less regular basis (every two or three years). Supporting these programs may require additional staff or resources.

Developing a clear set of community standards for owner-occupied housing. Based on the survey of the Working Group and Executive Committee, there was a desire to maintain a different level of enforcement and inspection stringency for owner-occupied housing versus rental housing. An overwhelming majority preferred complaint-based or complaint-triggered inspection for owner-occupied housing while most respondents preferred some type of mandatory system for rental housing. This view was also expressed during some of the Working Group meetings by meeting attendees.

However, many participants acknowledged the fact that many owner-occupied homes exhibit maintenance issues similar to those in some rental housing. Lawn and yard maintenance, outdoor storage of materials, exterior maintenance of the structure and cars parked on lawns were all identified as issues that can arise and have arisen from owner-occupied housing.

The groups had limited discussion about developing community standards for owner-occupied housing. The discussion that

did happen did not result in a clear consensus on immediate actions that could be taken. It is beyond the scope of this study to fully explore this topic. A separate and in-depth process that included broad community input would need to be undertaken to develop standards for owner-occupied housing, as well as what, if any enforcement methods would be appropriate.

Based on the input collected during this process these standards should be focused on improving maintenance and the preservation of existing structures and neighborhoods rather than any prescriptive architectural standards or guidelines.

Identifying and capitalizing on redevelopment opportunities that would provide high-quality student housing near the campuses. Providing additional high-quality rental housing for students in areas that don't require students to drive to campus could relieve some of the pressure on single-family housing stock in the study area. In addition, the community can carefully review the potential positive and negative impacts during the development review process, something which cannot be done when a single-family home converts to a rental unit.

These need not be city-driven redevelopment projects. The City could provide support to interested developers by providing clear guidance on how to use mixed-use zoning districts and providing examples of development that would be well received by the community.

Working with Concordia, MSUM and MNDOT to improve gateway aesthetics, function and safety for all transportation modes. In general,

gateway improvement concepts were well received by the Working Group, Executive Committee and the public. The City should work closely with these other groups to improve the gateways as an attractive, functional amenity to the City. Particularly as MNDOT plans for expansion of 8th Street progress, careful attention should be paid to aesthetics and pedestrian safety. Traffic speed is a key indicator of pedestrian safety, and efforts should be made to keep traffic speed low while still providing high levels of service.

Continuing the collaboration between the City, Concordia, MSUM and neighborhood residents. An important outcome of this process was the open communication that was established between these groups.

Open House Comment Card Summary from 11-26-2007

The Moorhead Neighborhood Planning Process is a joint initiative of MSUM, Concordia College, neighborhood residents, and the City of Moorhead to address issues related to student and residential neighborhoods surrounding the campuses.

Public input is an important part of this process. We want to thank you for taking time to submit your feedback. Your input is valuable and will be recorded for review by the Working Group and Executive Committee affiliated with the planning effort, as well as the Planning Commission. Please take a few minutes and submit your comments in the spaces below.

Are you a(n):
(please mark all that apply)
Total Number of Respondents: 32
- 13   Study Area Resident
- 2   City Resident from outside the Study Area
- 11   College or University Student
- 2   College or University Faculty Member
- 2   College or University Staff
- 2   Elected Official
- 1   City Staff Member
- 6   Other (please specify)
  - Working and 11th Street Block _____
  - Working group neighborhood representative
  - Resident manager
  - Out of area resident
  - PEPP Community Organizer
  - Environment steward, protector of the 7th generation

What do you like or dislike about the redevelopment concepts?
• MSUM and Concordia not taking responsibility to provide designated parking for staff. Off-street solves parking problems for part-time students without using street to park.
• Regarding power plant site, I hope that something like a community center/library can be done there with some housing. I think it is important to keep the main power plant site public property.
• 8th Street – ½ block is not enough for mixed use development to obtain housing with an affordable aspect.
• Moorhead needs housing strategy, which articulates how to get moderate cost housing built, which students will use.
• They do not talk about the economics of all these changes.
• As with all plans, there are good and bad ideas. I thing there needs to be a better representative of the students in any further developments. It is unfortunate that this report does not reflect a better proportion of people in and around the college community.
• It needs to create more housing for students. With high density it would allow for a bus to pick up large numbers and reduce parking.

