HIGHER EDUCATION

THE CITY OF
DULUTH
MINNESOTA

APPENDIX A

MARKET STUDY

FOR THE HIGHER EDUCATION AREA
SMALL AREA PLAN

prepared for the City of Duluth
FALL 2011

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Higher Education Area

SMALL AREA MARKET STUDY

SECTION 1: INTRODUCTION

SECTION 2: MARKET ANALYSIS

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1. INTRODUCTION

1.1 OVERVIEW

The City of Duluth contracted with Development Concepts, Inc. of Indianapolis, Indiana to conduct a Market Study for the Higher Education Area - a geography within the City of Duluth defined on page 6. This market study is intended to provide demographic and market related information and findings for the purpose of crafting the *Higher Education Area Small Area Plan*. In addition to a market analysis component, this report also includes a real estate development analysis that discusses hurdles and opportunities for development, as well as an Implementation Plan which outlines recommended policies for achieving suggested development initiatives.

This Market Study is not intended to be used for individual project feasibility. Instead, it is intended to indicate general directions and individual real estate market trends within the Higher Education Area (HEA), including the quantification of potential demand for different types of real estate development, the identification of market or physical hurdles that may prevent apparent market opportunities, and strategies to overcome, capture or focus real estate development that matches goals and objectives established by the City and the community.

1.2 STUDY AREA

The Higher Education Study Area is defined in Map 1.2. As a result of research and field work conducted in the Study Area, we feel it is appropriate to define issues and opportunities based on two distinct sub-areas of the Study Area. The geography/topography of the Study Area naturally separates into an "upper" portion, located on the top of the hill and inclusive of the University of Minnesota – Duluth (UMD), the College of St. Scholastica (CSS) and adjacent residential neighborhoods, and the "lower" portion, which consists of residential and commercial areas on the slope south of Skyline Parkway. While there are obvious connections and synergies between the two sub-areas, it is our opinion that the majority of the planning and development opportunities for the Study Area can be discussed in the context of these two areas. Map 1.3 delineates the boundaries of each sub-area.

1.2.1 GEOGRAPHIC DEFINITIONS

This Study refers to a number of different geographies for analysis. They are described below:

Duluth MN-WI MSA - The Duluth Metropolitan Statistical Area (MSA) comprises three counties; St. Louis and Carlton Counties in Minnesota, and Douglas County in Wisconsin. It is the second largest metropolitan area in Minnesota after the Minneapolis-St. Paul MSA with a 2010 population of 279,771. The metro area's population centers include the City of Duluth, the City of Superior (Wisconsin) and the City of Hibbing (Minnesota).

City of Duluth - The largest city within the Duluth MN-WI MSA with a population of 86,265, and the fourth largest City in the State of Minnesota after Minneapolis, St. Paul and Rochester. The Higher Education Area is located entirely within the boundaries of the City.

Higher Education Area (HEA) - The Study Area for this Market Study is illustrated on Map 1.2. The HEA has a population of approximately 26,000 and includes major City landmarks such as the University of Minnesota-Duluth, the College of St. Scholastica, and Chester Park/Chester Bowl. This Market Study breaks out the HEA into two sub-areas for purposes of analysis, which are described below and illustrated on Map 1.3.

Lower Sub-Area - The "lower" sub-area is synonymous with the East Hillside and Endion neighborhoods, also known simply as "the hillside."

Upper Sub-Area - The "upper" sub-area includes the neighborhoods and districts that sit at the top of the hill, roughly north of Skyline Drive, Kent Road and Woodland Avenue. It is inclusive of UMD and CSS, as well as all neighborhoods and commercial areas immediately adjacent to the schools.

ST. LOUIS COUNTY, MN

CARLTON COUNTY, MN

DOUGLAS COUNTY, WI
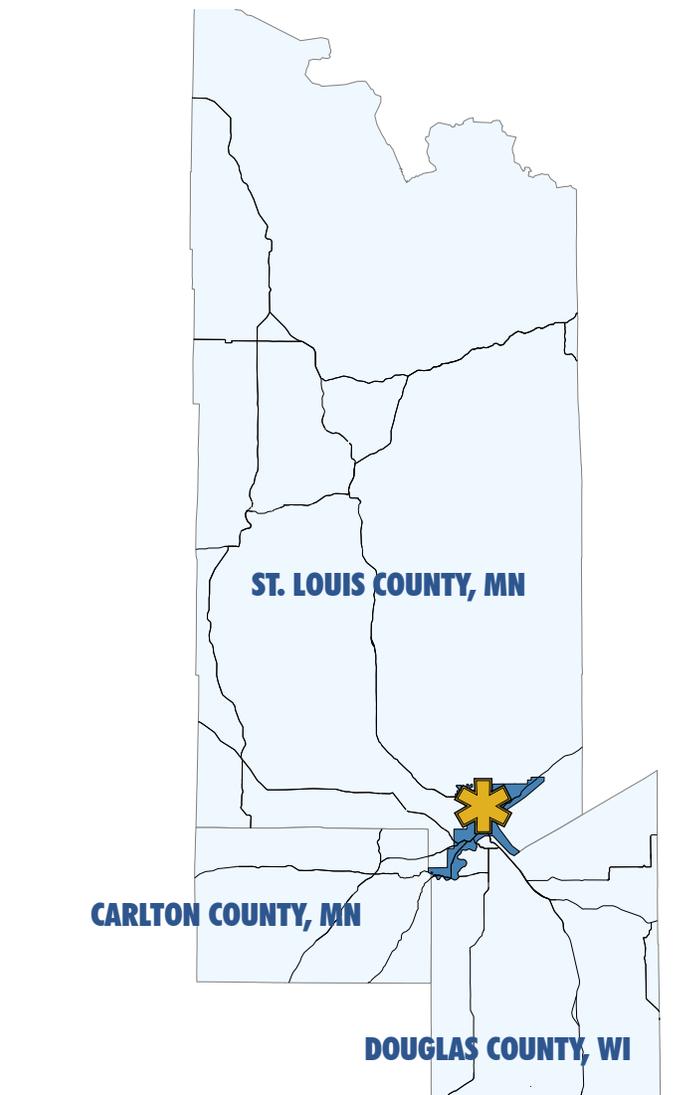
DULUTH MN-WI MSA
MAP 1.1

Map 1.1 shows the boundaries of the counties that make up the Duluth MN-WI MSA. The City of Duluth is indicated on the map near the intersections of the three counties. The Higher Education Study Area is also shown on the East side of Duluth.

| County |
| City of Duluth |
| Higher Education Area Study Area |

source: US Census.
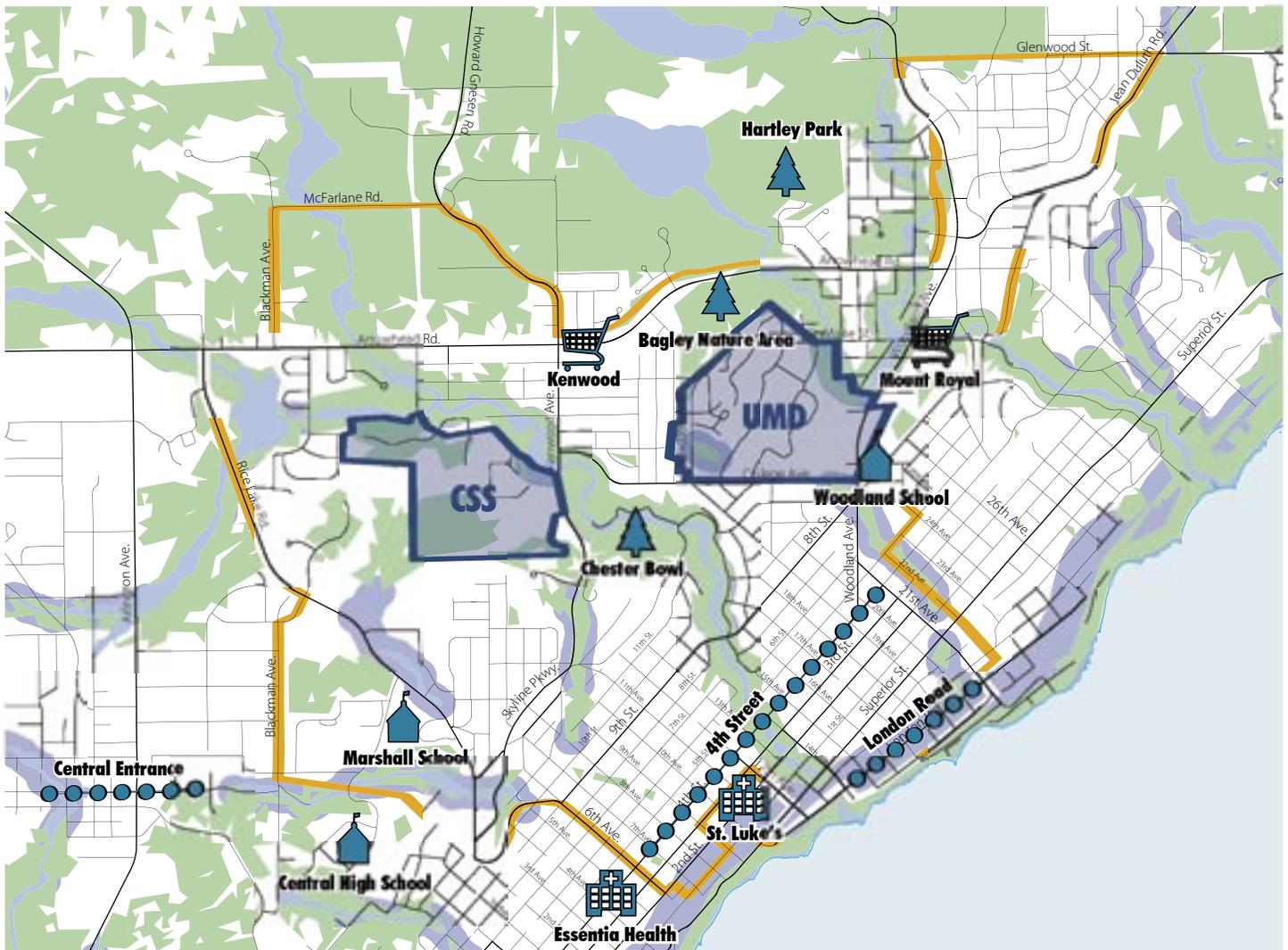
CONTEXT MAP
MAP 1.2

Map 1.2 shows the general location of key points of interest for the Study Area.

	Higher Education Area
	Campus
	Sensitive Lands
	Water
	Flood Area
	Hospital / Medical
	Park / Open Space
	Primary / Secondary School
	Commercial Node
	Commercial Corridor
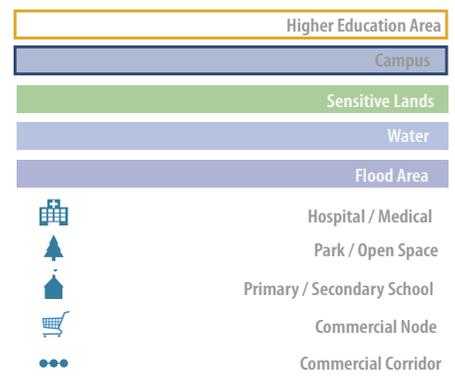
source: City of Duluth
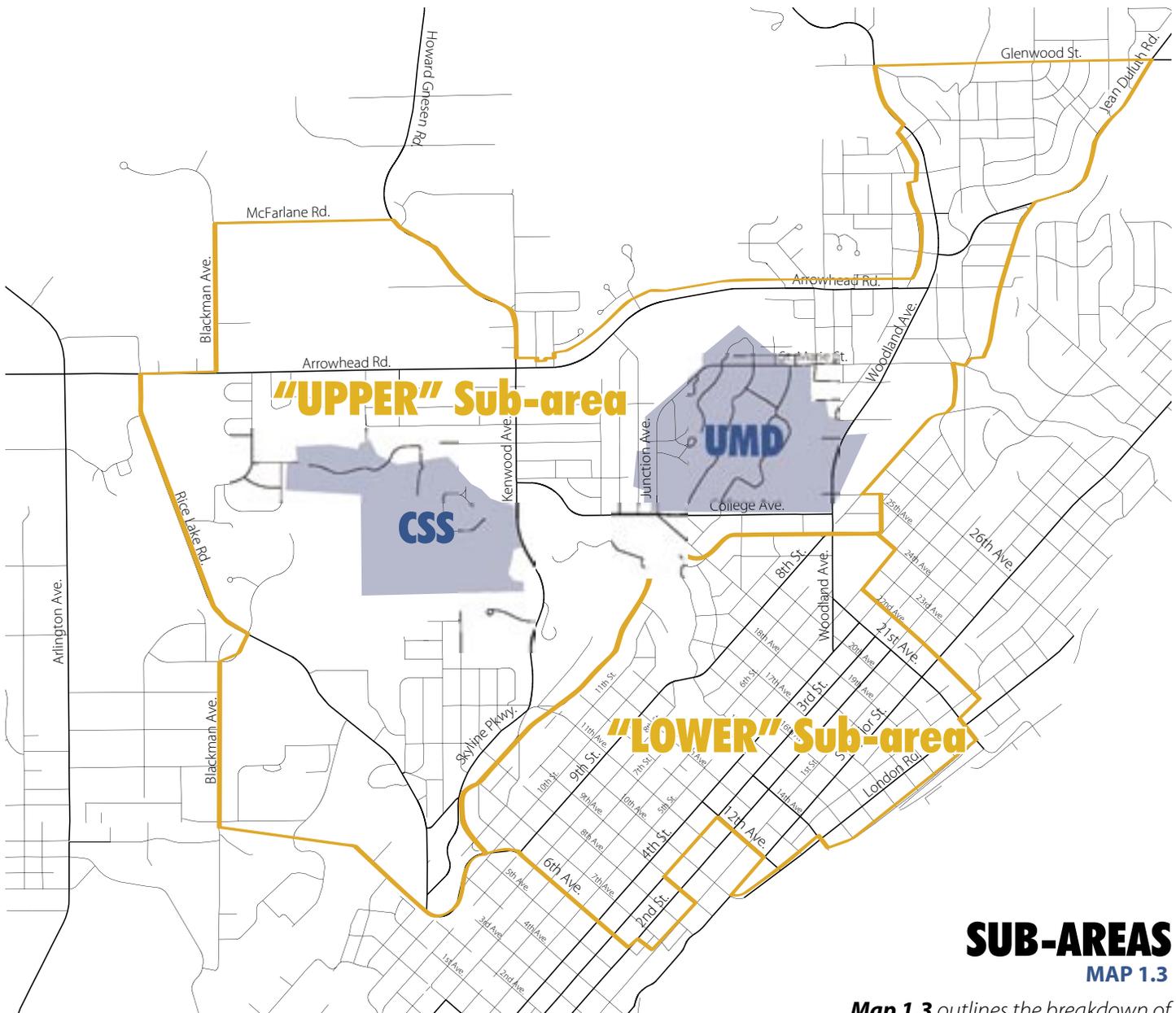
SUB-AREAS
MAP 1.3

Map 1.3 outlines the breakdown of the Study Area into two subareas, one "upper" and one "lower" area. The two subareas have distinct features that allowed for the division of the Study Area into the sub-areas.

	Study Sub-Areas
	Higher Education Campus

source: DCI Analysis
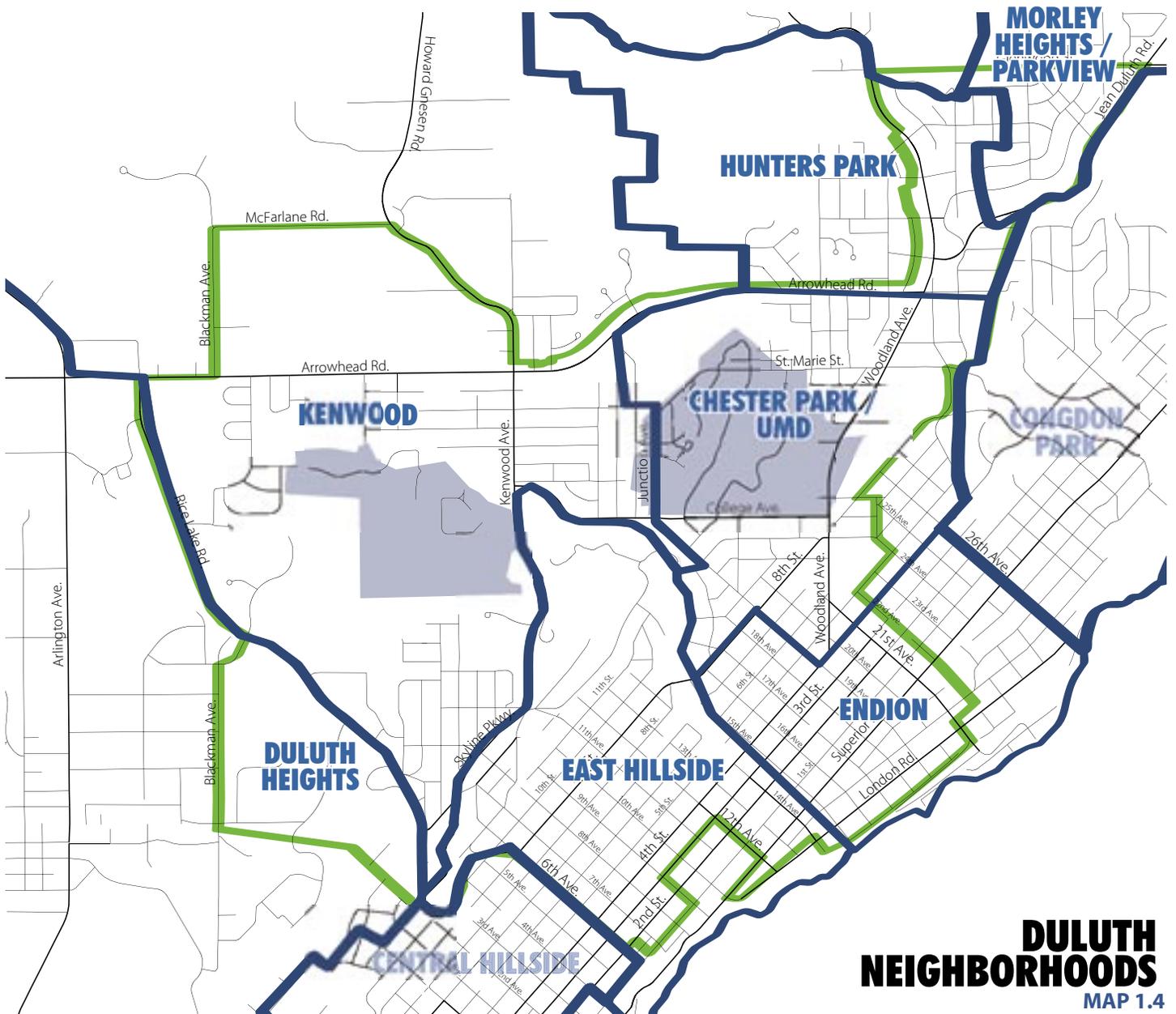
DULUTH NEIGHBORHOODS
MAP 1.4

Map 1.4 marks the boundaries of Duluth neighborhoods as defined by the City of Duluth. There are 7 neighborhoods that or fully or partially included in the HEA Study Area.

	Higher Education Area
	Neighborhoods
	Higher Education Campus

source: City of Duluth

1.3 SUMMARY

The Higher Education Area (HEA) has some of the most interesting dynamics in all of Duluth. The study area encompasses two of the region's major institutions of higher education, is seeing growth in health care uses - the region's largest employment sector and is home to some of the city's oldest neighborhoods. The development opportunities within the study area - by way of market and economic trends - are based in large part on the major institutions and destinations that are located within and in proximity to its boundaries. These are also not based solely on the inevitability of market forces. While there are some short-term development opportunities that can take advantage of existing demand, there are other opportunities that will manifest themselves only if certain hurdles can be overcome.

Following this, there are also a number of needs within the HEA that should be addressed along with "growth" opportunities. Potential neighborhood disinvestment and decline, students awkwardly juxtaposed with owner occupants and haphazard development pattners are threats that the City and its partners can address by understanding and guiding market forces towards stabilization and improvement initiatives.

KEY MARKET FINDINGS

This report presents four primary "takeaways" from its assessment of market/economic conditions:

Health Care drives the regional economy, making it integral to understand the study area's location next to the St. Luke's and Essentia Health campuses - The Health Care sector makes up 28% of the regional economy and it is one of the few sustained areas of employment growth. Approximately 50% of this employment base is found within 1/2 mile of the St. Luke's and Essentia Health campuses, located just to the south of the study area. Growth in ambulatory health services jobs, such as doctors offices, are already impacting the lower sub area. As an established and growing regional employment center, this informal medical district is likely to drive opportunities for additional health care employment, as well as residential and commercial/retail development.

An aerial view of the College of Saint Scholastica campus

An aerial view of the University of Minnesota - Duluth campus

Opportunities for new and improved retail/dining options within the HEA exist, but may not occur without redevelopment. - There appears to be sufficient potential for as much as 50,000 - 65,000 square feet of new retail and dining within the HEA. However, there are limited sites available for easy development, and the regional retail market generally serves the residents of the HEA - it just requires them to drive farther to reach various convenience and luxury items. Existing centers like Kenwood and Mount Royal or potential development sites near the schools offer opportunities for new or expanded retail offerings to capture the student market, but only if those sites are reconfigured or redeveloped to accomodate such uses.

Student housing offers the best existing real estate development opportunities, perhaps within the entire city. Providing development guidance to ensure optimal results for both public and private sectors are reached is an important objective. - Enrollment at the University of Minnesota - Duluth and the College of Saint Scholastica has collectively increased by 44% - or 4,100 students - over just

1. INTRODUCTION

PROJECTIONS FOR KEY MARKETS

Higher Education Area (HEA)	
MARKET	5+ YEARS
Commercial Office	26,000 - 130,000 sq. ft. of office, almost all in the form of physician's offices, outpatient centers, etc. New development will most likely focus near hospitals and London Road Corridor.
Retail	75,000 - 100,000 sq. ft. of retail, including 28,000 - 33,000 sq. ft. of food & dining, primarily in convenience and daily goods such as groceries and general merchandise. Demand is unlikely to be met without redevelopment of existing sites.
Housing	City / regional dynamics unlikely to generate housing demand of any scale, but niche markets that take advantage of proximity to the two medical centers and the lakefront could generate 5 year demand of several hundred units for medical professionals, seniors, and empty nesters.
Student Housing	About one-third of all off campus students expected to be interested in higher quality housing located closer to the university, equal to 800-900 units of potential housing. Total demand weakens in areas farther from the university, unless tied to improved transit connectivity.
Hospitality	Existing market suggests that new hotel product is unlikely within HEA in the short term..

the past decade. Despite the fact that the majority of students must live off campus, the lack of overall population growth in the region has allowed this student growth to absorb into neighborhoods surrounding the universities, dispersing the student population throughout the Higher Education Area. General demand for housing within close proximity to each campus, a lack of high quality student focused housing development and increasing tensions between student and owner occupied households creates a notable opportunity for new student housing.