What do you like or dislike about the redevelopment concepts?
• Not enough high density housing for students. What we need is student housing. Only one of the concepts addresses this issue – if you are married.
• Did not like this process. Not included, one-sided.
• I do not like the renting from parking spots concept. I like the median, bike trail, and commercial with apartments above. I love the Halloway and plant concepts.
• I like the organization and proposed emphasis placed on 8th Avenue as an access/egress way for the university/college. Having such a master development plan is critical to finding solutions/funding to make it a reality that all partners can work to achieve.
• I am still concerned that ½ block development along 8th Street will have a negative impact on the houses on 9th Street.
• Dislike – only showed presentations once. Not everyone can get there at 5:00 p.m. with only one day's notice.
• Ignore needs for green space by reducing green space. Pity.
• Do not repeat old mistakes in regards to transportation. Green up. Make it less handy for automobiles. Make it friendly to foot, trike, bike traffic, wheelchairs, unicycles. Obesity is rampant.
• If there is concern for students to rent in Moorhead or to even be by one of the campuses, development should be in the form of three-bedroom apartments, which makes it affordable to students.
• I believe apartment complexes would be more beneficial to accommodate and retain students to Moorhead.
• Sounds like the ideas are all set. Do not like what I heard. Expensive parking for students at MSUM; free at Concordia. Nothing was said about all the cars parked around our homes, over sidewalks, close to driveways.
• Do not agree with median, due to the snow/ice buildup during stormy weather. Too much money. Work on aesthetics of First Avenue North, Central, and Main.
• I dislike your lack of student input and the fact that the majority of students do not know what you are doing/planning.
• The ½ block on 8th Street is economically impossible, but everything else is good.
• Like the ½ block development along 8th. Like the gateways. Like the medians for 8th. Like the idea of resident parking permits.
• Making businesses and new housing developments conform to otherwise pointless beautification standards.
• The students and landlords had no chance to weigh in on the ideas that actually affect them. Landlords were not even mentioned and you held the crucial student issue meetings during the summer when they were gone.

What do you like or dislike about the gateway concepts?
• Little too expensive. Regarding current development, limit to only those that can be completed per year, not 20 that currently exist. Too many that we do not have to provide roads to and infrastructure.
• I generally like them. I am concerned about trying to keep the trees between 20th and 24th Avenues.

What do you like or dislike about the gateway concepts?
• Preserve Lindens (trees) on 8th Street. Do not need medians on all the streets listed.
• 8th Street is the real gateway and needs the energy there. 20th Street is very secondary, both in access from I-94 and through the neighborhoods.
• Money could be used better elsewhere.
• I like adding trees, dislike the lack of price estimates for how much this will cost.
• I think it is a nice touch to have a gateway to this community. Most college type towns have something to this effect.
• Use the money from the gateway concept to address parking issues, build a parking ramp. The mall has one and it is never full.
• Could find better things to spend money on.
• Need to focus on housing options instead of gateways.
• I like them.
• It will improve/enhance property values and help to attract new development.
• NA.
• Increase/speeds of motorized traffic. Have you read Robert Rickler? We need fewer cars in downtown. Have you read the National Academy of Sciences' on global climate change?
• I like the concept of planning for positive change. Also, it directs traffic flow and development to plan for this. I want to make sure that new development is held to a high aesthetic standard (like the pictures presented in the concept charts) to encourage home ownership and renovation in the designated areas.
• No comment.
• No comment.
• Never got too much out of meeting. Nothing was said about all the concerns, both for residents and students.
• Too much building – slow down. Rents are too high for service workers and students. Too many yuppie high cost units. I do not want to live in apartment complexes off bus route. Does not make sense.
• Spend money on recreation area for community. I dislike the median in the middle of 8th Street. Students (the majority) cannot afford $700 per month, even when splitting.
• The pedestrians crossing for Concordia is a good idea.
• Would like to see 20th Street developed as a gateway to MSUM.
• Medians – not enough room on 8th Street to do them the way presented.
• Makes the City look nice, but probably is not the most efficient way to spend our money.

Do you have any comments about the parking solutions or other strategies?
• Shuttle employees and instructors to off-campus lots (my hockey lots, 1st Avenue North property, and Nemzik lot area). No street parking for MSUM employees. Issue street parking for part-time students only.
• I regret that tonight's meeting made it seem as if parking is the only issue. I wish the other aspects of the report got more attention.

Do you have any comments about the parking solutions or other strategies?
• Have the campuses really utilized all possible efforts to cut down on street parking by staff, professors, and students?
• College students should not park on the streets all day. Need to review current street parking rules; perhaps some 2-hour limits. Educate on current parking rules – feet from driveway, no blocking of sidewalks, etc. Establish parking at "distant" lots and provide a shuttle. Street parking permits for students who attend 1 or 2 classes and need close to campus parking.
• I have not seen solutions, just strategies. It is my right to park on a public street. Meters and parking permits will not solve the problem. It will only make money off the problems. I cannot afford that.
• Possible add on (as in building up) on the parking lots. Offer incentives for distant parking lots. Offer incentives to take buses.
• The proposed portions of the parking solutions is _____. I see the largest flaws of this report. The ultimate solution to the parking situation would be to build a parking deck, tax the community at large for 20 years at a .05% tax increase which will pay for the parking deck and alleviate much of the parking issues that we are seeing today.
• Give students that have parking passes the right to park on metered lots at MSUM. They paid to park on lots.
• Student input was minimal at best. If student input was critical to the success of this project, the process failed.
• You talked about parking when students were not around (May to August). You did not have enough students input and two are not enough. Bad suggestions, ride share, and voucher mailed in. That may cause many issues.
• Students seem to have something to contribute. Please include their voices in the process.
• I think they are horrible. Where was the student involvement? I thing the whole thing is a joke. It is unfair to residents whether renting or owning.
• Do not take out anymore houses for parking lots. I would rather have cars on my street than lose more neighbors.
• Parking needs to be addressed. The paper mentioned ramps, but nothing in the packet indicated. Is this being considered? Where?
• Do not diminish property owners' rights by limiting spaces and tying in with occupancy.
• Parking permits ($10 to $20 per year) good idea. Also, limiting renters based on whether the property can accommodate the increased parking/screening, etc. is fair to both landlords and homeowners.
• The parking affects the students the most. We must have a voice in what is going on. We represent a huge portion of the population of the City. Believe it or not. We must be involved in the planning and decision making and so far, we have not been.
• Get the students', which represent 1/3 of Moorhead's population nine month a year, voice heard.

Do you have any comments about the parking solutions or other strategies?
• Why can't colleges put in parking ramps and do not say it cannot be done. (Look at the ramps in Fargo.) There are two colleges here and city parking should be provided for students. Residents pay taxes and should be able to park around their own homes. _____ and _____ cannot have company.
• Allow parking pads for existing rentals to allow more off-street parking for the renters including front yard pads.
• There should be a parking ramp or a park and ride to both campuses.
• Adequate off-street parking for rental is crucial.
• Let's go with resident permits with limited parking for non-residents.
• The feedback from the groups was that the parking was a problem during school hours only. Limiting single family rentals with the off street parking standards would not solve the parking problem.
• Two hour on parking. Two lanes on 10th Avenue South, one side is parking, the other is not – good idea. Please do not reintroduce parking on both sides of the street. It is practically impossible to back out of the driveway if there is parking on both sides and during the winter time when snow is removed from driveways. How many actual people on these committees live in this area and actually have to contend with daily parking? I have lived in my home for 30+ years and the parking has not improved since that time. I pay taxes to the City for street maintenance, etc. Why then should I have to pay for parking permits? Let the students pay for the privilege of parking and give us (the homeowners) free permits to use if necessary.
• Until new student housing is built, satellite parking is the real one solution for this problem.
• Parking ramps. Satellite parking ramps. More lots on campus.

Do you have any other comments?
• Look at parking restrictions. 2 hour limits. Off campus lots. Paint street limits regarding feet restrictions from hydrants, driven up from corners.
• Regarding the executive summary, page ii, with regard to the desire for (1) input from neighborhood residents and (2) transparency in decision making process, I would like the City to be asked to go on record as committing the City to doing these things.
• College students are drivers of economic development, must keep as many students in Moorhead as possible.
• Sponsor promotions to encourage student to use buses. Review if bus goes to campus often enough. All rentals need adequate parking for units (i.e., 500 – 17th Street apartments should park in K-lot). Provide incentives for staff to park in lots (i.e., credit slips good for ½ permit fee). Add parking deck to each campus – would double capacity.
• City Council Members/ Planning Commission should bear this when students are available, not during finals and on Christmas break.
• I would ask that the working group and the City Council Members, please take a look at more of the community's view before making any decisions, period.
• Students do not have input and most, if not all implementation, will affect them.