Market / economic indicators suggest that investment is required to keep areas of the HEA from declining due to disinvestment - The lower sub-area, comprised of the East Hillside neighborhood and pockets within the Endion neighborhood, is predominantly comprised of lower income households, including both students and residents, a particularly aged housing stock that is showing visible signs of disrepair, and has high concentrations of extremely low valued property. These indicators, among others, generally suggest a climate of disinvestment that must be arrested and improved before the level of distress falls further and it becomes exponentially harder to bring back.

Proximity to the two major medical centers in the region allows the various types of development opportunity in the HEA, from medical offices to housing for seniors and medical professionals.

Student housing is by far the best real estate market opportunity within the HEA. Special steps are necessary to ensure that demand is met with supply that generates positive outcomes.

Higher Education Area
SMALL AREA MARKET STUDY

DEVELOPMENT HURDLES

This study identifedy eight key hurdles to successful planning, development, and redevelopment within the HEA:

(1) Limited regional growth - The Duluth region has seen limited overall population or employment over the past two decades. This lack of natural growth means that an understanding of demand from individual sub-markets must be balanced with an existing supply of buildings and land which, due to topography and market forces, can be difficult to redevelop.

(2) Quality and condition of housing stock - East Hillside's concentration of historic housing combined with limited income levels (and concentration of renter occupied units) can carry the potential of widespread disrepair if unchecked. As it stands now, deterorating property dissuades investment unless it is for student rental purposes.

(3) Interaction with students and residents - One of the major issues is the number of students who live in otherwise low density single family neighborhoods. Ongoing tension between students (and their landlords) and residents has the potential to result in a downward spiral of investment within the HEA.

(4) Demographics / preponderance of low income households / perception of hillside neighborhoods - These neighborhoods have median household incomes indicative of concentrations

Vacant land, deteriorating property conditions and low property values conspire to threaten the viability of the hillside neighborhoods.

of poverty. While student households whose income is not tracked are likely to contribute to this phenomenon, it is unlikely that they are solely responsible. East Hillside is also dominated by renter occupied units, a younger age group (median age = 28.5) and a high percentage of non-family households. This is not troublesome in and of itself other than an indication of a mobile resident population and the potential impacts that has on the overall quality of housing stock.

(5) Lack of amenities that appeal to students - Despite a large concentration of college students within parts of the HEA, there is a lack of student-oriented amenities such as retail, services and housing accessible for convenient use. The combination of limited student oriented destinations and the dry campus status of UMD may be directing students to socialize off-campus where parties and other gatherings create tension between residents and students.

(6) Increases in housing vacancy - While considering any opportunity to provide additional housing units - particularly student housing units, it is important to consider how a shift in the supply of housing might impact existing conditions. Duluth has a history of slow growth and low (though rising) housing vacancy. A shift in the most mobile of housing sub-markets – students – could potentially have a more negative impact on neighborhoods than anticipated.

(7) Connectivity / auto dominated travel - A common complaint related to accessing either UMD or CSS was the lack of convenient bus service available to students. Since so many students live off campus, many of whom are outside of easy walking distance, non-automotive access to campus is an important issue. This issue impacts the ability to realize new student housing in areas outside of easy walking distance from campus, as the development will be generally seen as less desireable.

(8) Potential for unplanned, haphazard student housing - Student housing development is one of the few markets that show promise in Duluth, with preferences clearly supporting higher quality housing that is within easy walking distance to campus. Pressure has already been applied to the City to allow for more student housing, but there is a need to be careful that new student housing development occurs in an efficient manner that supports the development goals.

STUDENT MIXED USE HOUSING

Sites / Activity Centers (orange circles) most suited for student mixed use housing given ability to overcome redevelopment hurdles

"Upper" Sub-area of Higher Education Area

UNIVERSITY OF MINNESOTA DULUTH

1/2 Mile

1/2 Mile

COLLEGE OF ST. SCHOLASTICA

WOODLAND AVE CORRIDOR

Most potential to create concentration of student oriented housing and services

WOODLAND MIDDLE SCHOOL

Urban commercial corridor that can drive revitalization throughout East Hillside

"Lower" Sub-area of Higher Education Area

Taking action to prevent widespread decline and decay in housing stock, while promoting a vibrant, mixed income neighborhood.

NEIGHBORHOOD STABILIZATION

4TH ST CORRIDOR

Campus Gateway

LONDON ROAD CORRIDOR

Under-utilized corridor with potential as a mid rise mixed use district.

MEDICAL MIXED USE DISTRICT

Major employment center that drives retail, office and residential development.

DEVELOPMENT FRAMEWORK
MAP 1.5

Map 1.5 *shows the development framework for the HEA Study Area.*

STRATEGIC DEVELOPMENT PLAN

Higher Education Area (HEA)		
DEVELOPMENT HURDLES	STRATEGIC RESPONSES	DEVELOPMENT DISTRICTS
Limited Regional Growth	Leverage Existing Assets	Woodland Avenue Corridor
Quality and Condition of Housing Stock	Targeted Student Related Development	St. Marie Triangle
Interaction with Students and Residents	Neighborhood Stabilization	Medical Mixed Use District
Demographics / Low Income Households	Improved Transit Access	4th Street Corridor
Lack of Amenities that Appeal to Students	Faciliate and Leverage Partnerships	6th Avenue and 4th Street
Increases in Housing Vacancy	Establish Visions for Development Districts	London Road and 12th Avenue
Connectivity / Auto-Dominated Travel		Kenwood / Mount Royal Shopping Centers
Potential for Unplanned, Haphazard Student Housing		

RECOMMENDED DEVELOPMENT STRATEGIES

The recommended development strategies are intended to respond to both the market findings and the development hurdles.

Leverage Existing Assets - understand how the key economic drivers of the universities and medical centers will drive the majority of development opportunity within the HEA.

Target Student Related Development - guide the construction of student housing in a manner that reflects thoughtful development that interacts positively with surrounding areas and serves as a driver for economic development.

Neighborhood Stabilization - An initiative designed to revitalize hillside neighborhoods and arrest decline. Investment is targeted so that the private sector responds in a manner that generates sustainable investment and upkeep in the area.

Improved Transit Access - As efforts increase to develop higher intensity, mixed use projects to spur more walking and less driving, the use of transit should be weighed in equal importance relative to students' accessibility to campus and to retail and services.

Facilitate and Leverage Partnerships - The most important component of partnership facilitation is the realization that the City of Duluth needs to be proactive in engaging community partners. This is the only way to yield successful outcomes that benefit multiple parties.

Establish Visions for Development Districts - It is important to collectively establish a vision for each development district so that the actions of various parties, including the City, are put into focus and given a direction. Over time, markets can shift and development related opportunities can shift with them, but if there is a compelling vision for each of these districts, the only decisions that should change along with those shifts should be short-term projects and initiatives that continue the progress towards long-term goals and objectives.

With the right design and location, student housing has the potential to create an environment that delivers services and amenities students desire, including living and entertainment options.

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Higher Education Area
SMALL AREA MARKET STUDY

2. MARKET ANALYSIS

2.1 DEMOGRAPHICS

2.1.1 GROWTH TRENDS

Regional Growth

In 2010 the population of the Duluth MN-WI Metropolitan Statistical Area (MSA) was reported as 279,771 by the US Census. Between 2000 and 2010, the population of the Duluth Region saw a slight decrease of 0.2%. During the same time period, St. Louis County, the largest and most populated county in the Region, declined at the same rate. In contrast, the other two counties within the MSA - Carlton and Douglas - both experienced population increases, with Carlton County seeing a gain of 12% within the last decade, by far the largest growth in the MSA.

Looking closer at the Duluth region, the townships surrounding Duluth saw some of the greatest increases in population growth compared to the northern area of St. Louis County. Four of the top six fastest growing townships in the Duluth MSA are located directly northwest of Duluth, including Gnesen, Fredenberg, Grand Lake and Industrial Townships. These four townships, have averaged a population increase of over 200% since 2010.

Generally, what population growth exists in the region is moving away from the City center into the predominately suburban and rural areas. The Minnesota State Demographic Center provides population predications for townships within

the state. Predications for 2030 are low due to a very slow rate of population growth that has occurred in the region over the last 20 years. Carlton County is the only geography within the MSA predicted to experience any growth, while most areas within the MSA are expected to experience a slight decline. Comparing their predications for 2030 with the most current census data from 2010, population growth will continue in the areas just outside of Duluth, with the fastest population growth occurring north of the city.

City of Duluth

In 2010, the city of Duluth had a population of 86,265. This represents a slight decline from a decade ago, when the city's population was 86,319. Over the past 20 years, population in Duluth has been virtually stagnant, with a total population growth rate of just 1% over the past 20 years.

Within the city limits, higher concentrations of population are found in the northern portion of the city and along the shore of Lake Superior. The northwestern census tracts within the city had the highest concentration of residents.

QUICK FACTS

Duluth and its region has seen limited population growth in the past two decades, with suburban areas outpacing the growth of urban centers.
Source: US Census
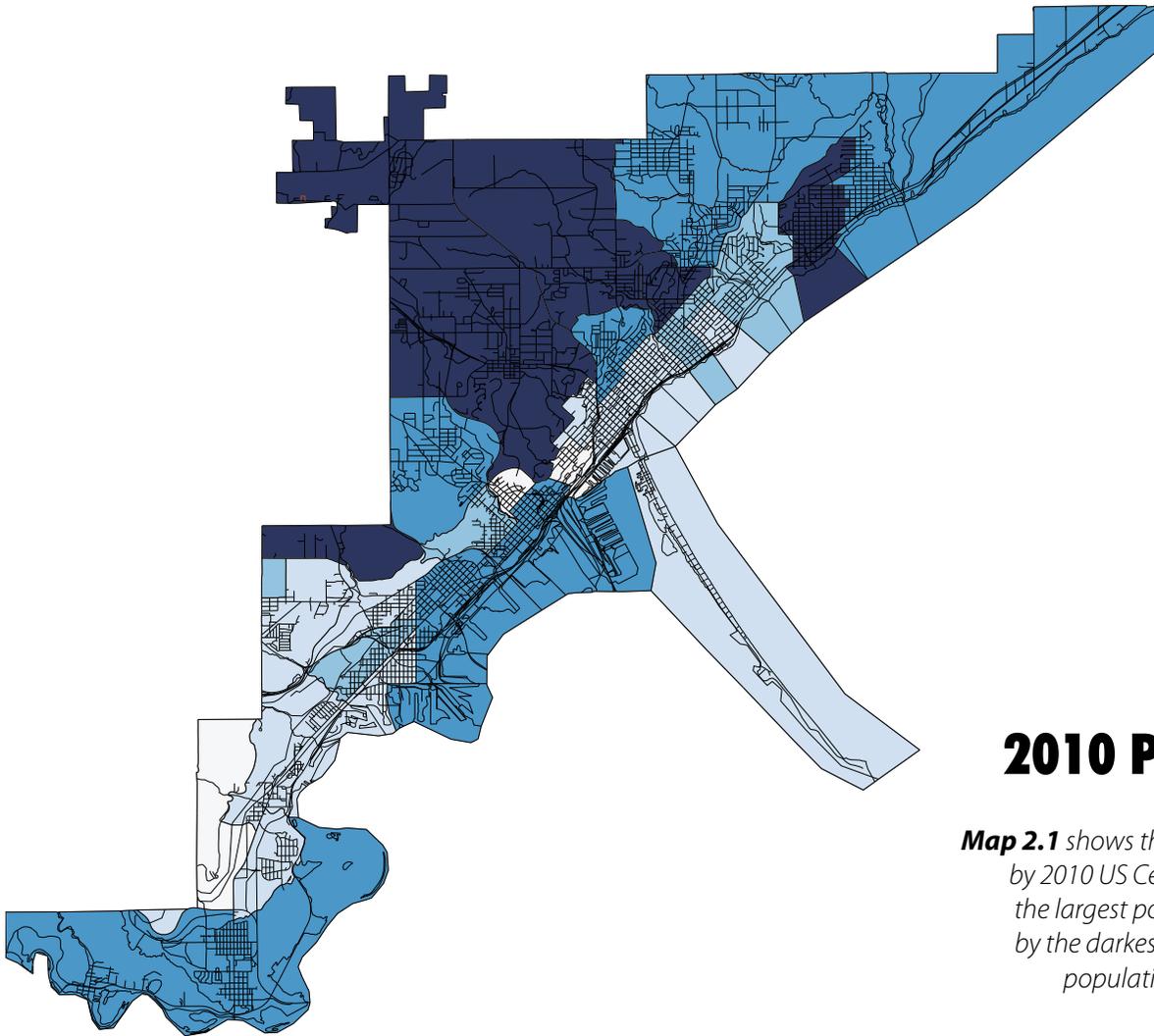
2010 POPULATION

MAP 2.1

Map 2.1 shows the city of Duluth divided by 2010 US Census Tracts. Tracts with the largest populations are indicated by the darkest shade and decrease in population as the color lightens.

<1,250	
1,250-1,500	
1,500-2,000	
2,000-3,000	
3,000-4,500	
> 4,500	

source: US Census.

POPULATION		CHANGE 2000-2010
HEA Study Area	25,697	2.4% ↑
City of Duluth, MN	86,265	-0.1% ↓
St. Louis County, MN	200,226	-0.2% ↓
Carlton County, MN	35,386	11.7% ↑
Douglas County, WI	44,159	2.0% ↑
Duluth MN - WI MSA	279,771	-0.2% ↓
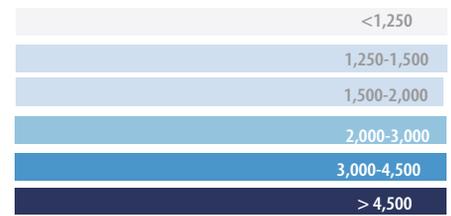
source: US Census and ESRI Business Analyst

The total population of Duluth may be slightly higher than what is reported due to the difficulty of the Census to track student population, particularly students whom live in on-campus housing, which is classified as "group quarters" rather than a typical residential unit. Approximately 18,000 students attend either UMD, CSS or Lake Superior College. 13,600 of these attend UMD and CSS, the majority of who live in Duluth city limits. Census and ESRI data estimates that there are approximately 11,500 Duluth residents attending college or graduate school. Using a conservative estimate that 95% of UMD and CSS students live in Duluth, there is a gap of at least 1,420 students, not inclusive of any full time Lake Superior College students.

Approximately 4,000 UMD and CSS students live in on-campus housing - the most likely type of housing to be missed by the census. Since most students who attend LSC are commuters and more likely to be tracked by the census, it is estimated that the population of Duluth is between 2,000 to 4,000 people higher than reported by the Census. It is important to note that this does not represent a larger general population growth since the same number and percentage of full-time students would not have been represented in past census data.

Higher Education Study Area (HEA)

The HEA is estimated to have a population of 26,000 people, roughly 30-32% of the city's total population. As discussed above, this number could be as high as 27,000 - 29,000 due to students living in on-campus housing. One-third of all residents within the HEA are reported as students who are enrolled in college or graduate/professional school.

Age Cohort Trends

Though the city of Duluth's population has remained stable over the past two decades, there have been some interesting shifts within age cohorts. Figure 2.2 compares Age by Population for the city of Duluth in 1990, 2000 and 2009, as well as the HEA in 2010. Between 1990 and 2009, the number of residents aged 15-19 have increased by 3%, and those aged 20-24 have increased by almost 7%, for a total of 8,500 residents in these age groups. Between 2000 and 2009, the total growth in these cohorts is estimated to be 6,000. This growth appears to be made up mostly of college students. It is estimated that between 2000 and 2010, total enrollment for UMD and CSS in Duluth grew between 3,300 and 4,500 students, accounting for 55-75% of the growth in residents between 15 and 24.

FIGURE 2.2 AGE BY POPULATION

City of Duluth and Higher Education Area

POPULATION BY AGE	1990*	2000*	2005-09**	Change 90-09	Numeric Change 90-09	HEA 2010***	Twin Cities 90 - 09	Minnesota 90-09	U.S. 90-09
Total	86,117	86,319	86,249	+132		25,000			
Age 0-4	6.4%	5.4%	5.5%	-0.9%	-776	4.0%	-0.8%	-0.8%	-0.5%
Age 5-9	6.6%	5.7%	4.9%	-1.7%	-1,444	3.6%	-2.6%	-1.5%	-0.7%
Age 10-14	6.2%	6.3%	5.2%	-1.0%	-893	3.9%	-2.2%	-0.5%	-0.1%
Age 15-19	7.7%	9.1%	10.8%	+3.1%	+2,694	15.5%	0.5%	0.4%	0%
Age 20-24	9.6%	11.0%	16.4%	+6.8%	+5,857	20.5%	2.4%	0%	-0.6%
Age 25-34	15.0%	12.1%	9.3%	-5.7%	-4,933	12.5%	1.1%	-4.8%	-4.0%
Age 35-44	14.5%	14.1%	10.8%	-3.7%	-3145	8.7%	-1.9%	-1.2%	-0.9%
Age 45-54	8.9%	13.4%	13.2%	+4.3%	+3,753	10.9%	3.2%	5.5%	4.3%
Age 55-64	8.1%	7.9%	10.3%	+2.2%	+1,912	8.2%	1.8%	2.8%	2.3%
Age 65-74	8.6%	6.5%	5.8%	-2.8%	+1,499	4.7%	-1.6%	-0.6%	-0.8%
Age 75-84	6.2%	5.9%	5.0%	-1.2%	-347	4.2%	-0.4%	0.1%	0.3%
Age 85+	2.2%	2.7%	2.6%	+0.4%	+2,424	3.2%	0.3%	0.3%	0.5%

*source: *US Census, **American Community Survey 2005-2009 and ***ESRI Business Analyst*

2. MARKET OPPORTUNITIES

The 45-54 and 55-64 age cohorts also grew significantly between 1990-2009 with a total percentage growth of 6.5% or 5,600 residents. It should be noted that most of this growth took place in the 1990s - the 45-54 age cohort actually lost 200 residents in the 2000s, with the net growth in these cohorts between 2000-2009 representing only 1,763, or only one-third of total growth.

Contrasting this population growth are declines in age cohorts of children under 14 (net loss of 3,100), 25-34 (net loss of 4,600), and 35-44 (net loss of 3,145). This represents an important shift in community demographics. Roughly, it can be stated that the growth of college aged residents has been completely off-set by a similar loss of residents that represent young professionals, young families and mid-career professionals, as well as their children.

Comparisons to larger geographies, including the Minneapolis MSA, state of Minnesota and United States, show somewhat similar shifts, particularly in children and middle aged residents, but the scale of the shifts are significant lower, particularly in the growth of college aged residents (15-24).

QUICK FACTS

Between 1990 and 2009, Duluth added 8,500 residents aged between 15 and 24, while it lost 10,800 residents aged 25-44, as well as children under 14.

*Source: US Census and ACS*

Student Population

There are six institutions of higher learning in the Duluth region with a total of 22,000 students. 14,000, or 64%, of these students attend the two institutions located within the HEA, the University of Minnesota-Duluth, and College of St. Scholastica. UMD is by far the largest university or college in the metro area with 11,600 students. It is a state run school that is part of the overall University of Minnesota system. According to the recent enrollment data, UMD is the fourth largest state school in Minnesota. The College of St. Scholastica enrolls 2,400 students in Duluth, with another 1,200 enrolled in courses in the Twin Cities.

Both are primarily "residential" campuses in that the majority of the students are enrolled full-time and live in the community in either on or off campus housing. As noted earlier, a large proportion of students at either school live off campus. This is discussed in more detail in section 2.6.

FIGURE 2.3 COLLEGE ENROLLMENT BY INSTITUTION

2009 ENROLLMENT

Institution	Enrollment
University of Minnesota - Duluth	11,664
Lake Superior College	4,898
University of Wisconsin - Superior	2,794
College of Saint Scholastica*	2,382
Duluth Business University	362
Cosmetology Careers - Duluth	57
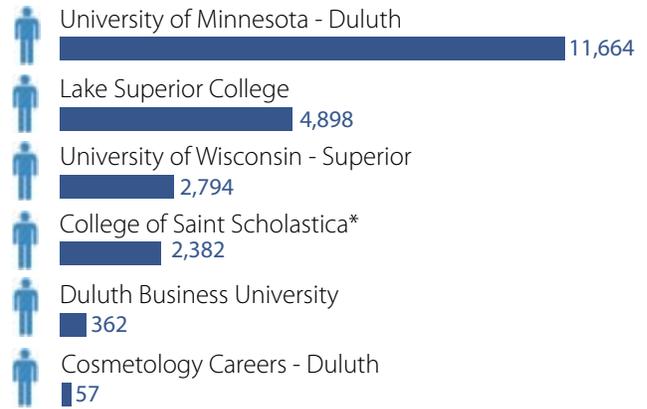
* Total College of Saint Scholastica (CSS) enrollment is 3,600, but one third of that is located in the Twin Cities.

*source: Various Sources, DCI Research*

Other major institutions include Lake Superior College, a commuter based two-year degree college, and the University of Wisconsin - Superior, part of the larger University of Wisconsin system.

2.1.2 EDUCATION

33.4% of all Duluth residents have a college degree, a rate slightly higher than that of the State. That rate jumps to 45.9% within the HEA, corresponding to the number of graduate students and UMD/CSS faculty who likely live in close proximity to the universities. Within its region, Duluth residents have a considerably higher rate of college education than areas outside of the city, though overall its college graduation rate is relatively average, especially for a community with such a high percentage of college students.

FIGURE 2.4 2010 EDUCATIONAL ATTAINMENT

COLLEGE DEGREE OR HIGHER

Area	Percentage
HEA Study Area	45.9%
City of Duluth, MN	33.4%
Duluth MN - WI MSA	24.7%
State of Minnesota	31.8%
United States	27.4%
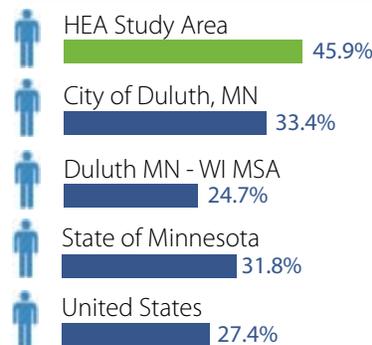
source: ESRI Business Analyst
* Educational Attainment, as used by the Census, indicates the highest level of education completed by a person in a regular school.

2.1.3 INCOME

The lower sub-area, which includes most or all of the East Hillside and Endion neighborhoods, has lower than average demographic indicators than the rest of Duluth. ESRI estimates these neighborhoods to have a median household income of $35,000, which is 25% lower than the estimated MHI for Duluth. Duluth's MHI, in turn, is 15-20% below the national MHI. However, the American Community Survey estimates Duluth's MHI to be much lower – at $40,000. If one uses the same proportions, then East Hillside/Endion is projected to have an MHI of only $30,000, a very low number indicative of concentrations of poverty.