Do you have any other comments?
• Look at the student calendars (online) and have meetings that fit into student life. Contact student services and ask for their input.
• Students have better ideas to reduce parking.
• Take proposal from students.
• The survey was off. No student pays $700 for a two bedroom. I would pay that for a three bedroom, not a two bedroom. Most students only pay $225 to $250 for renting. That is why we move out of the dorms; we cannot afford them.
• Will plans include gravel/_____ in old buildings which have no space for parking? My home/four-plex has no space.
• I think the consulting firm could have done a better job of actually seeing what is in the community. Are you really going to take out the Comstock house?
• Issues with rentals have gotten much better, given the new renters are much more responsible. Needs to be a better way of ensuring no more than four renters per home. Currently, have ten students (ten cars) in 2 houses near me. Have reported this, but nothing has been done.
• In regards to Woodlawn Park, Power Plant has annual flooding issues. Increased traffic – widening streets? Specials paid by whom? New housing, "affordable" is not $150,000. Please call it something else. Thank you.
• Apparently, this planning has been going on since June of 2006, but yet students have just heard about the changes as of December 2007. That is over a year of no student voice. You must include us, because we are a huge part of the community.
• First you say students were involved, but your first meeting was in June when school is not in session. Secondly, (when told by City Council) the working group was supposed to inform us students about tonight's meeting and none of us received an invitation.
• Why aren't the people who attend meetings allowed to ask questions and voice our opinions? Sounds, besides no one has ever contacted us about anything. Parking meters are absolutely out.
• Provide rehab money for existing rental units or conversions including furnace, weatherization, roofing, siding, paint, egress windows, and meeting fire and building codes. Too much money to cobblestone 8th Street. Just fix it and put in left turn lanes to interstate. • Fine the renters who drink and get them into treatment and provide sober living for those coming out of treatment. • Do not like City policing rental issues as they fail to actively involve landlords in the community in problem solving. They should not have City involved in these types of issues. Landlords can give expert opinions, not City members. • It feels like this was an illusion created by City officials to support their viewpoint. It was not democratic. It seems corrupt. We were not properly informed in our utility bills of these past meetings. • It is overbuilt now with high price residents. Stop building town homes and yuppie places. The market will drop out and the builders will have to rent anyway. • More $100 sleeping rooms and sober living. More sober dance and recreation, K-16 for all.
• Creating more restrictions on parking and housing in the area will only force students to live in Fargo or even go to school there.

Do you have any other comments?
• The process is the best it has been in 20 years.
• Very inclusive process.
• Would the parking restrictions for rentals only apply to single family home rentals? Or two, three, and four-plexes as well?
• Have MSUM and Concordia build parking ramps (shared) and have shuttles running back and forth. At one time MSUM entertained the idea and then it never materialized.
• Stop and actually get the input of students and landlords before pushing this draft forward.

<u>Student Proposals and Comments</u>

Implementing parking zones and hiking up citations will not solve the parking problem. If we make a "zone" around the colleges the condensed parking will simply be moved farther away. I believe parking ramps would be good idea. Also, if the public transportation were actually *useable*, it might be more effective.

<div align="right">Andrea Voorhees Concordia</div>

It is my belief that we should involve students and inform them of what is trying to happen concerning parking.

<div align="right">Baeron Warron MSUM</div>

There should be affordable parking and housing!

<div align="right">Student</div>

This is a poor proposal and alienates a huge niche of the city and economic base. I think we need to look at University-City Council sanctioned satellite parking.

<div align="right">Dane Jenson MSUM</div>

Residents who live near a college need to recognize that there will be students near them. It is their choice to live and be in a place that isn't "appealing." The area around the colleges should be for college students.

<div align="right">Student</div>

Money coming in from federal government grants should be used to create recreational activities rather than more obstacles on 8th St. to cause more accidents.

<div align="right">Katie Walker MSUM</div>

Sell parking permits to (for a small yearly fee; not $95 like a campus parking permit costs) to everyone, including students, to park within a certain radius of the universities. On the other hand, the streets are Public Property, so should we have to pay to park there?

<div align="right">Marie Parker MSUM</div>

<div align="center">1</div>

I work full time along with a full class load and pay an average rent an additional way of inducing fines and financial stress on top of tuition would be detrimental. As students, we feed most of our money into the local businesses and those people that live around us show little appreciation for our presence. It would be most helpful if the houses immediately in the two-block radius of the schools were purchased to be used for student and faculty housing. If not, the bus system needs to be changed to allow for a greater range of stops, greater range of stop times, and longer hours of operation. If less nearby housing is allowed, a longer ride to class would be necessary, especially in winter when other modes of transportation are impossible. Otherwise, the current method of parking must continue.

<div align="right">Katelyn Bezek Concordia</div>

It's is not a good idea to ticket and put restrictions on parking when there are no other alternatives. We need a ramp or more lots built before the ticketing takes place. There is also no way that I would be able to wait a ½ hour for a bus when I work and go to school full time.

<div align="right">Chelsey Agather Concordia</div>

If you cut down on possible tenants in a house, rent will only go up and *drive* more people away therefore more people will need to drive to school and need a *place* to park.

<div align="right">Student</div>

Changing the house capacity numbers/parking restrictions will drive students to live in Fargo- Students give money to the community- Asking for more student involvement in the issue. We should work together!

<div align="right">Student</div>

A Student Advocate in the Student Government Association at Concordia College sent out a campus wide email raising awareness of the Neighborhood Planning Study. Along with the email was the option to send comments back. Some of the comments received in response are listed below.

I think metered parking AND parking permits is too much to ask for. Here at Concordia there are already too few parking spaces for the Brown Women's lot and we are parking on the street. There is no way that I could go check a meter and feed money into it when I am in class all day. Also, I think that be too much money to ask for from students if the rent price may also increase due to the proposed 3 renter ordinance. Another concern would be: does the city of Moorhead have a large enough housing market to fulfill the overflow of people if they decided to move the number from 4 to 3? And, if more apartments are being built to complement that, I feel the city would be hurting themselves more because they would not be targeting college students who usually have little to no income. These are a few thoughts I have on this issue.

_____

Hello SGA,

Here is one of my questions/concerns: how will the permits work? Is it on a first come first serve basis, or will there be priority given to teachers over students. Also, will there be some arrangement so that Concordia students will get priority spots closer to Concordia and MSU students will get spots closer to MSU? And will these permits be in effect for just the school year (sept to may) or during the summer as well? And what about the seniors (like myself) who are graduating in May, will we have to pay for the whole year or can there be an option to just buy one for a semester?

Also, for the rental properties, what is some of the renter's don't have a car? Then they wouldn't need a space, and so the occupancy could be kept at 4 instead of 3 if there are only 3 parking spots.

Thank you for listening and I hope that was helpful.

_____

To whom it may concern, With all of the security infringements that have been taking place in the area surrounding Concordia, I do not feel safe walking a block from my car, much less walking even further if changes are to take place. Security is of utmost importance, and it is important to remember that.

_____

I like the idea of establishing zones that restrict on-street parking to permit holders or changing "no parking" areas to permit parking because if there aren't any spaces left in our lot, there's nowhere to park! For residents on the main campus, parking over in the extra lots by Hallet can be a very inconvenient distance.

Implementing metered parking in combination with permit parking does not seem fair because if we're already paying for a permit and the spots are filled in the lot, we should not have to pay for a meter in the street since it is not in our control that the lot is filled.

I like the idea of a car-sharing program because when it's so cold up here, I'm a little nervous about having my car sitting out in the cold when it doesn't get used very often. But I do need it weekly for getting to church, so that would be a nice option to have.

Making sure that renters have enough reserved spaces for all of the residents is a very good idea. Residents should be able to park their car where they reside! :)

_____

I think that this sounds like a good solution to the off campus issues that are being raised right now. After this we need to work on on-campus parking issues.

_____

Thank you for the message. a few suggestions for thought are, if they do enforce less parking around the campus, that will not lead to a solution. all it will do is create a further walk for students. We still need parking places. Moving them further creates a bigger hassal for everyone.

One idea is have the college create a lot specifically for parking. Aka a parking ramp. That way we can have a lot of parking in a small area. It would then create less buildup on the streets, less chance for accidents, and the there would be places to park, rather than moving where people will be parking. It may cost more right now, but in the long run would be a better solution than just moving where people park.

It may limit some from wanting to drive a vehicle here, but for people like myself who drive over 6 hours to get to concordia, and do not have the ability to carpool up with other people then have to deal with further parking, less parking, and more fines.

Hopefully this idea will be a little more effective than the ideas that the city has come up with. All the city has done is create more problems for the college students, and for themselves.

_____

I believe that it is true that there is not adequate parking around campus. I think it is important to make know to the city, who wants these restrictions, that Conordia campus lots are not large enough to accomodate the student's vehicles, or the commuting professors. I think an alternative suggestion to increased enforcement and permits and such would be for the city or Concordia (or both) to fund the construction of a parking ramp on or near campus. This would take traffic off the streets near campus and allow students and professors to keep their cars closer to their home or work places.

As for off campus housing, I think it should be a choice whether people only park in their driveway, or park an additional car in the lawn if the driveway has no space. Also, what if all house renters do not have vehicles. If a house has vehicle space for 3, but 4 or 5 people want to rent the home together, the extra 1 or 2 not bringing a vehicle, then can they still? Or must it be three people only? This question must be addressed also.

_____

I do not like the possible requirement of one off-street parking space per renter, since obviously this would force someone out of a property and increase rent. The costly permit I also do not like. Replacing "no parking" areas with permit parking would be fine, but leave the normal parking along the streets permit free.

_____

If they decide to limit the number of renters to an apartment/house then that will not only effect students but also other residents. it would not be fair to limit the number of renters that a house can have to how much parking space is available. I would think that this would mean many larger houses that are normally rented out to college students would no longer be able to find fewer students to rent for the same price because they would end up paying more for their rent and other utilities.