Areas with concentrations of students often skew statistics like this. Student residents, who make up approximately 22% of the residents in these neighborhoods, likely contribute to but do not guide this trend. Other trends such as the percentage of family households and per capita income support this assumption. In contrast, the upper sub-area, which has a considerably higher percentage of students than the hillside, has a much higher income rates, with an MHI of $47,000.

2.2 EMPLOYMENT

2.2.1 REGIONAL TRENDS

Regional Economic Base

The Bureau of Labor Statistics (BLS) reports that the economy of the Duluth MN-WI Metropolitan Statistical Area consisted of 121,130 jobs in 2010, 97,280 of which were private sector jobs (seasonally adjusted). These employment levels are down 1.2% since 2001, and 3.7% from 2008, the "peak" year of employment within the last decade. St. Louis County accounts for approximately 72% of total employment within the Duluth MSA, and 79% of all private sector jobs.

The largest employment sector in the Duluth MSA is Health Care and Social Assistance, which represents 28% of private sector jobs and one-fifth of the metropolitan area's economy. The second most important employment sectors are Retail Trade (15% of total economy), and Accommodation and Food Services (12%). Overall, "non-base" or "service" oriented sectors make up 73% of all private sector employment, making

QUICK FACTS — *55% of the Duluth regional economy is compromised of employment in Health Care, Retail, and Tourism activities.*

Source: Bureau of Labor Statistics

the MSA a strong services oriented economy, as opposed to one based on "base" industries like manufacturing or wholesale trade. The three employment concentrations of Health Care, Retail and Tourism (Leisure and Hospitality) together make up 55% of all jobs within the Duluth MSA. Over 80% (44,100) of all the regional jobs in these three core sectors are located in St. Louis County, where they make up an even larger share (57%) of the local economy.

Growth Trends

Of these three sectors, only Health Care and Social Assistance added employment over the past decade. However, Retail Trade and Accommodations & Food Service are industries both heavily dependent on consumer retail spending, which

FIGURE 2.5 SNAPSHOT OF ST. LOUIS COUNTY

2010 EMPLOYMENT	2001-2010 Change
Natural Resources and Mining — 2,991	-18.0% ↓
Construction — 3,248	-11.3% ↓
Manufacturing — 4,102	-32.4% ↓
Trade, Transportation, and Utilities — 16,376	-14.1% ↓
Information — 1,448	-37.6% ↓
Financial Activities — 4,316	3.6% ↑
Professional and Business Services — 6,511	13.4% ↑
Education and Health Services — 25,057	42.7% ↑
Leisure and Hospitality — 10,158	0.5% ↑
Other Services — 3,063	-6.1% ↓
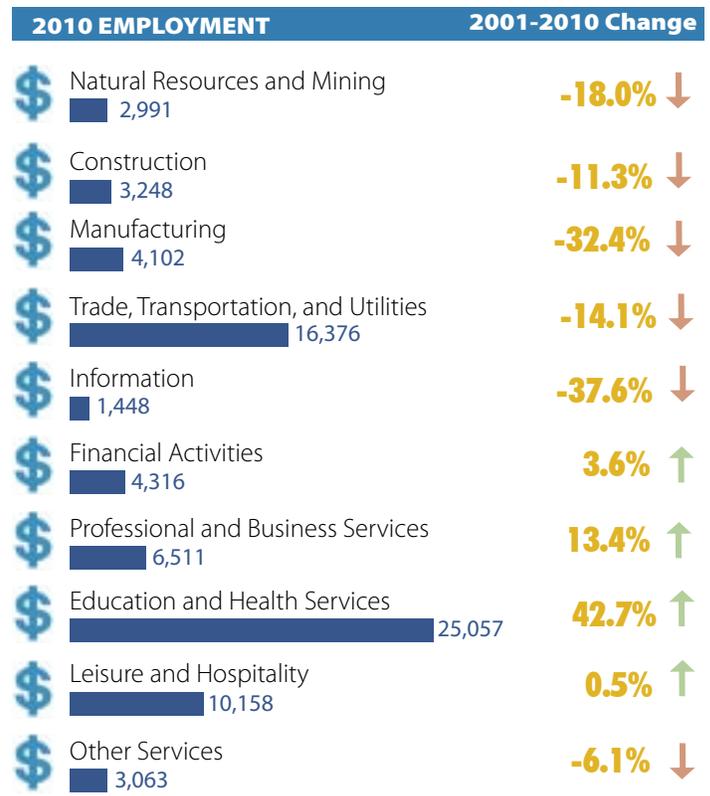
source: Bureau of Labor Statistics.

2. MARKET OPPORTUNITIES

FIGURE 2.6 PRIVATE SECTOR EMPLOYMENT TRENDS

Duluth MN-WI MSA

NAICS Code	EMPLOYMENT SECTOR	2001[1]	2007	2010	% 2001	% 2010	St. Louis County (2010)	% of Total[7]	HEA (2010)[5]	% of Total[7]
	TOTAL, ALL INDUSTRIES	97,450	102,001	97,280	100%	100%	77,272	79.4%	11,427	11.7%
11	Agriculture, Forestry, Fishing, etc,	ND[2]	ND	273	NA[3]	0.3%	184	NA	0	0%
21	Mining, Oil and Gas	ND	ND	2,814	NA	2.9%	2,807	99.7%	15	NA
22	Utilities	ND	ND	ND	NA	NA	ND	NA	0	NA
23	Construction	5,505	5,563	4,574	5.6%	4.7%	3,248	71.0%	101	2.3%
31-33	Manufacturing	9,488	8,729	6,772	9.7%	7.0%	4,102	60.5%	163	2.4%
42	Wholesale Trade	4,113	3,221	3,018	4.2%	3.1%	2,134	70.7%	47	1.5%
44-45	Retail Trade	16,465	16,161	14,958	16.9%	15.4%	11,622	77.5%	597	3.4%
48-49	Transportation and Warehousing	ND	ND	ND	NA	NA	ND	NA	101	NA
51	Information	2,725	ND	1,638	2.8%	1.7%	1,448	88.4%	331	20.0%
52	Finance and Insurance	4,036	4,418	4,109	4.1%	4.2%	3,348	81.4%	666	16.2%
53	Real Estate and Rental and Leasing	1,135	1,154	1,113	1.2%	1.1%	968	86.9%	265	23.8%
54	Professional and Technical Services	3,153	3,635	3,492	3.2%	3.6%	3,043	87.1%	229	6.6%
55	Management of Companies	ND	ND	ND	NA	NA	850	NA	0	NA
56	Administrative and Waste Services	ND	ND	ND	NA	NA	2,619	NA	183	NA
61	Education Services[4]	ND	1,416	1,509	1.3%	1.6%	1,470	NA	2,636[6]	NA
62	Health Care and Social Assistance	ND	25,058	26,893	NA	27.6%	23,587	87.7%	4,348	16.1%
71	Arts, Entertainment and Recreation	1,364	1,433	1,508	1.4%	1.6%	1,184	78.5%	120	7.8%
72	Accommodations and Food Services	12,024	12,290	11,867	12.3%	12.2%	8,975	75.6%	776	6.5%
81	Other Services	4,084	ND	3,940	4.2%	4.1%	3,063	77.7%	688	17.5%

1 2001 represents switch from SIC to NAICS system
2 - ND = Not Disclosable
3 - NA = Not Applicable
4 - Not inclusive of public sector employment at institutions such as University of Minnesota-Duluth, Lake Superior College, or University of Wisconsin - Superior.
5 - HEA Employment statistics are taken from ESRI Business Analyst, which should be considered less accurate than data from the county and regional levels. Employment should be considered in terms of an order of magnitude as opposed to precise numbers.
6 - ESRI data includes public employees within the education sector.6 - ESRI data includes public employees within the education sector.
7 - Percent total of MSA

source: Bureau of Labor Statistics

took a significant hit during the 2007-2009 recession. It would be expected that these sectors would remain stable or grow to previous levels given increased stability in the state and national economy.

Key "base" industries such as manufacturing and wholesale trade have seen net losses in employment, a total of approximately 3,800 jobs between 2001 and 2010. Both of these were declining prior to the 2007 recession, and therefore represent broader shifts in the regional economy that extend beyond the short-term impacts of the national recession. Base industries, however, have not played a significant role in the

Duluth regional economy for some time. Although the region has seen a decline from 14% to 10% (employment data for other base industries such as transportation and warehousing is not available) in manufacturing and wholesale trade, this is a relatively small share of the regional economy compared to the state of Minnesota, of which these two sectors comprise 19% of the total state economy, or the state of Wisconsin at 24%.

One of the few employment super-sectors that is showing slow but steady growth postrecession is Professional and Business Services, which is inclusive of the Professional and Technical Services, Management, and Administrative and Waste Services.

Regional Specialization

An alternative method to explore a regional economy is through economic specializations, which differ from total employment. Specialization is tracked by the use of a *specialization quotient* (SQ), also known as a *location quotient* (LQ). SQs are ratios that compare the concentration of an employment sector for a geography with a "base" geography to see whether the focus geography has a higher or lower percentage of employment than the base geography. Not surprisingly, the Duluth MSA's specializations, as compared to the state of Minnesota, are primarily found in service-based industries, including the three core employment sectors discussed previously; Health Care and Social Assistance (1.53), Accommodation and Food Services (1.34) and Retail Trade (1.21). Duluth's most specialized industry is Mining, Quarrying, Oil and Gas Extraction, which has an SQ of 12.11 as compared to the state.

The Duluth MSA has a notable lack of specialization in professional industries, like business services and finance, where SQs range from 0.64 - 0.70.

Health Care Employment

The Health Care sector has been previously identified as an important employment sector in the Duluth economy. The larger category - Health Care and Social Assistance (NAICS 62) has some important distinctions as to the source of employment within this sector. Of all private employment in this sector, within St. Louis County, approximately 13% includes "Social Assistance" sectors, which are not necessarily health care related jobs. This includes areas like child and family services, community food services, emergency relief services, etc. That leaves the remaining Health Care related employment to be split roughly into thirds - 6,170 jobs located in Hospitals, 6,130 in Ambulatory Health Care Services, and the largest share - 7,400 - in Nursing and Residential Care Facilities.

This ratio of the major Health Care sub-sectors is similar to that of the State of Minnesota, though State-wide, Ambulatory Health Care jobs hold the slight majority (36%) over the other two, as opposed to St. Louis County where Nursing Care Facilities represent 38% of the total. Indeed, when comparing the Duluth MSA to the state of Minnesota, one can find a much higher concentration of residential care facilities per capita. The state has 1 care facility per 2,083 residents, while the Duluth MSA has 1 care facility per 1,750 residents.

FIGURE 2.7 HEALTH CARE SECTOR BREAKOUT

St. Louis County, MN (2008)
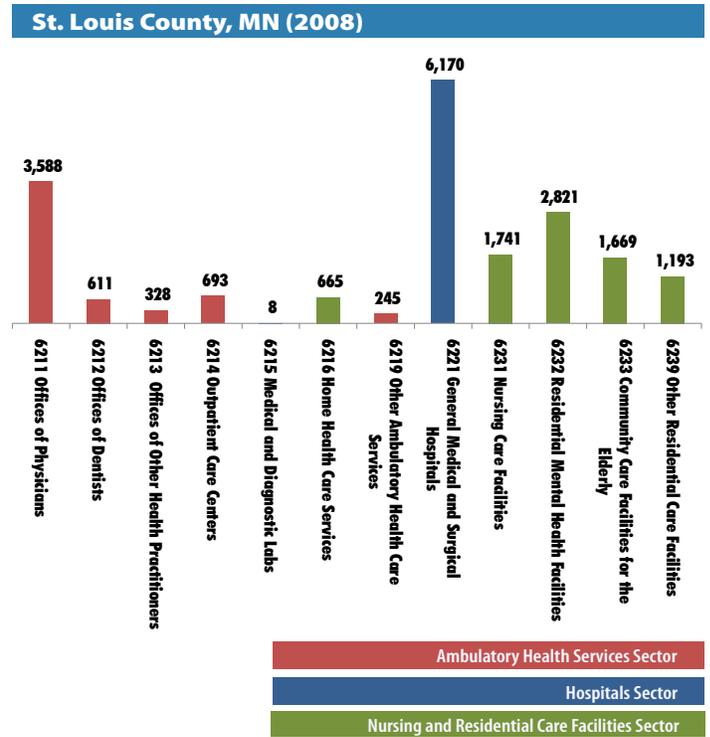
source: Bureau of Labor Statistics.

Figure 2.7 shows the breakdown of the Health Care sector down to the four digit NAICS level. It shows strong employment in various Nursing and Residential care facilities, from those who treat the elderly to the mentally disabled. This is notable because of the likelihood of many of these facilities to be located in proximity to Essentia Health and St. Luke's hospitals, just outside of the study area.

Education Employment

As noted in Figure 2.6, an analysis of private sector employees within the Education sector does not yield a perfect picture of the strength of Education in the local economy. The BLS reports 8,094 jobs in Education Services in 2010, broken out by private (1,470), local (3,931) and state (2,596).

From various university and college sources, the total faculty and staff for each major public institution within City limits is estimated to be 2,200, including UMD (1,710 total, 683 full-time) and Lake Superior College (500 employees). This is equal to the estimates provided by BLS. CSS is a private institution that thus counted towards the private employment data taken from the Bureau of Labor Statistics in Figure 2.6.

2. MARKET OPPORTUNITIES

By applying this adjusted total to the total employment of the region (as opposed to private employment only), Education Services represents 8.7% of St. Louis County's economy, as opposed to only 1.9% of the share represented by private employment.

HEA Employment

ESRI Business Analyst estimates that there are 11,427 jobs located within the HEA, though this is to be taken with a grain of salt relative to the difficulty of estimating employment at such a narrow geographic area. If we assume a range of 11,000 - 12,000 jobs within the Study Area, then the HEA represents 11.7% of the total regional economy, including almost 15% of the City's economy. Education and Health Services are highly concentrated within the HEA, but there is also a notable concentration of professional services, including Finance and Insurance, Real Estate and Leasing, and Information (16-20% of regional share per sector).

2.2.2 Conclusions

The Duluth economy is heavily concentrated in services, particularly Health Care and Social Assistance, Retail Trade and Accommodations and Food Service. Despite state and national trends of employment growth, followed by a decline during the 2007-2009 recession, the Duluth regional economy has remained relatively stable. The HEA plays an important role in the Duluth economy, representing 15% of all public and private sector jobs, a considerable portion of the Education services sector, and notable clusters of professional employment in technical services, information, real estate and medical professions. Although the cluster of hospitals is just to the west outside of the HEA boundaries, their impact on future employment opportunities and related development is important to understand.

2.3 OFFICE MARKET

Opportunities for commercial office space development are typically driven by growth in certain employment sectors such as the two digit NAICS categories of Information, Health Care, Finance and Insurance, Real Estate, Professional and Technical Services, and Management of Companies and Enterprises. This Section will provide an analysis of these key economic sectors to gauge potential for commercial office development in Duluth as well as within the HEA.

2.3.1 CORE OFFICE MARKETS

If one utilizes the trends of the past decade, one can project modest but reasonable demand for commercial office space based on the "core" markets previously identified. Figures 2.7 and 2.8 on page 23 illustrate the growth in employment in representative economic sectors, and how much demand for office space could be expected in Duluth if the trends of the past decade were applied to the next 5 years. To accommodate for both the ebb and flow of employment within the past decade a range of demand is presented, with the "low" value representing annual job growth between 2001 and 2010, and the "high" value representing growth between 2001 and the region's peak employment year of the past decade - 2008.

The projections yield an annual demand of approximately 21,000 - 47,000 square feet of commercial office space on an annual basis, or 105,000 - 236,000 square feet over a five year period. This growth is primarily found in four sectors: (1) Administrative and Support Services; (2) Professional and Technical Services; (3) Finance and Insurance; and (4) Management. No growth is expected out of the Information and Real Estate sectors.

The most recent office vacancy data available is from the Miller Hill Market Study, completed in 2008. It reports that in 2007, the general office vacancy for Duluth was 12%. This vacancy rate may have declined since the onset of the recession. As the

QUICK FACTS

Growth in professional service sectors has grown by only 0.6% in the past decade, compared to 28% in medical services.

Source: Bureau of Labor Statistics

FIGURE 2.8 OFFICE RELATED ECONOMIC SECTORS

Duluth MN-WI MSA											
NAICS Code	EMPLOYMENT SECTOR	2001	2002	2003	2004	2005	2006	2007	2007	2009	2010
51	Information	2,321	2,355	2,372	2,369	2,303	2,201	ND	1,981	1,708	1,448
52	Finance and Insurance	3,225	3,288	3,420	3,759	3,675	3,695	3,611	3,598	3,512	3,348
53	Real Estate and Rental and Leasing	943	893	948	929	933	990	960	932	917	968
54	Professional and Technical Services	2,706	2,755	2,597	2,575	2,832	2,927	3,143	3,315	3,181	3,043
55	Management of Companies	703	722	706	651	668	821	901	917	798	850
561	Administrative and Supp. Services	1,966	2,216	2,439	2,593	2,238	2,222	2,538	2,669	2,246	2,381
	TOTAL	11,864									11,938
621	Ambulatory Healthcare Services	4,801	5,167	5,061	5,299	5,193	5,376	5,575	5,651	6,137	3,858

source: Bureau of Labor Statistics.

FIGURE 2.9 PROJECTED OFFICE DEMAND FOR ST. LOUIS COUNTY

| NAICS Code	EMPLOYMENT SECTOR	# Change 2001-2010	# Change 2001-2008	Annual Change 2001-2010	Annual Change 2001-2008	SF per job	Annual Demand (low)	Annual Demand (high)	5 Year Demand (low)	5 Year Demand (high)
51	Information	-873	-340	-87	-43	NA	NA	NA	NA	NA
52	Finance and Insurance	123	373	12	47	200	2,460	9,325	12,300	46,625
53	Real Estate and Rental and Leasing	25	-11	2.5	-1	200	0	500	0	2,500
54	Professional and Technical Services	337	609	34	76	200	6,740	15,225	33,700	76,125
55	Management of Companies	147	214	15	27	200	2,940	5,350	14,700	26,750
561	Administrative and Support Services	415	703	42	88	200	8,300	17,575	41,500	87,875
						TOTAL	20,940	47,200	104,700	236,000
621	Ambulatory Healthcare Services	-943	850	-95	106	250	0	26,563	0	132,813

source: Bureau of Labor Statistics. and DCI Analysis

opportunities for commercial office space development are typically driven by growth in certain employment sectors such as the two digit NAICS categories of Information, Health Care, Finance and Insurance, Real Estate, Professional and Technical Services, and Management of Companies and Enterprises. As the national economy slowly recovers, it should be expected that much of the projected demand for office space be absorbed into existing buildings, as opposed to generating demand for new buildings. The majority of this demand would be expected to be in Duluth's central business district, though the variety of small-scale office spaces available throughout the lower sub-area, particularly near the hospitals and along London Road and Superior Street may appeal to smaller companies. This section will provide an analysis of these key economic sectors to gauge potential for commercial office development in Duluth as well as within the HEA.

2.3.2 HEALTH CARE OFFICE

Often not considered as a traditional driver of office development, the Health Care and Services sector is one of the fastest growing economic sectors in the country. This is important for understanding development potential within the HEA and the lower sub-area due to its proximity to the largest concentration of health care related uses in the region. Map 2.9 on page 16 shows the hospital and health care related land uses that surround St. Luke's Hospital and the Essentia Health Care complex. There are over 15,000 Health Care related jobs within a 1/2 square mile surrounding the two medical centers. This area alone represents approximately one-fifth of the regional economy.

Duluth Medical District

18,500 jobs (15% of all regional employment)

13,600 health care jobs (50% of Health Care Jobs in MSA)

MEDICAL USES
MAP 2.2

Map 2.2 shows the locations of hospitals and auxiliary medical uses. Medical uses are concentrated near the two hospitals along 2nd and Superior Streets.

Hospital Properties
Auxiliary Medical Properties
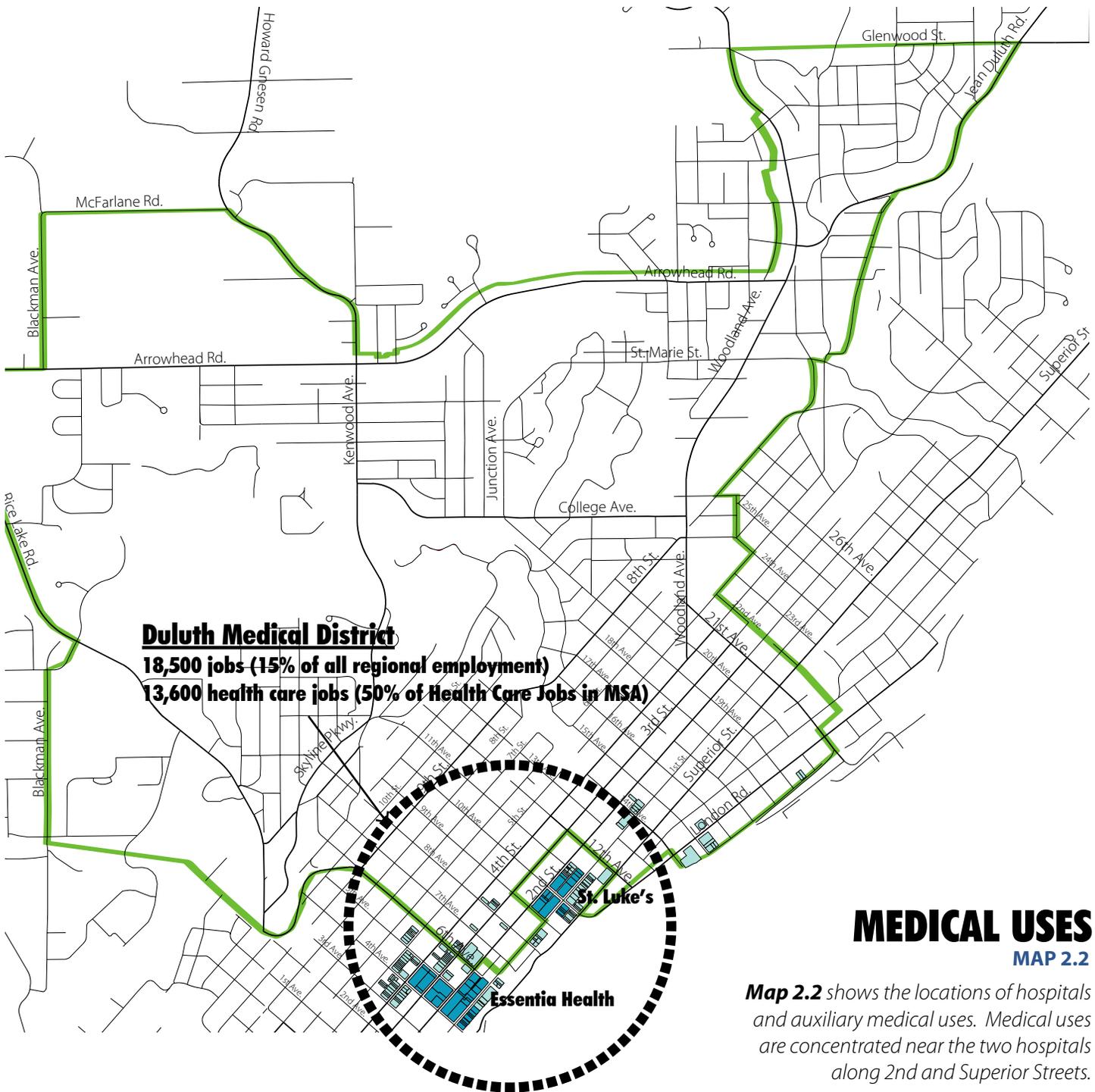
source: City of Duluth

The Ambulatory Healthcare Services sub-sector is used to track much of this growth outside of direct Hospital employment. This category consists of the numerous types of professional services like Doctors, Dentists, Outpatient centers and other medical specialists and specialty uses. These uses often like to cluster around medical centers if their primary customer base is generated from those destinations. A number of new developments of this type have been constructed recently on and near the lakefront, including one on London Road.