Meter parking would not be such a bad idea! but the parking passes are getting a little out of control. I am sure that there are many people who come into the area for various reasons and may not know that they need a parking permit to park on the street, It is a stupid idea! The huge issue is that Concordia probably has enough parking spaces but they are out in the Hallet/ Erickson parking lot and nobody wants to walk all the way from there to get to their classes, especcially when they are in a hurry. What these schools need is parking garages, build the parking up not out. I would be willing to pay for a parking pass if it guarenteed me a spot to park but this would be very difficult to do!

I am not sure who is doing all of the complaining that wants these regulations put into place but most of these seem to be targeting students meaning that it is probably residents who live near the schools that are doing the complaining. These schools are an important part of this towns economy and if they have a problem then they should have found a different part of town to live in. I am almost certain that the schools have been here longer than they have!

_____

Hello,

  I am a Freshman at Concordia College. When i comes to parking there are great issues within the college due to construction projects, which have relocated many designated parking lots. I feel that due to the loss of a large parking lot and the amount of students who transport themselves, there is a great need for more parking space. By more i do not mean that the campus should build further parking lots, but merely make an arangement with the city of Moorhead to allow parking on streets without time restrictions. I do not believe that students focusing on their studies should have to worry

about whether or not they have to remember to move their vehicles on the day posted for no parking. When you come to college, park your car from the weekend at home, you should only have to worry about when your next paper is due not when you may recieve a ticket for "illegally" parking on the street. It just seems unfair that we are being fined for the colleges lack of parking, not to mention the fact that we already pay enough!!!

 I can totally understand the frustrations coming from students who rent housing that does not provide them with enough room for all resident vehicles. To have to move your vehicle off of your street and down a couple of blocks defeats the purpose when you only live a couple of blocks from campus in the first place. Thus, if you live in the residential parts of the city just off of campus there should be an agreement allowing these students a "safe" zone to park their vehicles.

It just seems that there are a lot of issues with coordinating the desires of the student body on/off campus and the city of Moorhead. I want to thank you as the SGA of our campus for addressing these matters and doing the best you can to come up with a solution. Your services are appreciated.

P.S. Another thing: The current parking restrictions on the different streets are ridiculous. Some Tuesday, some Wednesday, some Thursday...why so specific and different restrictions? Why can't you park there all week long? Street sweeping? I dont know what there would be to sweep, although when it snows i can understand that streets need to be plowed, but I haven't thought of any reason why cars can't park along the streets all week long other than that.

_____

Overall, I agree with the solutions proposed, such as those listed in (39-40) and (45) to help curb the number of kids who have cars here and don't need them. I will say, however, that the $10-20 fee for a permit may not curb as many kids as the proposers may think. I know a lot of people who would pay $20 easily if it means they would be able to park on the street. I don't think this will change the situation much in any way other than to show the homeowners that these kids can park there because they have a permit - I don't think it will limit the number of kids who are going to get the permits to park on the street. Either more spaces need to be available, or the price needs to be

higher to deter the massive amounts of students from buying them. That's just my opinion.

_____

I think an issue that should be addressed also is the off-campus parking near the dorms. I know that both the Brown and Park/Fjelstad parking lots do not have spots available for all students residing in those places with cars to park. Thus, occassionally we are forced to park on the street. This presents a problem because if you need to do that on a night that there is no parking, you are obviously going to get a ticket. Other than considering that I think this all sounds good.

_____

Concerning the rental property proposal:
Maybe if there are 4 renters (with this example) but only three have vehicles at the rental facility this would not be a situation where rent needs to be raised. We are adults and if this is presented i'm sure some friends really wouldn't mind spilting gas or carpooling. Just let the renters know the allowable amount of cars.
-If there are only 3 cars and 4 renters i don't see the problem. Just inform the renters and landowner.
~There is no need to raise the rent. This is unfair. We are poor college students and just trying to find the best way for everyone.

Concerning Off-campus, On-street Permit Proposal:
Why charge? Where is this money then going? What's the point? Like i previously mentioned we are poor college students and need to save all the money we can for tuition the way it is. tuition is so high this should be covered! But if that means raising everyone's tuition by 10$ i don't agree with that either-a lot of people don't have cars.

thank you for all your time and hard work. It is appreciated.

_____

i like the revisions.... things need to change!

_____

Your proposed suggestions are very valid, especially the idea of car sharing. Students at other universities use these cars quite frequently. The only reason I have a car here is to get uptown and back; I can easily find a friend to ride home with. Establishing a program like this would enable me to not have a car up here.

_____

I like the 10-20 dollar annual fee for permit parking. I think this is reasonable. Any higher amount I feel is unreasonalbe because we are already paying a significant amount for tuition at Concordia and if higher it should be given to Concordia students in our student activity fee considering getting to campus is a vital part of showing up to class and the learning experience.