Between 2001 and 2009, there has been steady growth in this sub-sector, resulting in a net gain of 1,336 jobs or 148 annually up to 2009. If the next five years see the same pace of growth, then one would expect demand for 850 additional jobs and up to 132,000 square feet of office space. A more conservative projection given current economic conditions is 200-300 jobs and 60,000 – 105,000 sf of office. This could easily translate into potential development on London Road or Superior Street, accessible to St. Luke's and Essentia Health.

A noteworthy caveat to this is the decline shown in Ambulatory Healthcare Services between 2009 and 2010, when employment declined 37% or 2,279 jobs. Simultaneously, the Private Hospital sector witnessed a similar rise in employment during the same period. This is most likely due to a private hospital buying one or more private doctors offices, with the employment data for the offices misrepresented as hospital employment rather than ambulatory health services. The growth trends from 2001-2009 are more appropriate to use for trending analysis than 2001-2010.

Health Care and Medical uses are prominent in the HEA, despite the fact that the core St. Luke's and Essentia Health campuses are not located within the Study Area's boundaries. There are a number of medical offices and patient services centers throughout the lower sub-area, such as the Lakewalk Center on London Road (bottom.)

Hospital/Health Care Spin-Off

Growth in hospital based employment tends to generate additional "spin-off" development in both health care and non-health care areas. Private hospital employment generally carries a 1.4-1.8 multiplier for additional jobs created, meaning that for every 5 new hospital based jobs, one would expect 7-9 new jobs to be created. Therefore, the 488 new jobs within private hospitals in St. Louis County likely generated between 680 and 875 additional jobs within the Duluth region. With an annual growth rate of 54 positions, a 5 year growth rate for additional spin-off jobs would be 270, many of which are likely to be located in or near the HEA.

2.3.3 CONCLUSIONS

There is generally limited demand for commercial office space within the Duluth market, and future demand is most likely to be absorbed into existing vacant space or in core areas like the Central Business District. Medical office space, on the other hand, represents a much larger development potential given the growth of the health care industry and employment in and surrounding the hospitals. With potential for over 130,000 sq. ft. in the next 5 years, medical office space could play a major role in the revitalization of the lower sub-area along London Road and other commercial corridors.

2.4 RETAIL

2.4.1 REGIONAL SUPPLY / TRENDS

Duluth-Superior is a regional retail center for upwards of 425,000 people within its Designated Market Area (DMA), covering parts of Minnesota, northern Wisconsin and Michigan. Approximately 150,000 of this market area lives within a 30 minute drive of Duluth's retail centers. According to the Miller Hill/Central Entrance Market Study, the Duluth metropolitan region has approximately 5.5 million square feet of gross leasable area of retail and dining businesses. 3.7 million SF of this (68%) is located within the city of Duluth, with 900,000 in neighboring Hermantown, and another 925,000 SF in Superior.

This retail space, which excludes automobile dealers and service and gas stations, is estimated to represent $880 million in annual sales - $615 million in retail goods and $265 million in dining and food services. Just over half of all retail sales are from businesses in Duluth itself.

Regional Retail Demand

As a regional retail center, Duluth attracts a customer base well beyond that of its own resident base. Therefore, it can be difficult to determine broad based retail development opportunities within the city itself. For example, within a 30 minute drive time of Duluth, which covers virtually all retail centers of consequence within the region, General Merchandise, Apparel and Accessories, Furniture and Other Sales (GAFO) are estimated to be approximately $588 million, compared to $740 million in retail sales. The resulting "gap" means that at least 20% of retail sales in that radius rely upon expenditures from outside, which could be residents who live outside that radius, tourists, etc. This "oversupply" of retail sales is not a negative, it simply supports the assertion that Duluth is a regional retail center and that retailers rely upon a customer base that exceeds the metro area's core population.

Due to Duluth's status as a regional retail center, from a macro perspective it is well served by retail. However, a deeper assessment reveals a limited inventory of higher end and boutique/specialty retailers. The Duluth market's rate of sales per square foot is approximately $150-$160, well below national standards. In conjunction with modest income ranges, this indicator may be preventing higher end establishments from

FIGURE 2.10 DULUTH RETAIL INVENTORY

TOTAL SQUARE FOOTAGE AVAILABLE

Location	Square Footage
Central Entrance	128,103
Hermantown	902,238
Miller Hill	2,165,129
West Duluth	549,203
Superior, WI	925,926
Canal Park	191,500
Downtown Duluth	457,024
East Duluth	249,161
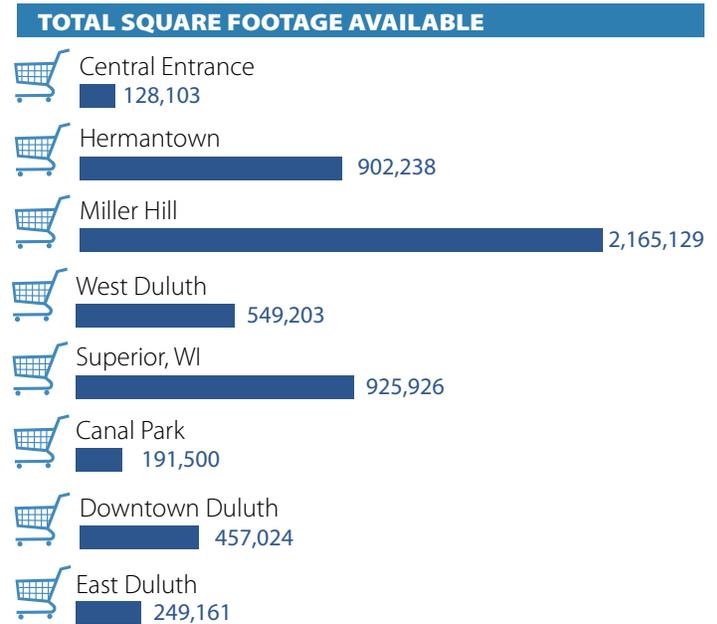
source: MXD Central Entrance Study

QUICK FACTS

Retail Trade makes up 12% of the region's economy and GAFO / Dining businesses generate over $880 million in annual sales

Source: Bureau of Labor Statistics and ESRI

locating in Duluth, despite its regional or even super-regional position. The few establishments of this type are located in areas (Canal Park and Fitger's Brewery) that are able to capitalize on the disposable income from tourists. It also indicates an inventory of marginal retail properties.

Figure 2.10 illustrates the spending power and preferences of the Duluth market. Convenience / daily goods categories show high demand, but mall oriented categories show relatively low demand. Leisure spending, whether on home goods, recreation or entertainment, is average.

2.4.2 HEA RETAIL INVENTORY

Map 2.3 illustrates the commercial land uses within the HEA. Overall, retail is concentrated in four core areas: (1) The London Road / Superior Street corridor; (2) 4th Street; (3) The Mount Royal Center, on Woodland Avenue and St. Marie Street, and (4) Kenwood Plaza, at Kenwood Avenue and Arrowhead Road.

(4) Kenwood Plaza

(3) Mount Royal Shopping Center

(2) 4th Street Corridor

(1) London Road / Superior Street Corridor
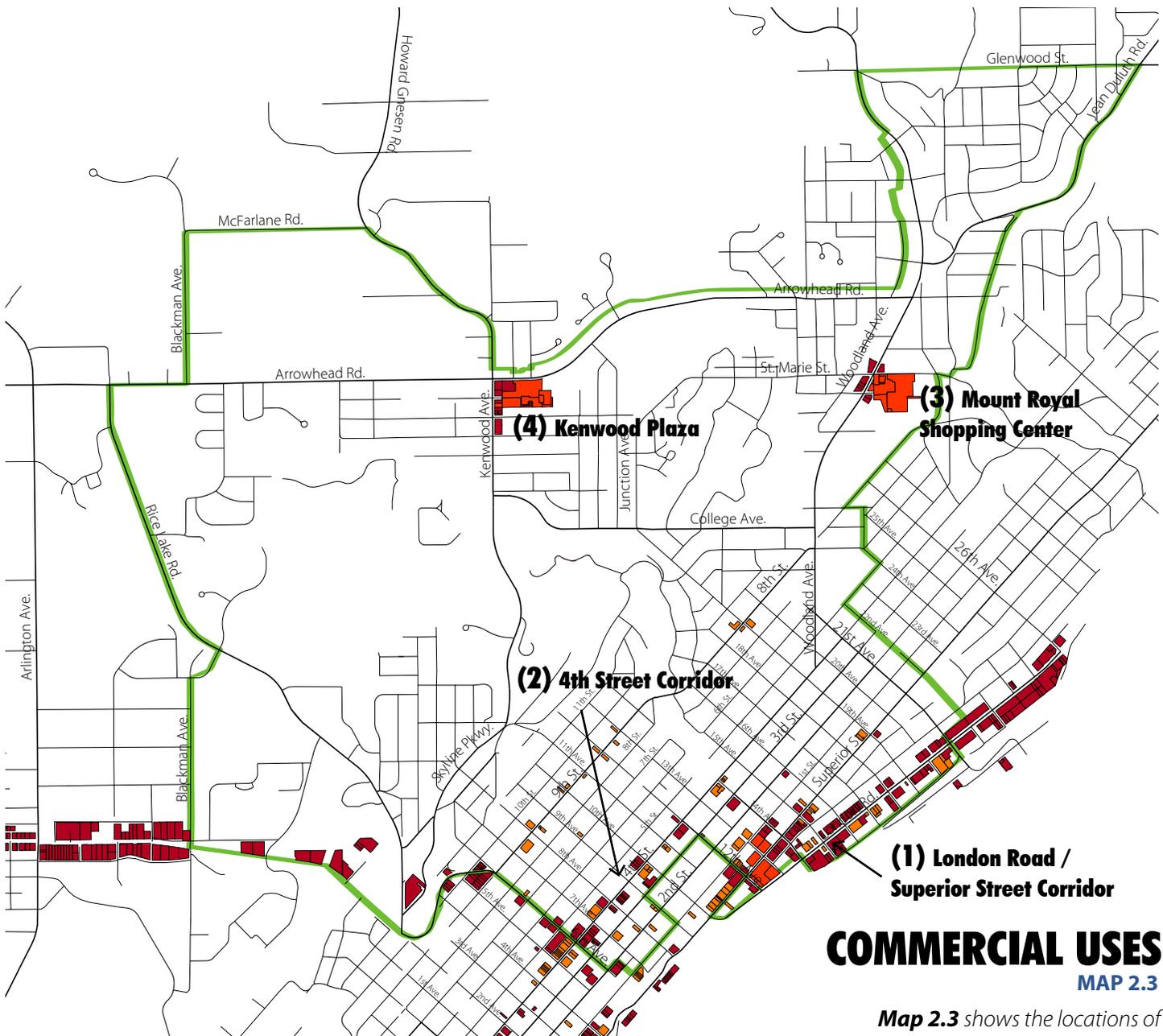
COMMERCIAL USES
MAP 2.3

Map 2.3 shows the locations of commercial uses in the Study Area. The highest concentration of commercial uses are found along the waterfront along London Road. Two smaller commercial nodes, Kenwood and Mount Royal, are located uphill near the universities .

Shopping Center

General Commercial

Mixed-Use Commercial

source: City of Duluth

FIGURE 2.11 PER CAPITA RETAIL SPENDING PROFILE
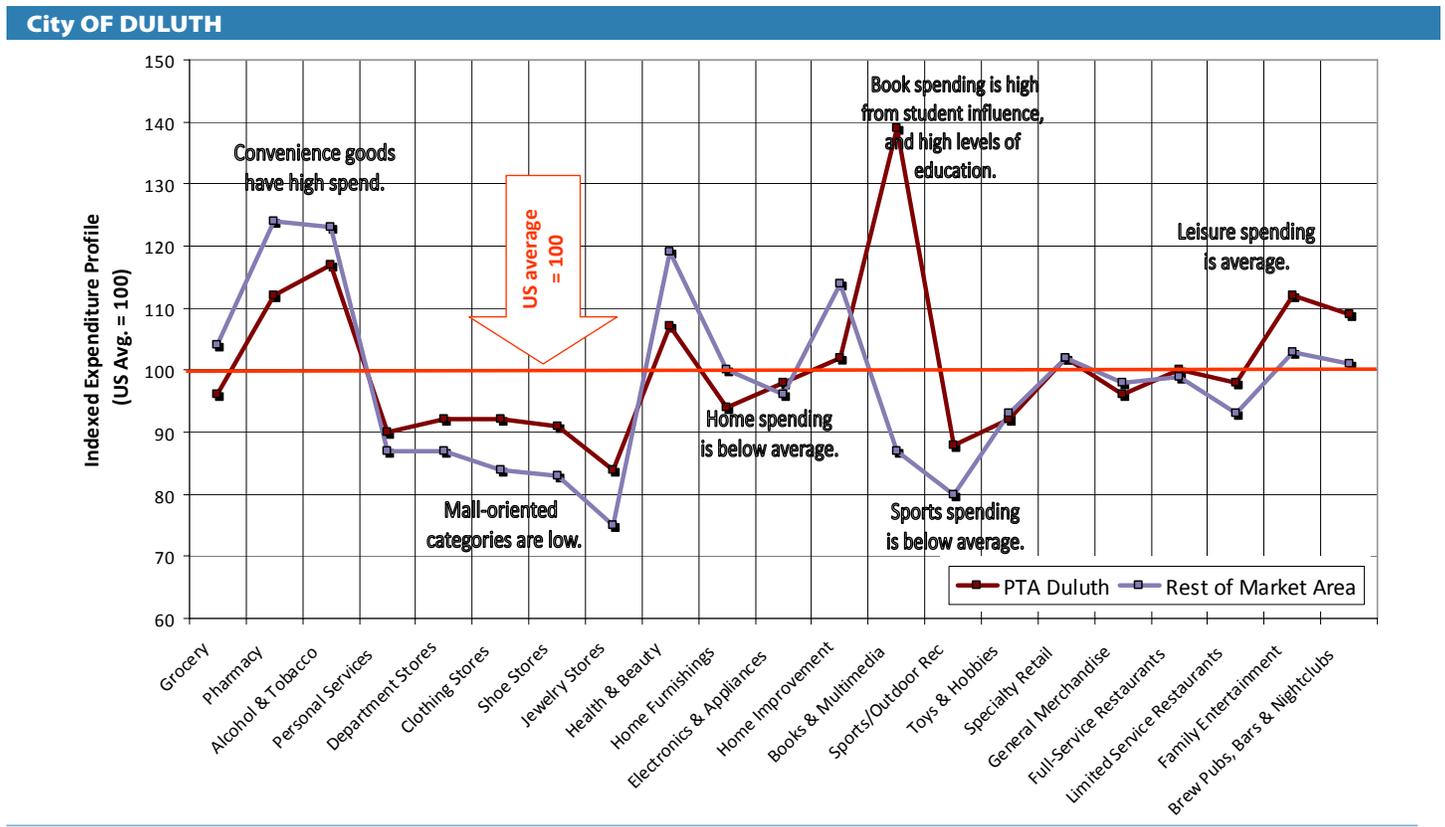
Source: Miller Hill Market Study, MXD Development Strategists.

London Road / Superior Street

This auto-oriented retail strip consists of various retail, dining, and service-related business options. With access to I-35, London Road has a larger trade area than other retail destinations within the HEA Study Area. London Road has many medical-related businesses and is located only a short distance to two major Duluth medical centers. The Corridor generally shares many characteristics of traditional highway retail developments.

Notable Businesses: *Super One, General Marine, London Road Car Wash, Lakewalk Surgery Center*

4th Street Corridor

With an eclectic mix of local businesses and restaurants, 4th Street could be considered an urban, mixed-use corridor. The neighborhood oriented street, stretching through most of the HEA Study Area, provides local residents and students with a variety of retail and a variety of dining options. Service-oriented businesses dominate the urban corridor, with many specializing in auto-related services. Whole Foods Co-op, located at the intersection of E 4th Street and 6th Avenue East, provides residents and the City of Duluth with access to a cooperatively owned grocer and provides an alternative shopping experience.

Notable Businesses: *Burrito Union, Mobile Gas Station, Ski Hut, Whole Foods Co-Op, Quiznos Sandwich, Maytag Laundry.*

Mount Royal Shopping Center

Mount Royal Shopping Center is located at the intersection of St Marie Street and Woodland Avenue in the northeastern portion of the HEA Study Area. With proximity to UMD's campus and multiple residential neighborhoods, the center provides a variety of services and retail options. The cluster of neighborhood shops is anchored by Mount Royal Fine Foods, one of three full-service grocers in the HEA Study Area. While retail and food options exist within the shopping district, the predominant business type is service related, including banking, insurance, and dry-cleaners.

Notable Businesses: *Mount Royal Fine Foods, Mount Royal Bottle Shop, Great Clips, Yarn Harbor, Bulldog Pizza and Grill, Bixby's Cafe, Republic Bank, Dominos Pizza.*

Kenwood Shopping Center

The Kenwood Shopping Center, located at the southeast corner of Arrowhead Road and Kenwood Avenue, embodies the characteristics of a typical strip mall, including parking in the front, with additional outlot developments with their own parking areas. Kenwood is focused more as a neighborhood level retail and food destination, while providing limited service businesses. Unlike Mount Royal, there are many regional and national chains available at this location, including Arby's, Papa Murphy's, and Play it Again Sports. Currently in the early construction phase, a national pharmacy which will locate at the northwest corner, opposite from the Kenwood Shopping Center.

Notable Businesses: *SuperOne, UPS Store, True Colors, Papa Murphy's, Play it Again Sports, Arby's, Subway, CVS Pharmacy.*

University of Minnesota-Duluth

The UMD campus provides many dining options for students and non-student visitors. There are more than five on-campus dining opportunities, including limited-service dining and a coffee shop located within UMD campus buildings. The UMD Store, located in the Kirby Student Center, provides some retail options for students on-campus. The UMD Store provides textbooks, art supplies, computer and technology item, and UMD merchandise.

- Northern Shores Coffee House (limited dining)
- Kirby Plaza Food Court (4+ dining)
- Plaza Food Court
- Taste of Italia

SuperOne grocery at the Kenwood Shopping Center

Entrance into the Mount Royal Shopping Center

Looking south along London Road

Skihut, one of the many independent businesses found along 4th Street

FIGURE 2.12 GAFO RETAIL GAP ANALYSIS - HIGHER EDUCATION AREA

Duluth MN-WI MSA					
EMPLOYMENT SECTOR	Total Resident Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Upper Sub-area Gap	Lower Sub-area Gap
Total Retail Trade	$75,986,734	$40,420,131	$43,044,817	$13,054,664	$17,364,191
Total Food & Drink	$26,952,961	$21,046,120	$5,906,841	$6,946,523	$(1,039,682)
Furniture & Home Furnishings	$4,991,882	NA	$4,991,882	$2,008,114	$2,983,768
Electronics and Appliances	$3,591,876	$1,902,142	$1,689,734	$43,983	$1,645,751
Building Materials	$4,767,105	$230,525	$4,536,580	$1,923,784	$2,612,796
Grocery Stores	$25,129,771	$16,850,026	$8,279,745	$6,894,222	$1,385,523
Health and Personal Care	$5,459,525	$11,856,313	$(6,396,788)	$575,561	$(6,972,349)
Clothing and Accessories	$6,512,066	$3,296,140	$3,215,926	$200,575	$3,015,351
Sporting Goods, Hobby, Books	$2,223,511	$2,690,340	$(466,829)	$541,576	$(1,008,405)
General Merchandise	$22,171,091	$1,596,258	$20,574,833	$7,461,957	$13,112,876
Misc. Retailers	$2,788,463	$1,998,387	$790,076	$201,196	$588,880
Food Services & Drinking Places	$26,952,961	$21,046,121	$5,906,840	$6,946,523	$(1,039,683)
Full Service Restaurants	$13,421,239	$10,719,672	$2,701,567	$3,875,964	$(1,174,397)
Limited Service Eating Places	$10,330,634	$9,048,689	$1,281,945	$2,064,744	$(782,799)
Drinking Places	$1,513,891	$338,940	$1,174,987	$539,461	$635,526

ESRI Business Analyst and DCI Analysis

FIGURE 2.13 ADJUSTED DINING AND GOODS DEMAND WITH EMPLOYEES

Duluth MN-WI MSA					
EMPLOYMENT SECTOR	Total Resident Demand	Total On-Campus Student Demand	Total Employee* Demand	Total Demand	Adjusted Gap
Total Retail Trade	$77,635,290	$6,796,304	$4,293,075	$88,724,669	$48,304,538
Total Food & Drink	$24,687,121	$2,265,840	$9,708,108	$36,661,069	$15,614,949

ESRI Business Analyst and DCI Analysis
* Estimated data from ICSC and DCI Analysis

2.4.3 HEA RETAIL OPPORTUNITIES

Retail Gap

Based only on resident demand, there appears to be approximately $30 million in GAFO gap or "leakage" within the Study Area, meaning that there is demand for this amount of retail and services within the Study Area that is not met through existing retail, leaving residents to meet demand outside of the Study Area. This is to be expected, since neighborhoods such as those that exist within the HEA cannot be expected to accommodate all retail needs given contemporary trends. On the other hand, retail leakage is an important determinant of demand. Consumer dollars that are leaving a geography area can in certain cases be "captured" back into that area given the right retail category and certain circumstances, such as the regional competition and proximity.

The gap figure discussed above does not include UMD or CSS students who live on-campus. Figure 2.13 integrates those 4,000 students and their spending patterns within each major retail category. The adjustment increases the total gap by approximately 5.6 million for retail goods, and the $1.2 million for food and drink. Furthermore, this data does not represent employees who work within the HEA who will spend money on various purchases and meals as part of their weekly routine. Using available employment data and research conducted by the International Council of Shopping Centers (ICSC), it is estimated that total retail gap within the HEA is $48 million for retail trade and $15.6 million for food and drink.

> ## QUICK FACTS
> **Existing retailers within the HEA can only meet 45% of the retail needs of Study Area residents.**
>
> *Source: ESRI Business Analyst*

The shopping and consumption patterns of employees are highly variable and change significantly between the type of job, location, and seasonal weather patterns. Precise spending patterns for retail categories below broad "retail goods" and "food and drink" categories are not available. Therefore, while the estimated employee spending within the HEA provides an order of magnitude illustration of the total potential demand for retail, for a more detailed analysis it is necessary to rely upon the demand from residents and on-campus students.

Upper Sub-area

Overall, the Upper Sub-area has a relatively small retail offering to match the estimated demand from residents and students. Figure 2.14 shows leakage in virtually all retail categories, primarily in Furniture, Grocery Stores, General Merchandise, and Food Services (Dining). Figure 2.15 estimates the amount of retail square footage that the sub-area would be expected to be able to capture based on capture rates, which differ based on the type of retail category. The restaurant category, for example, would be expected to capture larger amounts of retail leakage due to the proximity of consumer demand. The general merchandise category, which represents larger-scale retailers like Macy's, Target or Wal-Mart, would be less likely a category to capture within the HEA.

It is estimated that the Upper Sub-area could capture as much as 40,000 - 49,000 new square feet of retail based on current trends. This requires a slight adjustment due to the large percentage of grocery store demand, which equals 25,000 - 31,000 sq. ft. This is the size of a small format grocery store that is less likely to be located within Duluth unless it is a specialty store like the Whole Foods co-op. Typically, this amount of demand would either leak to outlying areas where other grocery stores are located, or serve to boost the sales per square foot of existing grocery retailers. It also suggests the potential for a new and improved grocery store beyond that which already exists in the sub-area.

Removing grocery stores from the analysis, there appears to be strong demand for the addition of 15,000 - 18,000 square feet of retail, which equates to approximately 6-8 new businesses, depending on the type and size of the business. In contrast, demand for dining establishments is quite high. This analysis estimates potential for 25,000 - 31,000 square feet of new restaurant / dining businesses, including 4-6 new full-service dining establishments and 6-8 limited services dining establishments. All together, this potential is likely to be sufficient to manifest itself in the form of at least one, and perhaps two small retail centers, as well as the potential to add or upgrade existing retail opportunities in the Kenwood and Mount Royal shopping centers.

2. MARKET OPPORTUNITIES

FIGURE 2.14 GAFO RETAIL GAP ANALYSIS - UPPER SUB-AREA

Duluth MN-WI MSA					
EMPLOYMENT SECTOR	Upper Sub-area Gap	Estimated Capture Rate	Captured $$	New Square Foot Demand (Low)	New Square Foot Demand (High)
Furniture & Home Furnishings	$2,008,114	20%	$400,000	1,600	2,000
Electronics and Appliances	$43,983	75%	$33,000	132	165
Building Materials	$1,923,784	25%	$480,000	1,900	2,400
Grocery Stores	$6,894,222	90%	$6,200,000	25,000	31,000
Health and Personal Care	$575,561	75%	$430,000	1,700	2,200
Clothing and Accessories	$200,575	50%	$100,000	400	500
Sporting Goods, Hobby, Books	$541,576	50%	$270,000	1,000	1,300
General Merchandise	$7,461,957	25%	$1,800,000	7,500	9,300
Misc. Retailers	$201,196	50%	$100,000	400	500
Food Services & Drinking Places	$6,946,523	90%	$6,250,000	25,000	31,000
Full Service Restaurants	$3,875,964	90%	$3,500,000	14,000	17,500
Limited Service Eating Places	$2,064,744	90%	$1,850,000	7,500	9,300
Drinking Places	$539,461	90%	$480,000	1,900	2,500
TOTAL RETAIL GOODS DEVELOPMENT POTENTIAL				40,000	49,000
TOTAL FOOD & DRINK DEVELOPMENT POTENTIAL				25,000	31,000

FIGURE 2.15 GAFO RETAIL GAP ANALYSIS - LOWER SUB-AREA

Duluth MN-WI MSA					
EMPLOYMENT SECTOR	Upper Sub-area Gap	Estimated Capture Rate	Captured $$	New Square Foot Demand (Low)	New Square Foot Demand (High)
Furniture & Home Furnishings	$2,983,768	20%	$600,000	2,400	3,000
Electronics and Appliances	$1,645,751	75%	$1,250,000	5,000	6,000
Building Materials	$2,612,796	25%	$650,000	2,600	3,300
Grocery Stores	$1,385,523	90%	$1,250,000	5,000	6,200
Health and Personal Care	$(6,972,349)	NA	NA	NA	NA
Clothing and Accessories	$3,015,351	50%	$1,500,000	6,000	7,500
Sporting Goods, Hobby, Books	$(1,008,405)	NA	NA	NA	NA
General Merchandise	$13,112,876	25%	$3,250,000	13,000	16,000
Misc. Retailers	$588,880	50%	$300,000	1,200	1,500
Food Services & Drinking Places	$(1,039,683)	NA	NA	NA	NA
Full Service Restaurants	$(1,174,397)	NA	NA	NA	NA
Limited Service Eating Places	$(782,799)	NA	NA	NA	NA
Drinking Places	$635,526	90%	$570,000	2,300	2,800
TOTAL RETAIL GOODS DEVELOPMENT POTENTIAL				35,000	44,000
TOTAL FOOD & DRINK DEVELOPMENT POTENTIAL				2,300	2,800

Lower Sub-area

Retail in the lower sub-area blends many more markets than in the upper sub-area, including residents (local and in other areas of the city), students, employees, and visitors. This creates additional consumer spending not tracked in retail leakage data that leads to the oversupply of various categories like pharmacies and restaurants (refer to Figure 2.15).

Important gaps in this sub-area include general merchandise, clothing and building materials. It is estimated that there is a $17 million retail gap that translates into potential for 35,000 - 44,000 additional square feet representative of both convenience goods and leisure goods.

Currently, data for the lower Sub-area indicates an oversupply of food and dining establishments, and thus potential in this category is not represented due to a lack of available leakage. Consumer spending from jobs in the area, particularly from the medical centers, drives a large portion of dining in the area. It is probably accurate to state that there is more potential for dining establishments than is represented in this data, though a more precise estimate is not available and is subject to type, quality and proximity to primary consumer markets.

Development Considerations

The Upper Sub-area has a relatively low density of 3,200 per square mile. This means that most new retail product will need to accommodate the automobile in order to provide access to the most likely transportation mode to be used. Despite the concentration of students, ideal locations for retail are too far flung to rely on a majority of pedestrian based customers.

As such, new retail development is most likely to adhere to automobile oriented corridors and intersections. Woodland Avenue, Arrowhead Road and Kenwood Avenue are the primary corridors with commercial potential in this sub-area.

In the Lower Sub-area, London Road/Superior Street offers a traditional commercial strip environment for new retail, but retail offerings on the hillside can rely upon a stronger walking/pedestrian oriented market than on top of the hill. East Hillside is the most densely populated neighborhood in the City, with a density of 8,000 people per square mile (a little higher than the population density of Minneapolis.) This is a very high residential density more commonly found in much larger cities and one that is ideal for supporting "urban" style retail storefronts that rely as much on local and pedestrian traffic as automobile traffic. Retail and dining establishments within and off of the 4th Street corridor therefore can rely upon a large pedestrian oriented market from both residents and employees, thus reducing the need to accommodate the automobile.

Target Retailers

Within the Upper Sub-Area, there an opportunity to seek out retailers that can draw business from students, as well as residents. Given that most new retail will likely be introduced into existing (Kenwood, Mount Royal) shopping centers or new development, there is both an opportunity and an economic need to attract the relatively stable tenancy that can come from regional or national chain. Targets would likely come primarily in the form of dining establishments, followed by small-scale grocery and convenience goods retailers. An essential component to understanding the potential for new retailers, however, is to understand why, despite an economic analysis that shows potential for growth, retailers that represent the above description do not already exist within the HEA. Constraints on available space is certainly one factor, but is it the only one? Given that each national retailer typically has its own criteria for operating a store, restaurant or franchise, are there other reasons such as population density, traffic count and a perceived lack of customer base that are unrealized hurdles?

Opportunities for the Lower Sub-area are split between chain retailers and independent retailers. National and regional retailers, like the existing Quiznos, will likely position themselves close to the medical centers and other sources of activity, though locations must be mindful of traffic count and the perception of an expanding market (i.e. additional population or employment located nearby). Independents like Burrito Union and others are much more likely to occupy an existing commercial space rather than build a new building, so the ability to attract small businesses relies upon the available first floor storefronts or storefronts within a retail center.

2. MARKET OPPORTUNITIES

As discussed above, the most likely national tenants will be drawn off of student and employee markets, meaning heavy in the dining and convenience goods areas. The following lists *potential* targets for national retailers who may be interested in locating in the HEA, primarily near the university or near the medical centers. It should be noted that each retailer listed below has individual criteria for site locations, and that there area a number of variables not easily controlled that will influence decisions at each corporation.

LIMITED SERVICE EATING PLACES

Limited service eating places, which show potential for 7,500 - 9,300 sf, are typically fast food or lunch oriented establishments, many of which characterize "college" towns across the country. The following establishments exist and are growing within college oriented environments across the country:

Suggested National Retailers: *Pita Pit, Einstein Bros. Bagels, Qdoba, Potbelly Sandwich Works, Bruegger's Bagels, Noodles & Company, Au Bon Pain, Jamba Juice, Panera Bread, Moe's Southwest Grill, Jersey Mike's, Panda Express, Baja Fresh, Blimpie, Godfather's Pizza, La Bamba, Jason's Deli.*

Chains already in Duluth (less likelihood for expansion): *Jimmy John's, Buffalo Wild Wings, Five Guys, Caribou Coffee, Cold Stone Creamery, Subway, Taco Johns.*

FULL SERVICE EATING PLACES

Full service restaurants are more commonly referred to as "sit-down" restaurants, characterized by service staff and a focus on dinner. In Duluth, many of these restaurants will be much more attracted to areas like the mall, downtown, and canal park due to the regional draw and multiple markets each can offer. The following retailers may be willing to locate in the HEA, though it is more likely that a local, independent full service eatery will locate itself within the study area.

Suggested Potential National Retailers: *Stir Crazy, TGI Friday's, Red Robin, Quaker Steak and Lube, Ground Round, Houlihan's, Applebee's, Chili's.*

2.4.4 CONCLUSIONS

There appears to be sufficient potential for as much as 50,000 - 65,000 square feet of new retail and dining within the HEA. This could, and will likely, manifest itself in a number of ways, including new development, renovation and occupation of existing retail spaces, and improvements made to existing retail sites. In the Upper Sub-area, there is reason to believe that there is an opportunity to fill a significant void in dining/restaurant establishments, which carries the potential to enhance the retail offerings to students of UMD and CSS. Within the Lower Sub-area, there is sufficient potential to support an increase of businesses along 4th Street and London Road. Since employee demand was not included in these projections, the additional consumer spending provided by employees in the HEA, particularly office workers, medical staff/ hospital staff and university faculty and staff should support this growth potential.

2.5 HOSPITALITY

In addition to general demand for hotels from business travelers and visitors, the Duluth region is a major tourism destination in the midwest due to its proximity to Lake Superior and other recreational destinations along the North Shore. VisitDuluth reports that 3.5 million tourists visit Duluth on an annual basis. The HEA has several potential drivers for hospitality product. In addition to the lakefront, there are also the medical centers, as well as the two universities.

2.5.1 EXISTING SUPPLY

According to Smith Travel Research, the city of Duluth's hotel market consisted of 2,933 hotel rooms in 2008. These are generally located along two corridors - Lake Superior, or along the Miller Trunk Highway near the Miller Hill Mall. However, the VisitDuluth website states that the City's hotel inventory is as high as 4,600 rooms, indicating that STR's research did not necessarily cover the entire Duluth market (STR relies upon voluntary reporting of data from local hotels). It may also include a number of rooms found in bed and breakfasts, since STR data does not collect data from B&Bs.

There is only one hotel/motel product in the Study Area - the Beacon Pointe Resort, with 53 rooms. However, there are also a number of Bed and Breakfasts, including the Charles Weiss Inn, Mathew Burrows Inn, and Summit Manor, all located in the East Hillside neighborhood. The closest major hotel to the study area is the Edgewater Resort, located between 21st and 26th Avenues along London Road. It has 295 rooms, meeting and conference room facilities equal to 7,280 feet for 48-250 people, and an indoor waterpark.

Between 2001 and 2008, 426 hotel rooms were added to the city's inventory, while 194 were removed, leaving a net growth of 232 rooms.

FIGURE 2.16 DULUTH HOTEL INVENTORY

GUEST ROOMS

City of Duluth Total — 2,923

Beacon Pointe Resort* — 53
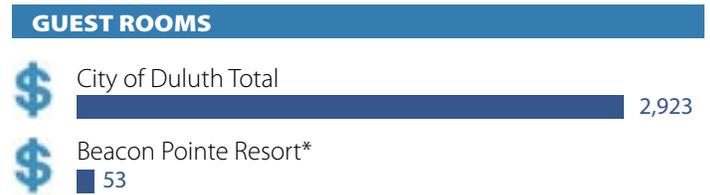
source: MXD Central Entrance Study and DCI Analysis.
* indicates Hotels located in the HEA Study Area

FIGURE 2.17 DULUTH HOTEL PERFORMANCE

	AVERAGE DAILY RATE (ADR)	ESTIMATED OCCUPANCY
2001	$75.90	63.6%
2002	$78.24	64.6%
2003	$79.45	61.9%
2004	$81.94	62.2%
2005	$82.70	61.7%
2006	$91.95	63.8%
2007	$98.70	63.9%
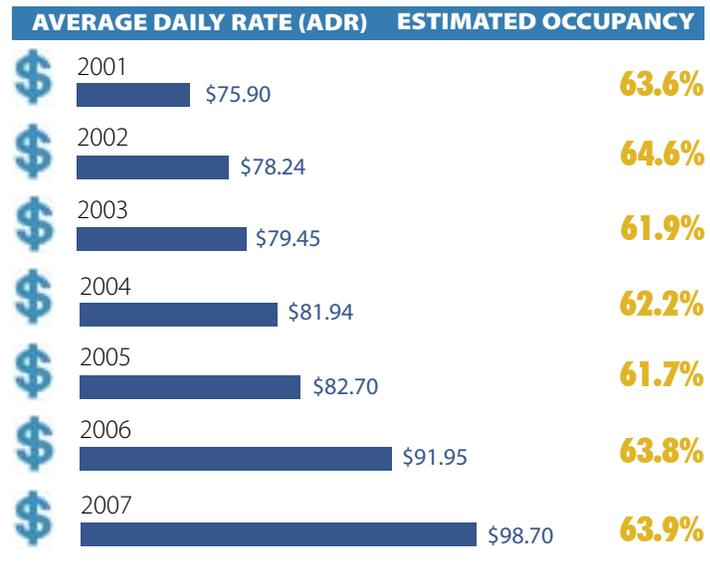
source: MXD Central Entrance Study Central Entrance Study.

The Edgewater Resort is the closest major hotel located to the Higher Education Area, with 295 rooms with an indoor water park and meeting facilities.

Supply vs. Demand

Both hotel supply and demand were reasonably consistent between 2001 and 2007. Supply (the number of rooms available) varied by a deviation of only 3% over that period with an annual average of 673,000, while Demand (number of rooms sold) varied by 4% with an annual average of 425,000. There were no clear trend lines to suggest growth or decline.

Hotel Performance

Annual occupancy has remained constant in Duluth at 61-64%, which is in-line with the US average occupancy rate of 64%, but slightly lower than the average "Urban" or "Resort" hotel market of 68.6% and 66.1% respectively.

Revenue per Room, however has seen a steady increase from $75.90 in 2001 to $98.70 in 2007. This is still lower than national standards but illustrates a noticeable uptick in the profitability of hotel products in the city.

2.5.2 CONCLUSIONS

Overall, the extent of demand for hotel rooms from the university or hospitals is unknown, but available data from the remainder of the market suggests that the overall Duluth market is not witnessing a growth in hotel demand that would necessitate the addition of product. This is especially true of product that may be located away from core tourism destinations and transportation routes, such as the lakefront.

Universities of a certain size can be drivers of hotel product, but this is usually done with much larger universities or the addition of a major meeting/reception center. Past market studies, such as the Miller Hill Market Study, have noted the difficulty of building sizeable meeting/reception space outside of the Downtown area. The other market that would support a near-university hotel is the visiting family and relatives (VFR) market. Peak times for this market would be during fall, winter and spring, coinciding with likely drops in occupancy for many hotels throughout the region, meaning that the general availability of a hotel in the Downtown or Canal Park area during the school year is likely to be enough to prevent sufficient demand from manifesting itself for a university based hotel product.

2.6 HOUSING

This section is split in four primary sections: (1) Housing Supply and Characteristics; (2) Housing Demand; (3) Student Housing; and (4) Conclusions.

2.6.1 HOUSING SUPPLY & CHARACTERISTICS

The Study Area's neighborhoods have a diversity of characteristics, housing type and residents. Covering parts of the East Hillside, Endion, Chester Park/UMD, Kenwood, Hunters Park and Morley Heights/Parkview neighborhoods, the HEA is estimated to hold a quarter of all housing units within the City of Duluth, not inclusive of university owned housing.

The Lower Sub-area, which consists of the East Hillside and Endion neighborhoods, has a notably different make-up of housing units as compared to the Upper Sub-area. The differences between the upper and lower neighborhoods reflect the periods in which they were built. The largest contrasts are in the number of attached units, and the age of units. As one can see in Figure 2.18, the East Hillside and Endion neighborhoods not only have a majority of attached units, but the housing stock is very old - with a median year structure built of 1928. The Upper neighborhoods, in contrast, are relatively newer, and have a majority of single family homes (62%) which is on par with the City of Duluth on the whole.

Owner-Occupied vs. Rental Housing

As is typical of a residential area with a high percentage of attached housing, there are many more renter-occupied units (58%) in the Lower Sub-area than in the Upper Sub-area (35%). The renter occupied units within the Upper Sub-area is similar or lower than the percentage for the City of Duluth, despite the number of student rental units.

Vacancy

The City of Duluth historically has a relatively low vacancy rate - only 4% in 2000, as compared to the State's housing vacancy rate of 8.3%. However, this was actually a higher vacancy rate than many of the other university or similar sized communities around the state, including St. Cloud (2.6%), Rochester (3.5%), Mankato (3.1%), and Winona (3.4%). In 2009-10, Duluth is estimated to have between a 6.4 - 7.1% vacancy rate, depending on the source (ESRI or ACS). During the past decade, virtually

all communities across the country experienced an increase in housing vacancy due to the housing boom of the early to mid 2000s. Many more housing units were constructed then demand dictated, and Duluth was no exception, as the most recent estimates for housing vacancy indicate.

FIGURE 2.18 HOUSING CHARACTERISTICS

| 2000 UNITS IN STRUCTURE							MEDIAN AGE
1 Detached	Townhouse	2 / Duplex	3 to 4	5 to 9	10 to 19	20 +	
Upper Sub-area							
61.7%	8.6%	1.6%	1.8%	1.6%	1.6%	22.7%	**1961**
Lower Sub-area							
39.1%	2.4%	14.4%	13.4%	12.4%	7.1%	10.8%	**1928**
HEA Study Area							
53.0%	3.7%	8.7%	7.9%	7.5%	4.3%	14.6%	**1938**
City of Duluth, MN							
62.3%	2.3%	8.3%	5.3%	4.0%	2.9%	12.3%	**1942**

source: 2000 US Census.

However, according to the American Community Survey, Duluth's housing vacancy rate between 2000 and 2009 grew the slowest of all comparison communities discussed below. The City's 2.4% growth rate is similar to that of Winona (+2.9%), but noticeably less than St. Cloud (+4.2%) and Mankato (+4.3%). Judging by increases in both the Minneapolis MSA and the State of Minnesota, Duluth has done no better or worse in terms of rising housing vacancy with the State, though it remains on the lower end of the curve relative to national trends.

Available vacancy indicators within the HEA show some interesting trends. The Upper HEA has a lower vacancy rate than that of the City, a low 2.6% that rose to only ~5% in 2010. However, the Lower HEA had a much higher vacancy rate than the City in 2000 (5.5%) which has since risen to worrisome 9.8%, according to ESRI data.

Age / Quality of Housing Stock

The lower sub area has a very old housing stock compared to other neighborhoods in the city. Its median year structure built is 1928, compared to 1942 for the City of Duluth and 1961 for the upper sub area. Generally, if this number is pre-war (i.e. pre 1939-1945) it indicates a high concentration of historic housing from either the Victorian or Progressive eras (or before, depending on the community). While housing from this period that was built for middle or upper class residents is highly valued, homes built for the lower middle and working class families can trend towards disrepair if demographics are not favorable. East Hillside's concentration of historic housing
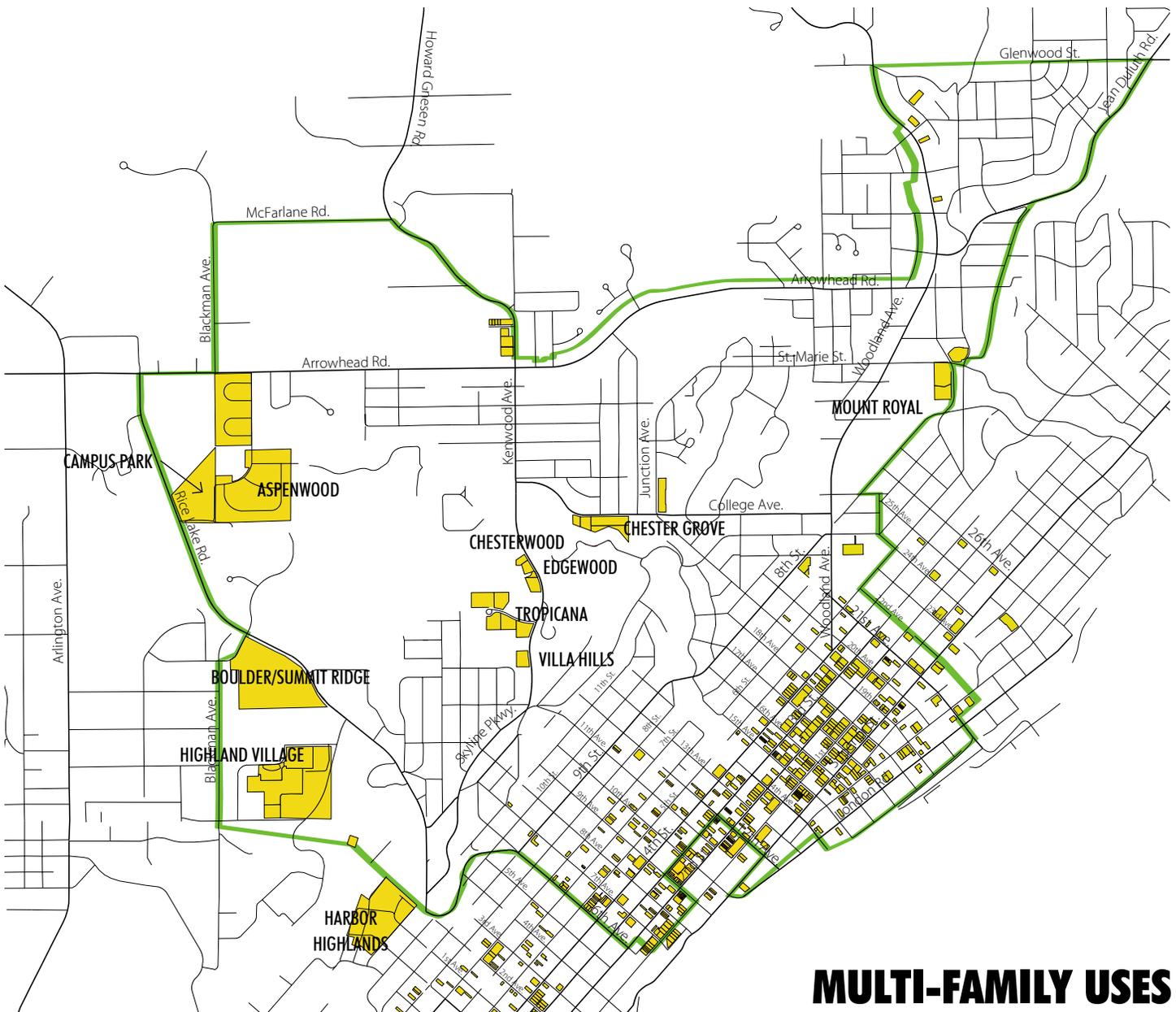
MULTI-FAMILY USES
MAP 2.4

Map 2.4 shows the locations of parcels identified as Multi-Family (3 or more units.) There is a high concentration of small parcel, multi-family properties located on the lower hillside. The larger parcel, apartment style multi-family properties are located uphill, closer to the student populations.