I do not like the metered parking idea. I think asking college students to have multiple amounts of quarters on hand and knowing how long they will be staying on campus is difficult. I think you will have less off-campus involvement in some way.

_____

I like the idea of renting car online. I think that would be really really useful. However obviously it would have to be affordable and also user friendly. If its not convenient people aren't likely to use it...
 and a i know its a huge stretch but do you think there is anyway to expand on MAT (make it run more hours, more frequently and stop at more locations) i mean that's not only something that would benefit Concordia but the FM area! but i'm guessing that's not up to the Moorhead city council ?
Anyway...also, i know some schools make it a rule that Freshman are not allowed to bring their cars...i'm not saying that Concordia should do that and don't really think its

fair but maybe work on discouraging people from bringing their cars unless it is really needed?

thanks so much for working on this issue!

_____

Hello,

I really, truly believe that the main problem with the lack of parking is commuting students and a lack of campus parking. When I lived in Brown last year, there were never enough places in my designated lot. I remember trying to park near campus many times during the day and had to park blocks away before I found a spot.

I do not believe that restricting the number of residents is a good solution, because it will make it more difficult for students to afford to live there. I will most likely be living in a house across the street from Brown, and I know that if we are not allowed to have 4 people in that house, I will not be able to afford to live there. It is not fair to raise rent simply because there is less room to park on the streets!!

The parking permit suggestion would definitely help, but parking might still be a problem for commuters. The ride board is another great idea.
Thanks.

_____

Parking plan:

Likes:
The idea to assess current "no parking areas." there is a large portion of street on 12th Avenue & the road to Eventide that are no parking on certain days (mainly because of garbage pickup) Seeing that these couple blocks of street just have Concordia parking on the other side there is really now reason for them to be no parking.
Auto reduction

Dislikes:

permit to park on the street. The street is property of the city & everyone should be able to park on it. People that want to park there should just arrive earlier. Also, people that are just visiting the campus shouldn't be ticketed on the street if the park during those hours & I think it would be awful to charge them that parking permit to visit Concordia. Rental property requirements. I don't like the idea that you would pretty much kick someone out of their apartment. Most people who live that way are doing it because money is tight & it is very difficult to afford that extra cost when you raise rent. Especially $75+.

The only real problem I can see is the Metered Parking. Is this only for those without the parking permits? or is this for all cars? If it is for all cars, this could be difficult for students to maintain.

Also, another possible resolution is to restrict parking for first year students. Maybe give a limited number of parking spaces to first year students... this may not be a feasible, just a suggestion.

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Something does need to be done about parking problems. But I don't think limiting the number of people who can live in a rented house based on the number of parking spots available is an effective solution. I plan to live with three other friends off campus next year. Two of them have cars, and so I wont need one. If I cant live in that house because there are only three parking places available, I may end up needing a car if I live farther off campus, making the problem even worse. The number of people living in the house does not correspond to the number of cars that call that house "home". Therefore the number of parking places available should not determine the number of people calling that house "home".

Thanks

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I think the problem with the city is that they cannot identify one thing that they would like to chastise. They want to attack both the students at large and the renters without directly attacking the schools. The community knows that it is alive because of the students. Moorhead would not be what it is without the 3 colleges. The schools are responsible for providing sufficient parking on campus. The school is NOT doing this. They cannot claim there are enough parking spaces. Living in Hallet there is not even enough to park in that lot many times of the year, so carpool spaces are used and ticketed. Additionally, it is irresponsible and unsafe to have college parking on the west side of eight street without a metered way to cross the street.

So, I feel the actual problem is with the school's inadequate parking. This is both a faculty and a student problem. Many of the street parkers on 10th ave specifically are employees and are used everyday between the hours of 8 and 5. We should be receiving faculty and administration support (many of these people work in Lorentzen!).

How do the residents of Moorhead feel about old abandoned houses next door when college students can't afford to rent? How will the school handle the already booming number of students who need to live on campus? If more students move to apartments it will only further parking problems. The schools need to take responsibility. Why?! Because there is not a problem during the summer months. Renters live year round. The problem is not year round. It is only when school is in session, and thus the school should provide more adequate parking because it is a college/university induced problem. That cannot be denied. Renters should not face the consequences for something they do not cause. No parking restrictions are going to solve this problem. It shows the city's innability to think critically and make rational conclusions. They are exploiting the students in the most obvious way possible.

I also believe that the city presents another discrimination against the students regarding meeting times. Moorhead residents who are not students are free during the evening hours. Students are not. We work all day. There is no chance you can find a large number of students who have no responsibilities between 6 and 9pm. What if we had a 11am meeting, then who would show up? I'm sure it wouldn't be any residents.