**Multi-Family**

source: City of Duluth

combined with limited income levels (and concentration of renter occupied units) can carry the potential of widespread disrepair if unchecked. Once disrepair begins to spread, it can create a downward spiral that is very difficult to turn around.

Rental Housing

The *2010 Housing Indicator Report* prepared by the City of Duluth provides data on rents throughout the City. These are illustrated in Figure 2.20. The indicator report tracks rents by neighborhood districts, illustrated below the table. Neighborhood District 6 covers most of the East Hillside neighborhood in the Lower HEA, while District 10 covers much of the Upper HEA. District 7 covers the Endion neighborhood, as well as the Congdon Park neighborhood to the east of the HEA.

This data shows that the rental properties within the HEA - on average - charge rents approximately the same or slightly higher than the City average of $714. District 10, which surrounds the two colleges and universities, offers the highest average rents of all Neighborhood Districts within the City, something that may be influenced by the demand for off-campus housing by students, a topic addressed in more detail in section 1.4.2.

FIGURE 2.19 RENTAL HOUSING CHARACTERISTICS

	2010 AVERAGE RESIDENTIAL RENT	2010 VACANCY RATE
Neighborhood District 1	$597	6.0% ↓
Neighborhood District 2	$580	7.9% ↑
Neighborhood District 3	$589	7.1% ↓
Neighborhood District 4*	$797	4.6% ↓
Neighborhood District 5*	$678	2.4% ↓
Neighborhood District 6*	$714	3.0% ↓
Neighborhood District 7*	$685	2.7% ↓
Neighborhood District 8*	$813	0.0% ↓
Neighborhood District 9	$709	5.1% ↓
Neighborhood District 10*	$829	1.7% ↑
City of Duluth	$714	3.4% ↓
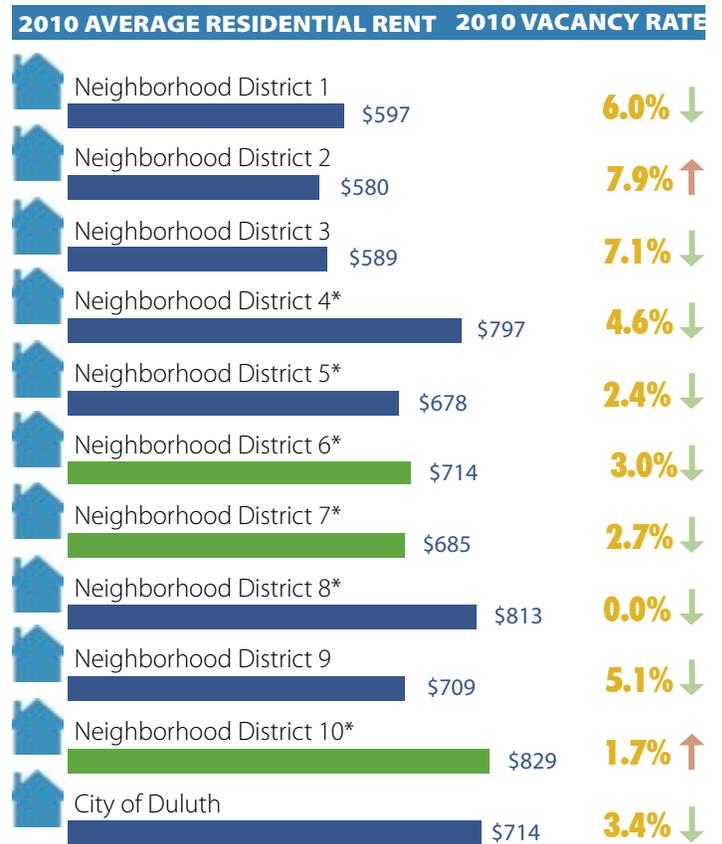
source: City of Duluth 2010 Housing Indicator Report.
*Neighborhood District partially or wholly contained within the HEA Study Area.

FIGURE 2.20 RENTS BY BEDROOM

| Market Rental Rates - 2010	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
City of Duluth	$477	$660	$757	$849	$1,097
Neighborhood District 6 (East Hillside)	$490	$586	$709	$941	$1,233
Neighborhood District 10 (Kenwood, Chester Park)	$563	$769	$965	$1,200	$1,260
Neighborhood District 9 (Endion / Congdon Park)	$437	$605	$781	$900	$1,311

City of Duluth 2010 Housing Indicator Report

FIGURE 2.21 DISTRIBUTION OF RENTAL UNITS

# of Units by Bedroom					
Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	5 Bedroom
76	840	1,136	173	28	60
3.3%	36.3%	49.1%	7.5%	1.2%	2.6%

Danter Company - A Student Housing Analysis in the City of Duluth, Minnesota (Armory Arts & Music Center)

NEIGHBORHOOD DISTRICTS
MAP 2.5
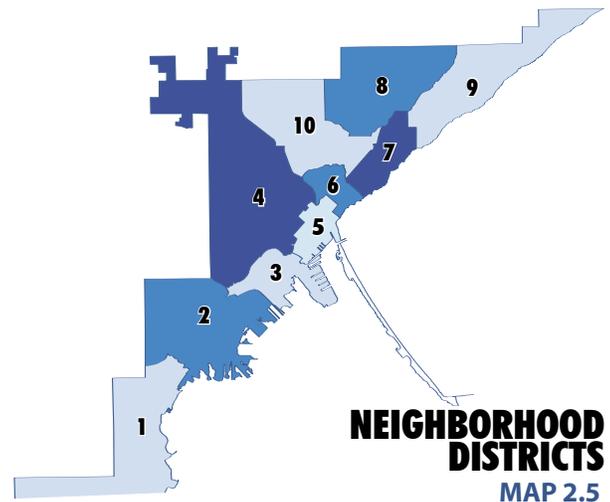
Map 2.5 *shows the boundaries of the Neighborhood Districts as defined by the "City of Duluth 2010 Housing Indicator Report."*
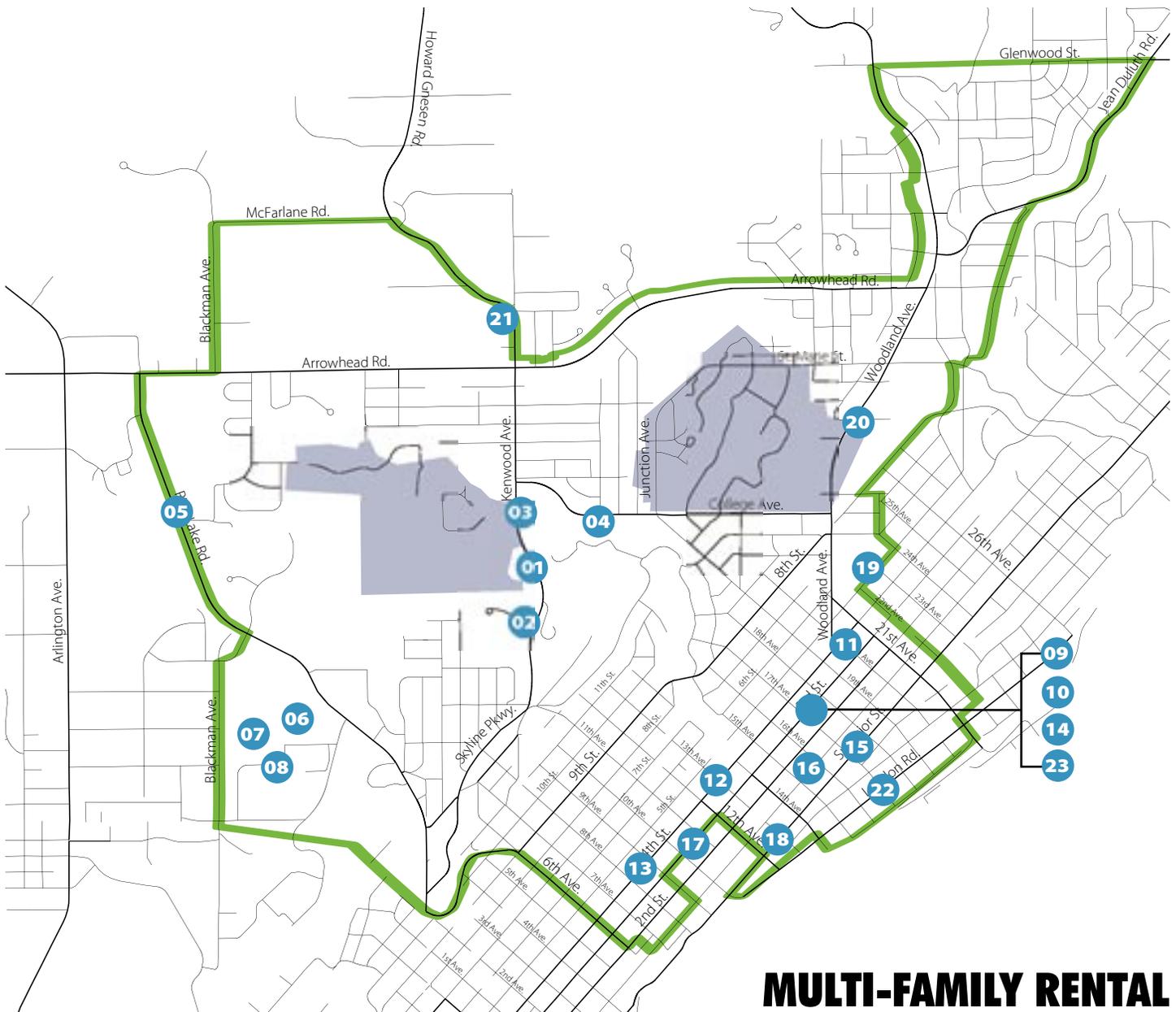
MULTI-FAMILY RENTAL
MAP 2.6

Map 2.6 identifies the location of multi-family rental units within the HEA Study Area. A majority of the complexes are located in the Lower Subarea.

Multi-Family Rental

HEA Study Area

Danter Company - A Student Housing Analysis in the City of Duluth, Minnesota (Armory Arts & Music Center)

FIGURE 2.22 DISTRIBUTION OF RENTAL UNITS

# of Units by Bedroom (Reference Map 2.24)						
Name	Year Built	Units	Average Rent*		Rent Per Square Foot*	
			low	high	low	high
01 Chesterwood	1978	34	$981	$981	$1.23	$1.23
02 Edgewood	1982	24	$886	$986	$0.92	$0.92
03 Villa Hills	1980	24	$801	$841	$0.98	$1.03
04 Chester Grove	1973	52	$846	$846	$1.06	$1.06
05 Campus Park	1997	84	$1,600+	$1,600+	$1.40+	$1.50+
06 Boulder Ridge	2006	184	$920	$920	$1.04	$1.16
07 Summit Ridge	2009	142	$920	$1,194	$1.01	$1.02
08 Highland Village	1975	180	$834	$869	$0.80	$0.91
09 Garden	1960	42	$891	$891	$1.27	$1.27
10 Hillcrest/Lakeview	1924	80	$674	$674	$0.63	$0.63
11 Woodlawn	1964	15	$566**	$566**	$1.03**	$1.03**
12 Parkwood	1974	21	$551**	$551**	$1.00**	$1.00**
13 Portland Manor	1978	60	$561**	$691**	$0.80**	$0.99**
14 Northland	1978	18	$626**	$626**	$1.14**	$1.14**
15 Edman	1954	16	$626**	$626**	$1.25**	$1.25**
16 Devonshire	1922	103	$699	$1,074	$0.63	$0.93
17 Third Street	1984	18	$841	$841	$0.99	$0.99
18 Chester Terrace	1959	46	$749	$749	$0.94	$0.94
19 Torrance Hall	1909	25	$789	$874	$0.83	$0.83
20 Mount Royal Manor	1950	55	$819	$1,009	$1.11	$1.26
21 Richards	1972	62	$704	$704	$0.88	$0.88
22 Hillside Views	1968	170	$674	$734	$0.82	$1.37
23 1701-1717 East 4th Street	1974	24	$784	$784	$0.92	$0.92

source: City of Duluth 2010 Housing Indicator Report.
* prices are for 2-bedroom units
** complexes without 2-bedroom units, 1-bedroom prices substituted
+smallest unit size is 4 bedrrom

Various types of rental housing located in the Higher Education Area - smaller apartment style units located in the Lower Hillside and large-scale apartment developments.

2. MARKET OPPORTUNITIES

By far, the lowest rent areas in the City are in the "western" districts inclusive of the Morgan Park, Bayview Heights, Lincoln Park, and New Duluth neighborhoods, among others, that are located on the opposite end of the City from the HEA.

For Sale Housing Value/Cost

The *2010 Housing Indicator Report* provides home sale data from the Duluth Area Association of REALTORS and the Duluth Assessor. This data is illustrated in Figure 2.23.

Duluth's single family home sales have followed similar trend lines that many other communities have during the turbulent housing market of the past decade. According to Duluth Assessor Data, the City saw a drastic rise in average home sales between 2001 to 2005 - from $109,000 to $160,000. As of 2010, the average sale price remained at $160,000, but this is not reflective of Duluth's "peak" year of home sale prices, which most likely occurred in 2007 or 2008 (data for either year is not provided by the Indicator Report). The average sales price in 2009 was $175,000. Following national trends, the average price was likely upwards of $175-180k in 2007/2008, meaning that the 2010 sales price represents a drop in sale price, not a consistent price since 2005.

Because average sales price tends to skew trends in home prices, sales by neighborhood are tracked by median sales price shown in Figure 2.23 on the right. The data within the Indicator Report represents median sales prices from 2009 and 2010, which do not reflect trends in the market throughout the past decade, nor do they allow a comparison of housing value before and after the 2007-2009 recession. However, it does allow a comparison between City neighborhoods.

The neighborhoods within the Upper HEA, which is characterized largely by single family homes and a relatively high percentage of owner occupied homes, trend towards some of the highest home values in the City. Hunter Park and Duluth Heights carry prices 15-30% higher than the City average, while sales in Kenwood are roughly equal to that of the City median.

In contrast, the "East End" geography, which represents both the East Hillside and Endion neighborhoods, has one of, if not the lowest value of for-sale housing according to recent sales, at 35-42% below City median price.

FIGURE 2.23 FOR SALE HOUSING CHARACTERISTICS

2009 / 2010 MEDIAN SALES PRICE*

Neighborhood	Price Range
Fond du Lac / Gary / New Duluth	$84,000 - $88,000
Riverside / Smithville / Morgan Park	$90,000 - $93,000
Denfeld, Spirit Valley / Norton Park	$91,000 - $104,000
Piedmont	$136,000 - $150,000
Downtown	$104,000 - $155,000
Duluth Heights	$149,000 - $166,000
East End **	$81,000 - $90,000
Observation Hill	$95,000 - $115,000
Kenwood	$124,000 - $145,000
Park Point***	$145,000 - $147,000
Airpark***	NA - $110,000
Chester Park	$120,000 - $124,000
Congdon	$240,000 - $280,000
Hunter Park	$172,000 - $180,000
Lakeside / Lester Park	$145,000 - $147,000
Woodland / Pleasantview	$150,000
Lincoln Park	$72,000 - $80,000
Proc/Midway/Bay	$115,000 - $129,000

*source: City of Duluth 2010 Housing Indicator Report.*

* Price meant to demonstrate comparisons between neighborhoods as opposed to specific market price, due to data availability for only 2 years. Data includes range of median home sales in 2009 and 2010, not necessarily in chronological order

** Includes both East Hillside and Endion neighborhoods

*** Sample size is statistically invalid for year 2010

– – – – – – Median Sales Price for City of Duluth (2010)

Neighborhood District partially or wholly contained within the HEA Study Area.
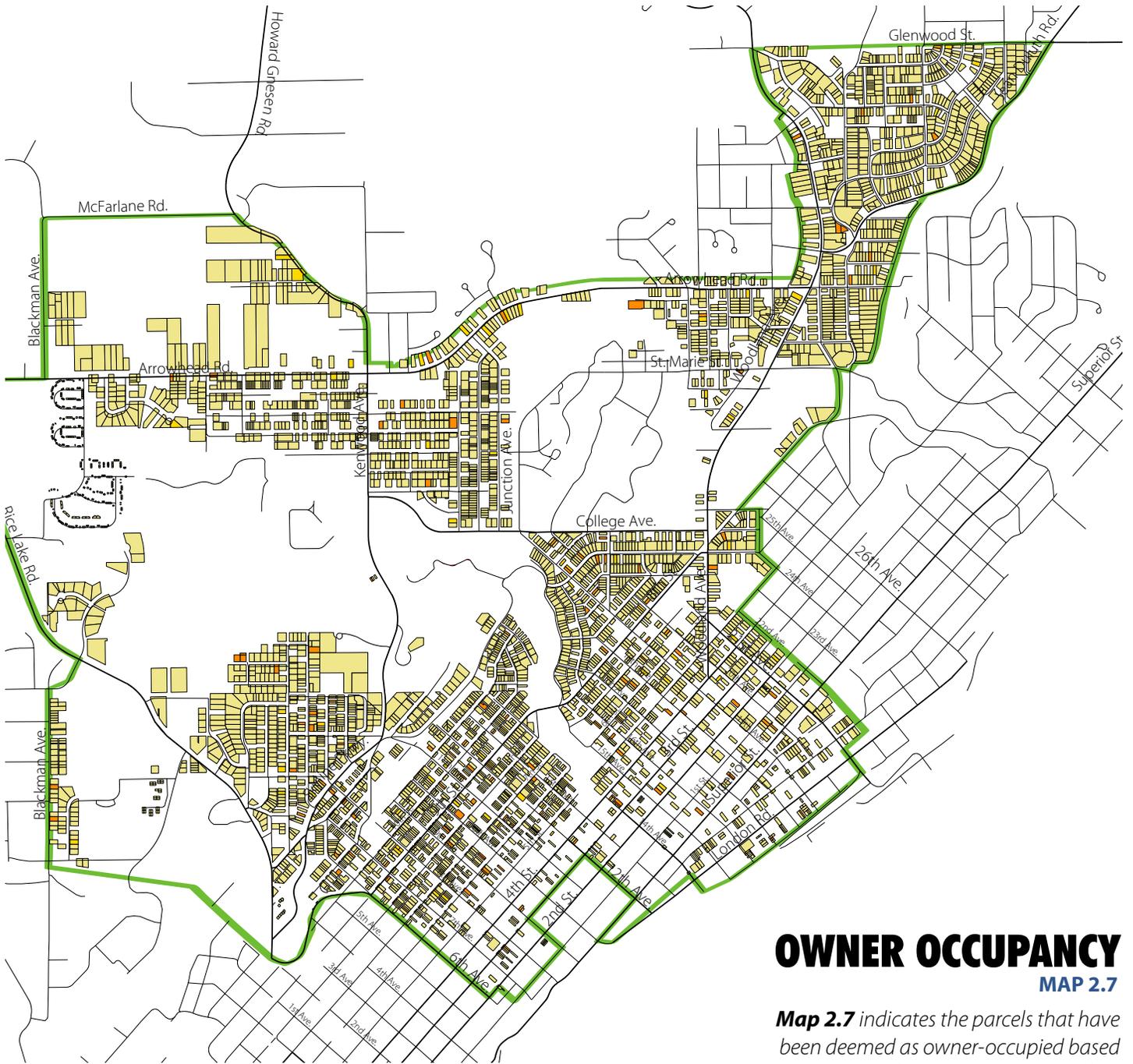
OWNER OCCUPANCY

MAP 2.7

Map 2.7 indicates the parcels that have been deemed as owner-occupied based on current tax documentations regarding homestead tax credits.

Homestead Properties
Partial Homestead Properties
Relative Homestead Properties

source: City of Duluth

2.6.2 HOUSING DEMAND

City / Regional Demand

From a broad standpoint, housing demand is measured by the change in households in a particular geography over a period of time. Using this metric, there appears to be limited demand for new housing within the City of Duluth. The City has experienced stagnant population over the past two decades, adding only 150 net residents between 1990 and 2010 (growth in the 1990s was counter balanced by a loss of 635 residents in the 2000s). St. Louis County has netted only 2,000 residents in the past two decades.

This in turn has resulted in tepid household growth. The City added approximately 430 - 820 households between 2000 and 2009 (range results from margin of error applied to American Community Survey data), which yielded an annual housing demand of 40-90 units. St. Louis County and the Duluth MSA grew slightly faster than the City, but as discussed in Section 2.1, population trends show movement of households away from the City into more distant parts of the county or metropolitan area.

Demand vs. Supply

Simultaneously, over the past decade Duluth has added about double the housing units than intrinsic demand has warranted. The same can be stated about St. Louis County, and the Duluth MSA. Between 2000 and 2010, approximately 800 - 1,300 housing units were added in the City of Duluth, resulting in an oversupply of approximately 864 units.

This has also resulted in an increase in the City's very low vacancy rate, from 4.2% in 2000 to 6.5 – 7.5% in 2009/2010. While this is still below the state's overall vacancy rate of ~10%, and far below the MSA's overall vacancy of 17.5%, it is nevertheless a trend to be aware of, especially in terms of how it may impact future housing related development, as discussed in the following sections.

It should be noted that the imbalance in housing supply vs. demand is far from an unusual trend within the past decade. There are very few communities that did not experience a significant increase in housing units in the 2000s - an increase that usually belied actual demand. Relatively, Duluth has a very low vacancy rate, largely driven by the constraints on

FIGURE 2.24 HOUSEHOLD GROWTH

2010 HOUSEHOLDS	CHANGE 2000-2009
City of Duluth, MN — 35,930	1.2% ↑
St. Louis County, MN — 84,783	2.6% ↑
Duluth MN - WI MSA — 116,876	3.9% ↑
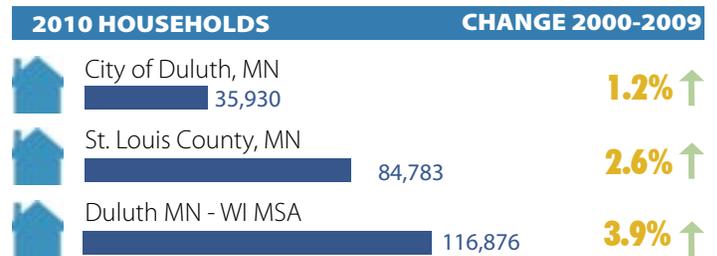
source: US Census.

FIGURE 2.25 HOUSING UNIT GROWTH

2010 HOUSING UNITS	CHANGE 2000-2010
City of Duluth, MN — 38,348	3.5% ↑
St. Louis County, MN — 99,932	4.7% ↑
Duluth MN - WI MSA — 136,930	6.6% ↑
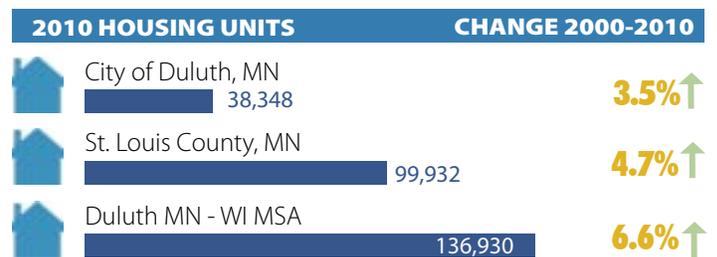
source: US Census.

FIGURE 2.26 HOUSING SUPPLY AND DEMAND

SUPPLY AND DEMAND*	MARKET SATURATION
City of Duluth, MN — 430 (demand) / 1,294 (supply)	-864 ↑
St. Louis County, MN — 2,164 (demand) / 4,132 (supply)	-1,968 ↑
Duluth MN - WI MSA — 4,385 (demand) / 7,053 (supply)	-2,668 ↑

source: DCI Analysis

FIGURE 2.27 IMPACT OF AGE COHORT SHIFTS ON HOUSING DEMAND

City of Duluth and Higher Education Area			
POPULATION BY AGE	Change 90-09	Numeric Change 90-09	Impact on Housing Market Demand
Age 0-4	-0.9%	-776	
Age 5-9	-1.7%	-1,444	Decrease in demand for single family homes
Age 10-14	-1.0%	-893	
Age 15-19	+3.1%	+2,694	
Age 20-24	+6.8%	+5,857	Increase in demand for student oriented rental units
Age 25-34	-5.7%	-4,933	Decrease in demand for "starter" homes, small, affordable for-sale housing
Age 35-44	-3.7%	-3145	Decrease in demand for single family homes
Age 45-54	+4.3%	+3,753	Increase in demand for larger scale, suburban / fringe housing
Age 55-64	+2.2%	+1,912	Increase in demand for "empty-nester" units
Age 65-74	-2.8%	+1,499	Increase in demand for "empty-nester" units and senior living accommodations
Age 75-84	-1.2%	-347	No significant change
Age 85+	+0.4%	+2,424	Increase in demand for assisted living and senior living accommodations

source: US Census, American Community Survey and DCI Analysis

development within City limits. This, among other trends, has driven housing growth outside of the City, but the high vacancy rates of St. Louis County and the balance of the metropolitan area show that growth has not caught up with development.

Demand from Age Cohort Shifts

Despite limited population growth and related housing demand, there are some potential impacts related to housing demand within the City based on population shifts over the past two decades. As discussed in Section 2.1, despite limited total population growth, there appear to have been several significant shifts within age cohorts in Duluth. The most important shifts are the significant increase in college aged students, countered by a decline in residents aged 25-44. The decline in the 25-34 and 35-44 age cohorts likely has much to do with the decline in children aged 0-14, who represent the children of residents in those age categories.

National consumption of housing is strongly related to shifting demands based on age and single vs. family households. Housing preferences can shift consistently and dramatically as the various needs of life arise. As such, the shifts in age cohorts could suggest potential shifts in housing preferences within Duluth. College students, for instance, prefer rental

apartments, and the increase in demand for this product has been evident over the past 10 years as CSS and UMD enrollments have grown. The decline in age cohorts who prefer single family homes has provided a ready supply of housing for these students, particularly in near-campus neighborhoods. Generally, the decline of the 25-35 cohort can indicate a decreasing demand for smaller sized single family homes that would suit singles, young married couples and young families, but this is somewhat market-dependant.

Other potential shifts in housing preference come from a rise in 55-64 and 65-74 age cohorts, households near or at retirement age who may transition into "empty-nester" style housing. Also there is a notable rise in the 85+ cohort, which may generate demand for assisted living facilities and other senior housing types.

2.6.3 STUDENT HOUSING

Students make up approximately 30% of the total HEA Study Area population, with more than 90% of all off-campus students estimated living within the Study Area's boundaries.

Enrollment at the College of St. Scholastica in 2010 was 2,160. UMD reported a 2010 enrollment of 11,190. Combined there are approximately 11,729 students living in the Study Area (the total population in 2010 was 24,561.)

Combined enrollment at both universities is steadily rising, at about 5% over the past 5 years. Tracking enrollment growth over the last 10 years, Figure 2.28 shows that together, UMD and CSS have added over 4,000 students over just the past decade - a growth rate of 30%. Neither school has any long range plans to increase their proportion of on-campus housing for any significant scale. Therefore, students will continually be in need of off-campus housing options. Between the two universities, there are just over 4,000 on-campus beds. This leaves well over 9,000 students who must find off-campus housing on a yearly basis.

Supply of Off Campus Housing for Students

There are only two student oriented apartment buildings off either the CSS or UMD campuses - Boulder/Summit Ridge and Campus Park. Both are owned by the same development and management group, and total 318 units, or 680 beds. The remainder of the 8,000+ students who utilize off campus housing live in the various apartment buildings identified in Map 2.8, or in rental houses throughout the City. Most of these homes, however, are located within the HEA.

Data regarding the location of student housing indicates that students prefer to live within proximity to the Universities. 92% of all students who live off-campus are estimated to live within the HEA. 55-60% are estimated to live within the Chester Park and Kenwood neighborhood boundaries, which surround each campus. This data was further backed up during the discussions with a student focus group. A mix of students from both colleges and spanning 2nd year to 4th year students openly discussed their perceptions of student life in Duluth. As part of these discussions, the students reported that living in proximity to their school was the number one priority regarding where to live; many other priorities were given, but this was universally the number one factor.

FIGURE 2.28 HOUSING SUPPLY AND DEMAND

ENROLLMENT	NEW STUDENTS 2000-2010
University of Minnesota Duluth	
8,236 (2000 enrollment)	
11,190 (2010 enrollment)	2,954
College of St. Scholastica	
1,207 (2000 enrollment)	
2,382 (2010 enrollment)	1,175
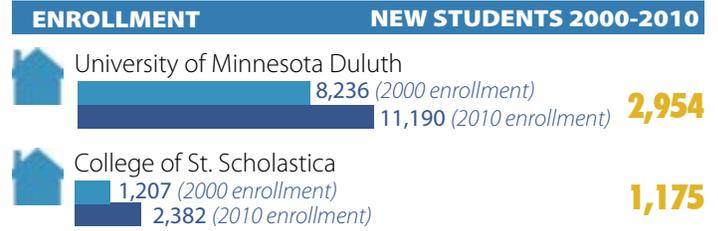
source: College of St. Scholastica, University of Minnesota Duluth, and DCI Analysis.

FIGURE 2.29 HOUSING SUPPLY AND DEMAND

| ON-CAMPUS HOUSING	STUDENTS OFF-CAMPUS
University of Minnesota Duluth	
11,190 (2010 enrollment)	8,019
3,171 (on-campus beds)	
College of St. Scholastica	
2,382 (2010 enrollment)	
1,025 (on-campus beds)	1,357
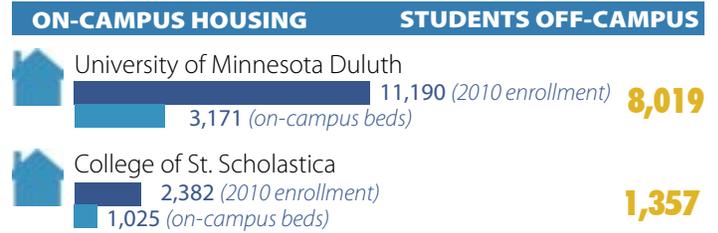
source: College of St. Scholastica, University of Minnesota Duluth, and DCI Analysis.

Boulder / Summit Ridge Apartments

Campus Park Apartments

FIGURE 2.30 STUDENT HOUSING DEVELOPMENT

# OF BEDS	# OF UNITS
Campus Park 430 beds	**89**
Boulder Ridge 430 beds	**176**
Summit Ridge 250 beds	**142**

source: Summit Properties.

Outside of location, the student focus group indicated that quality of housing plays an important role in deciding on where to live. Students in the focus group suggested that a majority of the quality housing was located closer to the two campuses. As one moves further down the hill, quality decreases. The quality is also reflective of the price; housing near campus has a higher monthly rent compared to lower quality housing found in neighborhoods like the East Hillside.

Being in proximity to a bus route or bus stop is important to students who choose to live further from campus. However, the students who participated in the focus group assessed the current transit system network and schedule as poor, indicating that the current transit hub in Downtown Duluth did not provide easy, quick access between campus and areas dominated by student housing. If in the future additional retail and amenities were developed in student housing areas, dependence on the bus would decrease. Most students indicated a desire to be able to walk to retail or possibly live in a mixed-use type environment, where services and retail are located within the student housing development.

Housing in the neighborhoods surrounding campus is dominated by single-family residential styles. Here students are able to enjoy the freedom and flexibility of living independently. The advantages of this type of housing include quality construction and maintenance, independence, outdoor space, and proximity to campus. Some of the drawbacks include ongoing conflicts with neighbors and problems with landlords.

Additional single-family housing is located down the hill in both the East Hillside and Endion neighborhoods. These neighborhoods contain higher ratios of rental housing over owner-occupied housing, and fewer conflicts between existing neighbors and student renters were reported during the focus groups. Housing in these areas is generally lesser in quality

with more maintenance and upkeep issues due in part to the higher transient population. Students who live in this area do so in part because of the lower monthly rents. Many students reported issues with their landlords and live in less than desirable housing conditions.

Many students elect to live further from campus due to the quality of new construction in student-oriented developments such as Boulder / Summit Ridge. Here students are provided with quality housing that is well maintained. Additionally, students are provided transportation in the form of a student shuttle to and from campus. The downside, as stated by the student focus group, is less independence and issues pertaining to bus schedules. Student-oriented multi-family developments are generally more regulated, similar to living in on-campus housing.

Demand for Near Campus Student Housing

Based on discussions with the student focus group and using data regarding student housing concentrations, quality housing within walking distance of one of the universities is the most attractive housing type for Duluth students. The following demand for new student housing construction is based on a supply of this type of housing. This analysis assumes high quality of construction on par with Summit or Boulder Ridge, and located within a 10-15 minute walk of either the CSS or UMD campuses.

It would be expected that a smaller percentage of the pool of students who secure housing in near-campus neighborhoods would choose a new apartment building instead. Single family housing near the university is generally of higher quality than in other parts of the HEA, possesses the desired proximity to campus, and offers a housing type that many people prefer over an apartment.

In contrast, housing outside of the 'core' neighborhoods is less appealing to students, and it is anticipated that a higher percentage of students living in these neighborhoods would potentially choose new housing options. Housing in East Hillside, for example, is both quantitatively and qualitatively described as low quality, and much less preferred than other housing options because of its distance to campus. Students in the focus group characterized the housing on the hillside as a "last resort" for students who are unable to secure housing on-campus, in a near campus home, or within Summit/Boulder
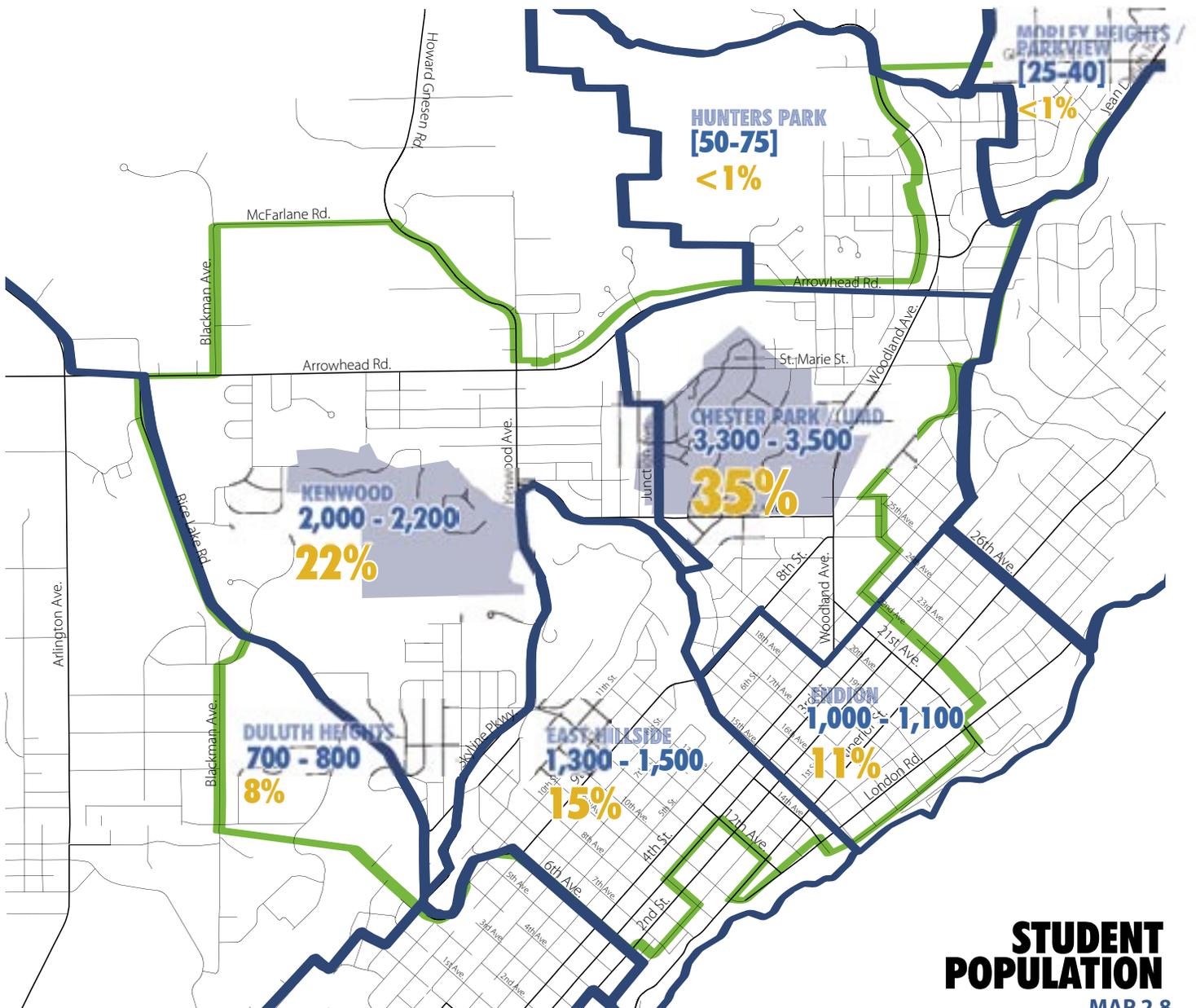
**STUDENT
POPULATION**

MAP 2.8

Map 2.8 *shows the percentage of population enrolled in college for each neighborhood subarea within the HEA Study Area. Student populations were determined using ESRI estimates for customized geographic areas.*

	Neighborhoods
	Higher Education Campus
#%	% of Total Student Enrollment
[#]	Estimated Student Population

source: ESRI 2010 Estimates and DCI Analysis

Ridge or Campus Park. What the hillside does offer, however, is more affordable housing. Rents on the hillside are estimated to run no more than half what newer buildings like Summit Ridge or other new construction would need to charge. Therefore, hillside housing will likely always have a place within the broad spectrum of student housing.

Figure 2.29 estimates the potential "pool" of students who would be most interested in living in new student oriented apartments near campus. The conclusions of this analysis indicates that as many as 2,500 - 2,900 students would be highly interested in choosing a new apartment located within walking distance of campus rather than the housing within their neighborhood areas. This represents approximately 25-30% of all students living off campus. This number of students equates to roughly 870 - 970 units, using an average of 3 beds per unit. This may differ based on the actual type of units built.

This suggests the potential demand for such units, but its conclusions are not meant to represent a precise measure of demand due to the difficulty of controlling all variables relative to cost, final location, and individual decisions made by students. Instead, it is designed to convey an order of magnitude of students living off-campus that would be most interested new construction based on stated and inferred preferences. It is also not meant to suggest that such a scale of housing *should* be constructed adjacent to either campus. While there are physical restrictions to developing so many units, there is also the risk of oversupplying the market within a short time frame. Again, factors such as cost need to be taken into consideration to determine more precise levels of demand. It is recommended that in order to quantify demand for new student housing more accurately, primary research be conducted to generate conclusions for housing preferences and needs from the student population.

Other Demand for New Student Housing

While the "pool" of potential demand suggests opportunity for new housing units near the UMD/CSS campuses, it also suggests overall demand for new and improved housing, wherever the location. Demand for units in Boulder/Summit Ridge, location at quite a distance from campus, help demonstrate this demand. Based on qualitative assessments, other locations not within easy walking distance to campus are likely to be much less desirable, despite more opportunities for new construction and rehabilitation to create higher quality units for students. However, new and improved units in the same areas as existing

FIGURE 2.31 ANTICIPATED DEMAND POOL FOR NEW STUDENT APARTMENTS

City of Duluth and Higher Education Area				
Neighborhood	Estimated Students* In Neighborhood	Potential Capture**	Interest Pool***	Estimated New Units****
Chester Park	3,300 - 3,500	10% - 15%	350 - 495	130 - 150
Kenwood	2,000 - 2,200	15% - 20%	330 - 400	120 - 130
East Hillside	1,300 - 1,500	50% - 60%	750 - 780	245 - 275
Endion	1,000 - 1,100	50% - 60%	550 - 600	185 - 200
Hunters Park	50 - 75	25% - 50%	18 - 25	7 - 8
Morley Heights / Parkview	25 - 40	45% - 55%	13 - 18	4 - 7
Duluth Heights	700 - 800	35% - 40%	280 - 300	90 - 100
Outside of HEA	700 - 800	35% - 40%	280 - 300	90 -100
		TOTAL	2,500 - 2,900	871 - 970

Estimates derived from US Census and ESRI Business Analyst data, and DCI analysis

*** Capture rate represents qualitative assessment of DCI based on interviews, focus group discussions, and general knowledge of the Higher Education Area*

**** Represents pool of students likely to be interested in newly built student apartments near either campus, not a precise demand figure for those units. Assumes no rise in enrollment over the next decade.*

****Average of 3 beds per unit*

housing, like East Hillside, is likely to create a value proposition that could threaten demand. For example, although it is clear that students desire a certain quality of housing product, they are also budget-conscious. Therefore, all things being equal, students faced with a choice between a new, but relatively expensive, unit and a room in a house at a half to a third of the price and fewer restrictions may quite often choose the latter. The major variable here is the proximity and efficiency on the transit system. Both quantitative and qualitative data demonstrate that students - especially those that attend CSS - view the local transit system as a generally capable but ultimately inefficient option to address their needs of access on campus. Opportunities for student housing farther afield will likely hinge on the improvement of transit service, especially as parking on campus continues to become more scarce and expensive. Indeed, a dedicated shuttle system is one of the reasons why Boulder and Summit Ridge are viewed as favorable student apartments.

Potential Impact on Neighborhoods

Because of the virtual equilibrium between supply and demand within the City, any addition of new student housing units from several hundred to several thousand is likely to have an impact on existing neighborhoods. Most impacted is likely to be the East Hillside and Endion neighborhoods, where housing is generally less preferable to students. Potential interest / demand from those neighborhoods equals 430 - 475 units, approximately 6-8% of all housing units within the lower sub-area. Opportunities to address these potential impacts and re-allocate housing towards other types of households is discussed more in Section 3.

Conclusions

With limited on-campus housing, there is clearly a high demand for housing by students on a regular, consistent basis. However, it is difficult to estimate the demand for additional housing units beyond which already exist without examining in more detail what preferences both UMD and CSS students have in regard to their living choices. From a purely market based standpoint, there appears to be a sufficient supply of overall housing for college students within the Study Area. On the surface, the sheer number of students living off campus – many living in the single family neighborhoods located adjacent to the universities – suggests an opportunity to develop new

student housing in locations that cause less friction between students and residents. However, such an initiative will have three major hurdles to overcome:

1. New construction is more expensive than existing housing – the additional cost that new, privately built housing construction will add to a student's costs may reduce overall market depth for such a product;

2. Inaccessible locations – there are a limited amount of available sites for new housing construction near the schools, with the existing private student developments located quite some distance from campus. There are several residential neighborhoods with high concentrations of students that are within close walking distance of UMD.

3. Broad housing demand and neighborhood instability – if large amounts of students did leave the single family homes they are currently renting for new multi-family developments, this may cause problems in those neighborhoods since there will be limited demand to rent or purchase those homes based on existing housing demand.

New student housing comes with a higher level of quality than many existing options for UMD and CSS students, but it also comes with higher living costs. Located in similar areas with limited accessibility to campus, demand for new or rehabilitated units may be significantly weakened by this value proposition, despite higher quality levels.

2.6.4 CONCLUSIONS - HOUSING MARKET

Limited growth within the City and region generates limited demand for housing for the HEA to capitalize upon. The one exception is demand for student housing, which has increased significantly over the past decade due to increasing enrollments at CSS and UMD. However, students are not applying significant pressure on the HEA housing market as they might in other markets, generating overcrowding or rising rents. Instead, the supply of housing has shifted along with student demand, accommodating growth in this sub-market while seeing declines in demand from other sub markets, particularly the 25-34 and 35-44 cohorts. The result has been a zero net growth situation that manages to accommodate the unique growth markets within the HEA.