Well, I hope that helps. I'm a senior so I won't really be influenced by the decisions and don't feel that those who will be influenced care about it yet because they still live on campus.

Oh, one other suggestion. Off site parking with a shuttle for faculty and staff. They are the ones who stay regularly from 8-5. There just needs to be more parking, but does the city really want more concrete lawns!? I'm sure it readily increases the value of the already old homes (which by the way were built with the colleges already in existence...)

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The idea of limiting the number of people who can live in a house by the number of vehicles they can fit in their driveway does not seem very smart to me. What if I didn't have a car, but I lived in a house with three other people, why is that a problem. Simply having the number of cars limit the number of people seems very black and white without much thought into other possible situations. I don't think that should be the deciding factor. Otherwise the other ideas sound good.

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These new proposals are ridiculous. I understand that people who live near the campus also need to have adequate parking, and that it's unacceptable for people to be parking on other peoples lawns. But currently the parking around campus is not adequate at all. It is extremely hard to find a parking space that coincides with the Concordia parking stickers. The commuter lot is always completely full during peak times, and it is extremely difficult to find parking. If the parking spots on the street around campus are taken away, it will be impossible to find enough parking spaces in the lots. The city should seriously wait to consider these parking changes until the construction at Concordia is done, and more parking lots are accessible, or there could be a serious problem.

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Well, most of the ideas are good ones that will help the students and the parking situation. However, I do not think the part about only allowing the number of people who live at a rental property to be decided by how many parking spots there are. That is going 180 degrees the wrong way in helping any students with anything. Making rent go up? Why purposely do that. Maybe make the stipulation something like everyone in the house has to register their vehicle and only allow the set number of vehicles but let the extra person or persons live there. THERE ARE PEOPLE OUT THERE WHO DO NOT HAVE THEIR OWN CAR! and they could perhaps be the fourth (or whatever number) roommate and there would be no problem. Or maybe that would entice some people to leave their cars in their hometown because they would have a choice of lower rent or no car for transportation, I know there are a lot of students who would leave the car at home for lower rent. Thank you for making the students heard!

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Dislikes: $10-20 fee for permit
          metered parking
          rental property requirements

Likes: Car-sharing program
       Carpool

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I live in an off-campus house with three other females. We only have three off-street parking spots. If would be incredibly more expensive for us if oe person had to move out of the house because of the numbers of off-street spots. Do you want to make off-campus housing completely infeasible for students? Please do not limit the number of people per house to the number of off-street parking spots. This decision would be incredibly negative for students.

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I was present at the last Working Group/Executive meeting. It was said numerous times that this was not a parking study, rather it was a much larger study. Then why is it being used as one? Why is it the regulations are being proposed on a study that wasn't even for that purpose? This seems like backwards thinking to me--shouldn't a real parking study be done before implementations are proposed?

Students are a large and integral part of the community. Many of the regulations, such as matching renters with parking spots would have a negative impact for students. If rents go up in Moorhead, students will just move to Fargo where the rent is lower anyways. This will only move the problem because communiters will still need parking spots. I believe a viable option is parking ramp. This way many students could benefit from it and it would last for many years.

Many students have attempted to become part of this planning process. Students want to get involved. I encourage the city to work with the students in finding a solution to the parking problem.

Parking Recommendations
- Meters and two-hour limits.
- Discount rate for more distant lots.
- Schedule classes to ease parking during peak hours.
  - ISSUE: Hard to market classes at off-peak times; hard for students to juggle.
- K-lot never fully used. How to use?
- Need to address on-street parking issues. Employees create parking issues.
- Redevelopment should provide higher density, student housing to put maximum within walking distance of faculty/staff.
- Need to focus on building up core, rather than parking details.
- Shuttles to and from remote lots.
- Minority report to accompany.
- Prefers study solutions to meters; can citizen groups stripe their neighborhood streets?

Development and Design
- How to ensure new development is aesthetically pleasing standards for multi-family (Steeple Court).

Housing
- How to get affordable housing – need strategy.
- Link between campus policies and neighborhood impacts (alcohol, parking). Wants ramps/housing on campus.
- Wants City court to address tenant behaviors rather than penalizing landlords – taking issues.

Neighborhood Input/Transparency
- City commitment? Mayor says "Yes" to listening and then must balance.
- Student handout – desire for more involvement (Zach and Justin Norris).
- Community groups want continued opportunity for input.

Next Steps
- Send comments with report to PC. 12/4 to Council in January.
- Pages 32 and 35, corridors – preserve.
- Linden trees very important. Mayor – we will keep as long as possible.
- Fred – Noisy students, property rights, what colleges will do.
- Mayor – study gives/defines issues for elected officials to work through, reflects work of groups.