The characteristics and issues of housing between the Upper and Lower sub-areas are highly divergent. Due to the large number (9,000+) of students living off-campus, the Upper Sub-area faces mounting pressure from students in neighborhoods due to the quality and proximity of off-campus housing near the two campuses. Meanwhile, the lower sub-area is generally less desirable for students, has an extremely high percentage of rental units, and has demographic and housing indicators that suggest existing or imminent declines in property quality and value.

Based on the number of students living off campus and the wide distribution across the HEA, the clear short-term development opportunities are related to students. Based on both quantitative and qualitative assessments, it is estimated that as many 2,500 – 2,900 students would be highly interested in living in newly constructed housing units within a short walk of either campus. Proximity to campus is highly prized, but so is housing quality and affordability. There exists an opportunity to provide a supply of student housing that meets local demands while simultaneously removing students from certain neighborhoods, where intentionally or inadvertently they cause conflict with other residents. However, due to the constraints on demand from other markets, it must be considered how an intentional shift in housing supply with impact other rental units across the HEA, particularly in the East Hillside and Endion neighborhoods. It is appropriate to consider initiatives to address increases in housing vacancy alongside with new student development.

SECTION 1: INTRODUCTION

SECTION 2: MARKET ANALYSIS

SECTION 3: DEVELOPMENT OPPORTUNITIES

SECTION 4: IMPLEMENTATION

Higher Education Area
SMALL AREA MARKET STUDY

3. DEVELOPMENT OPPORTUNITIES

3.1 FOCUS GROUPS

During the process of this market study, the City of Duluth and Development Concepts, Inc. held a series of focus groups to solicit input on development and improvement opportunities within the Higher Education Area. Much of the discussion was used to enhance findings in the market analysis, generate new ideas regarding development, and validating previous findings and assumptions held by the City-Consultant team.

3.1.1 STUDENT FOCUS GROUP

The discussion with the student focus group backed up the housing data about where students prefer to live. The students, both CSS and UMD, agreed that living within walking distance of campus, regardless of the housing type, was the most desired housing option. Lacking transit, parking, and quality issues with housing on the Hillside were the main reasons that students preferred housing in the core neighborhoods surrounding the two campuses.

Students appreciated the free and discounted transit proved by DTA, but had many issues regarding routes and scheduling. It was agreed that having to transfer Downtown was not convenient and caused some students to forgo transit and utilize personal transportation to and from campus. Suggestions regarding the creation of a designated campus transit hub were provided by a majority of the focus group.

Students conferred that living on the Hillside was less desirable, but choose to live there due to cost or lack of available housing in desired locations. Overall quality of the housing was their main concern, additionally fear of repercussions resulting from reporting negligent landlords forced many students to remain in inadequate housing.

While the vast majority of students agreed that high quality, well maintained housing would attract the most students; the type of housing was irrelevant to them. Most expressed a desire to live near services and amenities including student-oriented retail; they were happy to learn of plans to develop a mixed-use housing development near the UMD campus.

3.1.2 RESIDENT FOCUS GROUP

Overall, the residents that attended the focus group were satisfied with their current housing. The main topic of discussion centered on student housing within the core neighborhoods surrounding the campuses.

The main complaint was deterioration due to lack of maintenance, which many residents felt that both students and landlords were at fault. They feared that as their own neighborhoods transitioned from middle-class single-family neighborhoods, to student-rental dominated areas, the value of their homes would be negatively affected. Many expressed hesitation to make repairs to their own homes because of the sense of falling prices.

MORLEY HEIGHTS / PARKVIEW

HUNTERS PARK

Kenwood Shopping Center

Mount Royal Shopping Center

UNIVERSITY OF MINNESOTA DULUTH

Campus Park

COLLEGE OF ST. SCHOLASTICA

CONGDON PARK

KENWOOD

Chester Park

CHESTER PARK / UMD

Summit/Boulder Ridge

ENDION

London Road Corridor

TO MILLER HILL MALL

EAST HILLSIDE

4th Street Corridor

EXISTING CONDITIONS
MAP 3.1

Map 3.1 illustrates key landmarks and dynamics within the Higher Education Area.

TO DOWNTOWN

CENTRAL HILLSIDE

St. Luke's Hospital

Essentia Health

Legend:
- Private Student Housing
- Apartments w/ Known / Likely Student Population
- Sensitive Lands
- Floodplain
- Hospital Properties
- Auxiliary Medical Properties
- Shopping Center
- General Commercial
- Mixed-Use Commercial
- ENDION — Neighborhood
- Study Area

SWOT ASSESSMENT

STRENGTHS

- Proximity to large consumer base (students, Downtown employees, and medical employees) provides built-in demand for retail, housing, and services.

- The Study Area's location provides scenic views of the Downtown and the lake.

- Historic building stock and character in East Hillside.

- Two prominent and growing institutions of higher learning.

- Small/independent businesses.

- Park and recreation opportunities (Chester Park, Chester Bowl, Portland Square etc.)

- Unique housing product with history, character and proximity to amenities.

WEAKNESSES

- Limited connectivity due to topographical interferences and mobility issues.

- No true commercial/retail districts exist in the Study Area, limiting the opportunity to take advantage of such uses as amenities for higher density and mixed use housing development.

- Locational disconnects exist between student housing developments and the two campuses.

- Not accommodating to students in the form of gathering and activity centers.

- On-going conflict between neighborhood residents and students living in the surrounding neighborhoods.

- Transit connectivity.

OPPORTUNITIES

- Enhancement of East Hillside as diverse, mixed use neighborhood that appeals to various market segments.

- Student housing that meet the needs of both students and residents.

- Improved retail options for both students and residents.

- Sites compatible for mixed use development that provides needed housing, retail and services in a "Smart Growth" approach.

- Improved transit service.

- Leverage medical uses to assist with revitalization.

- Public-private partnerships that create "win-win" development scenarios.

THREATS

- Market absorption of new student units.

- Impact of new housing product with zero overall metro growth.

- Development hardships related to geographic and topographical constraints.

- Transit connectivity.

- Lack of consistent, long-term strategies for East Hillside.

- Inability to create effective public-private partnerships.

- Negative perception of Hillside neighborhoods.

3. DEVELOPMENT OPPORTUNITIES

While there were many ideas to deter student-rentals and the associated negative issues, many felt that existing laws and regulations could provide enough protection; however, they considered most housing related enforcement to lacking or non-existent.

When asked about improvements that the residents would like to see within the study area, the focus was on student-oriented amenities such as gathering places, activity centers, and retail / restaurants. The reasoning behind this was to provide special places for the students to interact and live, possibly avoiding the friction that existed with many of the neighborhoods where students tended to focus their social and extracurricular activities.

3.1.3 DEVELOPER FOCUS GROUP

Discussions regarding current and planned projects within the Study Area indicated that most felt that there was a sufficient demand to add new student housing units. It was the sense that most felt that new units near the universities would be absorbed quickly, as students tend to want to live nearest to campus.

There was an overall sentiment that the City of Duluth should be more pro-active in its approach to development. Many of the developers agreed that the City should act as a 'master developer' to speed up the development process and reduce overall risk for the developers.

Parking requirements from the City were debated, with many of the developers agreeing that 1 space per bed was too much parking. There was a suggestion to develop a tiered approach based on development's distance from campus, many agreed with this point. Parking for retail was also attested, showing in favor of lower the parking requirements to create an easy environment for developers.

Retail conversations were limited to student-related options, with most in favor of developing a student-oriented mixed-use district. There is a need for nightlight and entertainment options within walking distance to reduce crime, drunk driving, and disturbances within the core neighborhoods.

3.2 STRATEGIES

Any strategic plan intended to address development and revitalization opportunities in the Higher Education Area must address the economic and physical hurdles/issues that currently act as barriers. The most important issues for the Higher Education Area Small Area Plan to address relative to development opportunities are discussed below.

3.2.1 KEY HURDLES FOR SMALL AREA PLAN

(1) Limited Regional Growth

The slow growth of the Duluth region, both in population and employment, does not generate a significant amount of "macro" level market opportunities to take advantage of within the HEA. Instead of the more traditional role of planning which seeks to guide and shape growth through the regulatory process, the strategic planning activity within the HEA will require an understanding of various sub-markets and how they can be captured through redevelopment activity.

(2) Quality and Condition of Housing Stock

The Lower Sub-Area has an older housing stock compared to other neighborhoods in the city. Its median year built is 1928, compared to 1942 for the City of Duluth and 1961 for the Upper Sub-Area. East Hillside's concentration of historic housing combined with limited income levels (and concentration of renter occupied units) can carry the potential of widespread disrepair if unchecked. Once disrepair begins to spread, it can create a downward spiral that is very difficult to turn around. The most important properties to address are those rented to students and owned by landlords who do not put in an effort to maintain their properties at a level sufficient to remove all traces of blight. The general demand for off-campus housing means that many landlords can generate profit off of a stable market without the incentive to maintain their property for the benefit of either their tenants or surrounding residents.

(3) Interaction with Students and Residents

It is apparent that one of the major issues is the number of students who live in otherwise low density single family neighborhoods. Rephrased – this issue concerns the number

of rental properties in these neighborhoods that cater to student tenants, which have been growing steadily over the past decade.

Ongoing tension between students (and their landlords) and residents has the potential to result in a downward spiral of investment within the HEA. The real and perceived negative attributes of the students (partying, property maintenance, overcrowding in homes, extra cars, etc.) could result in residents moving out of the study area, thus continuing to destabilize homeownership in core neighborhoods. Over concentration of students in off campus homes can result in blighted area if rental property owners don't maintain their property to sufficient standards to instill confidence not only in the value of one's existing home, but to a prospective home buyer in the area.

(4) Demographics / Preponderance of Low Income Households / Perception of Hillside Neighborhoods

The Lower Sub-Area, which includes most or all of the East Hillside and Endion neighborhoods, have lower than average demographic indicators than the rest of Duluth. Estimates of income in these neighborhoods suggest that they have a median household income of $30,000, a very low number indicative of concentrations of poverty. While student households whose income is not tracked are likely to contribute to this phenomenon, it is unlikely that they are solely responsible. East Hillside is also dominated by renter occupied units, a younger age group (median age = 28.5) and a high percentage of non-family households. This is not troublesome in and of itself other than an indication of a mobile resident population and the potential impacts that has on the overall quality of housing stock.

These characteristics form the basis for what is largely a perception of low quality and low incomes within the Hillside neighborhoods (including Central Hillside, to the west of the Study Area). This perception can be as damaging to the revitalization of the area as physical and economic conditions. It is important that Duluth residents see this area as one with opportunity and growth potential.

(5) Lack of Amenities that Appeal to Students

Both observational and anecdotal evidence reveals that, despite a large concentration of college students within parts of the HEA, there is a lack of student-oriented amenities such as retail, services and housing accessible for convenient use. In focus group interviews, both students and neighborhood residents lamented the lack of "gathering places" for students, as well as appropriate dining and shopping options within easy access of both UMD and CSS campuses. Students see the limited amenities as a general detriment to attending school in Duluth, anecdotally suggesting that it impacts the retention rates of students, particularly for UMD. Residents see the combination of limited student oriented destinations and the dry campus status of UMD as pushing students to live off campus where they resort to parties and other gatherings that are part of the tension between residents and students.

(6) Increases in Housing Vacancy

While considering any opportunity to provide additional housing units - particularly student housing units, it is important to consider how a shift in the supply of housing might impact existing conditions. Duluth has a history of slow growth and low (though rising) housing vacancy. A shift in the most mobile of housing sub-markets – students – could potentially have a more negative impact on neighborhoods than anticipated. Though student occupied properties are commonly criticized for lacking a level of attractiveness and upkeep similar to an owner occupied home, any shift of students away from residential neighborhoods could leave a glut of properties without a market to occupy them. For example, based on household demand trends of the 2000s, if half of the students who are currently estimated to live in residential areas (1,000 students in 400 units) in the Upper Sub-Area were to move to new housing on or off campus, it would take 5 ½ years for the market to re-occupy the units left behind – assuming that 100% of new demand was funneled to this area (unlikely). Vacant properties can have as bad or worse impact on residential neighborhoods and their values as student occupied units. Therefore, any alteration of the market must be considered carefully.

(7) Connectivity / Auto Dominated Travel

A common complaint related to accessing either UMD or CSS was the limited bus service available to students. Since so many students live off campus, many of whom are outside of easy walking distance, non-automotive access to campus is an important issue. Important concerns relative to the bus system are frequency and accessibility to destinations other than Downtown, such as Miller Hill Mall. It was noted in the 2009 UMD-CSS Transportation Study that the increase in student

3. DEVELOPMENT OPPORTUNITIES

population within the past decade has put a strain on the local bus system. The common use of cars to access campus is quantified in a survey of students in the Transportation Study, which found that 51% of UMD students and 75% of CSS students who live off campus drive alone to get to school. Bus accounts for 25% of UMD students, but only 8% of CSS students. Over one third of the online survey respondents identified transit services as needing improvements, particularly matching transit schedules with class schedules and direct routes to specific near-campus neighborhoods.

Pedestrian access is also a concern, with the CSS-UMD Transportation Study estimating that there are over 1,000 daily walking commuters. Surveys of students mentioned disrepair of sidewalk infrastructure, inadequate snow removal and general concerns about pedestrian safety in accessing campus. Several factors conspire to generate a lack of incentive for off-campus students to live without a car. This leads to higher levels of automobiles per housing unit which subsequently contributes to town-gown issues within the neighborhoods.

(8) Potential for Unplanned, Haphazard Student Housing

Student housing development is one of the few markets that show promise in Duluth. Despite the fact that housing within the HEA and other parts of Duluth provide sufficient supply for off-campus students, preferences clearly support higher quality housing that is either within easy walking distance to campus, or on a predictable and reliable transit route. There is a lack of easily developed land or it is likely that more developments like Campus Park or Boulder Ridge would have been built in the recent past, especially to capture the growth within the student market over the past decade. Pressure has already been applied to the City to allow for more student housing, but there is a need to be careful that new student housing development occurs in an efficient manner that supports the development.

3.2.2 STRATEGIC RESPONSES TO HEA HURDLES

The following strategies are recommendations on how to overcome the hurdles to successful development discussed in the previous Section.

> **(1) Leverage Existing Assets**
> **(1) Targeted Student Related Development**
> **(2) Neighborhood Stabilization**
> **(3) Improved Transit Access**
> **(4) Facilitate and Leverage Partnerships**
> **(5) Establish Visions for Development Districts**

Leverage Existing Assets

The HEA has two primary sources of asset: UMD and CSS, and the two medical centers of Essentia Health and St. Luke's. These key economic drivers will subsequently drive the bulk of development activity within the HEA, and understanding how to harness and leverage the market opportunity from each is one of the most important strategic initiatives of the Small Area Plan.

### Targeted Student Related Development

The clear opportunity for the City of Duluth is not only to guide the construction of student housing, but to do so in a manner that reflects intelligent development that interacts positively with surrounding areas and ideally serves as a driver for economic development. This means getting serious about guiding development to occur in a fashion preferred by the City and neighborhoods. It also means being realistic as to the amount of newer student housing that is possible and not create instability in the market.

Many opportunities appear to be tangible in the short term as long as there is also recognition of various hurdles, including developable land (and developable land proximate to the universities), potentially limited market absorption behind a first phase development, the cost of units, and the potential impact on housing units left behind by the movement of students into new housing.

Neighborhood Stabilization

Given the potential for neighborhood decline via an aged housing stock and low household income, it makes sense to initiate a program of neighborhood stabilization in the East
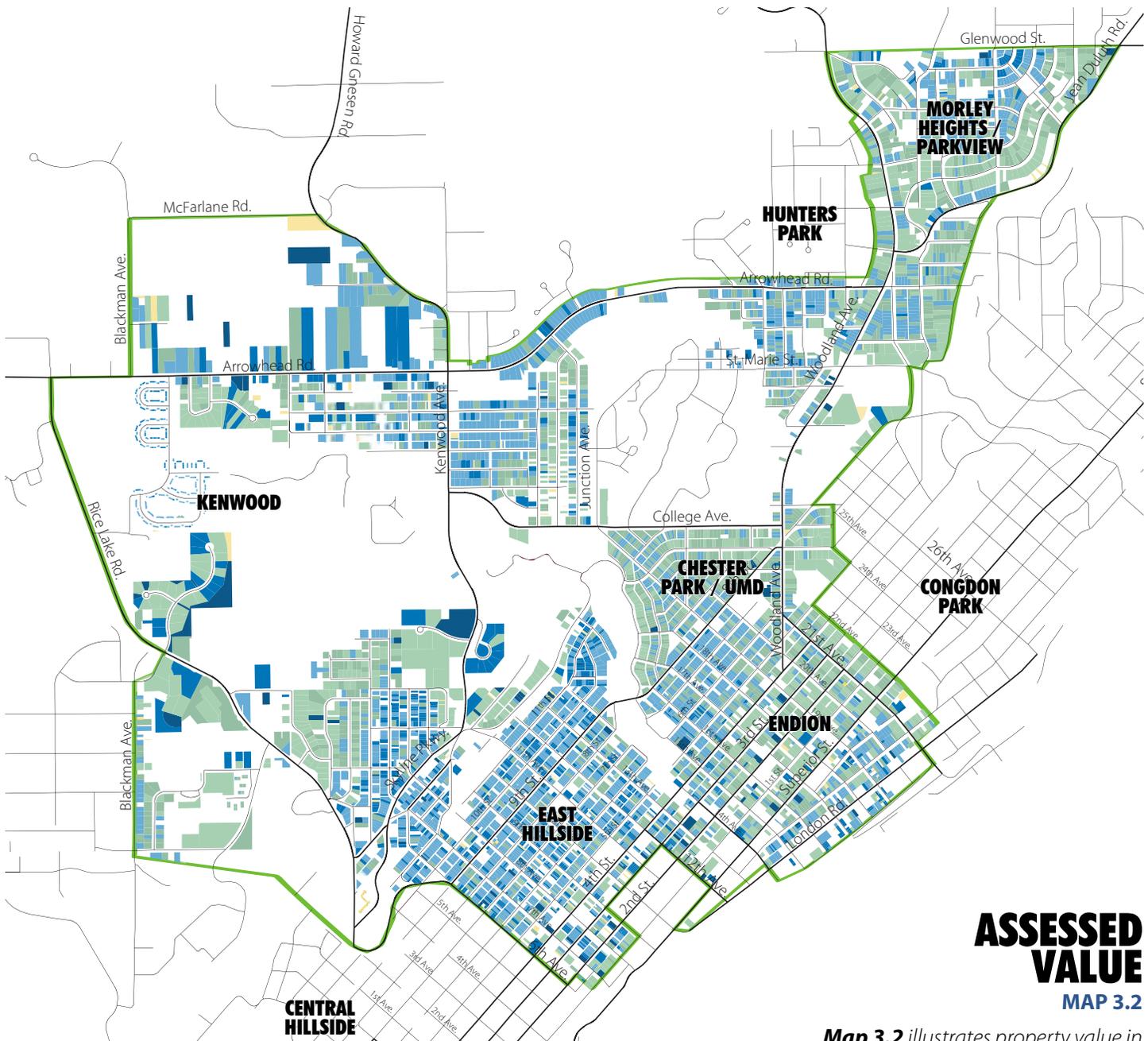
ASSESSED VALUE
MAP 3.2

Map 3.2 illustrates property value in the HEA as measured by assessed value (land and improvements)

	Vacant Land or Untaxes
	Property < $25,000
	Property $25,001 - $50,000
	Property $50,000 - $100,000
	Property $100,001- $150,000
	Property $150,001 - $200,000
	Property >$200,000

3. DEVELOPMENT OPPORTUNITIES

Hillside neighborhood. First it is important to understand what a neighborhood stabilization program is, versus redevelopment or revitalization. The Healthy Neighborhoods Initiative, which is a model that has been implemented in several communities (see page 73), uses a demand-side rather than supply-side approach to neighborhood improvement that targets neighborhoods that are weak and suffering from disinvestment of both money and civic engagement, but still have functioning real estate markets and appear to be stable. This fits the Lower Sub-Area, and more specifically the East Hillside neighborhood.

Map 3.2 illustrates some of the issues with the East Hillside neighborhood. One can see the concentration of lower valued property located in East Hillside as compared to other areas of the HEA, especially the majority of the neighborhoods that comprise the Upper Sub-area. East Hillside has too many advantages to let it slide into further disrepair. There are opportunities to leverage various market segments who value proximity to services and employment. Other assets such as historic character, pedestrian orientation and integration with dining, retail and entertainment options makes it an ideal neighborhood to attract young professionals back into the city, given that certain obstacles can be overcome. It is also a prime opportunity to generate additional revenue to the city and county via improved property taxes.

It should be noted that there are several pockets of neighborhoods in the Upper Sub-area that reveal lower than average property value levels. These areas, immediately located to the northeast and west of the UMD campus, have high concentrations of student rentals.

A neighborhood stabilization initiative would encompass several components, from code enforcement to property acquisition and rehabilitation. A goal would be to target investment so that the private sector responds in a manner that generates sustainable investment and upkeep in the area. This initiative would need to be led by the public sector through the facilitation of partnerships and development outcomes. More on how such a program can be implemented is found in Section 4.

The combination of old housing stock, a large percentage of transitionary households and challenging demographics put the East Hillside at risk for disinvestment.

Improved Transit Access

The reliance that students have on local transit service in university communities is extremely important in communities that have very large proportions of students like Chapel Hill, North Carolina, or Ithaca, New York, but it is also extremely important in a City like Duluth. As efforts increase to develop higher intensity, mixed use projects to spur more walking and less driving, the use of transit should be weighed in equal importance relative to students' accessibility to campus and to retail and services. The Duluth area transit system should not be targeted solely to students, general increases in transit efficiency will benefit students and residents throughout the HEA, as well as other areas of the community. Improved transit service should reduce the need for student owned cars, as well as better connecting residents to existing and future amenities near the campus.

Facilitate and Leverage Partnerships

Despite the traditional roles of the public and private sectors, many urban planning, development and revitalization initiatives require partnerships for true success. These partnerships come in many different ways, but there are two particular directions that the City can capitalize upon:

Public/Private Partnerships - the ability to work hand-in-hand with the private sector is often the best way to facilitate desired development. This can be done through financial support and subsidies, coordination on entitlements and project approval, or both.

Institutional Partnerships - major institutional organizations that are rooted in a community can be successful partners, or they can remain aloof and focused on their own particular needs. The City needs to foster relationships with both institutions of higher education within the HEA, as well as St. Luke's and Essentia Health. There should be a focus on "win-win" scenarios that benefit both the City (and thus its residents) and these institutions, as each entity's future lies squarely in line with the other.

The most important component of partnership facilitation is the realization that the City of Duluth needs to be proactive in engaging community partners. This is the only way to yield successful outcomes that benefit multiple parties.

Establish Visions for Development Districts

Small Area Plans are an excellent way to focus on particular areas of a community with a level of detail that a comprehensive plan does not always have the opportunity to address. It is important to collectively establish a vision for each small area so that the actions of various parties, including the City, are put into focus and given a direction. However, the same is true of various areas within a designated Small Area. The following Section has a number of development "zones" for consideration by the City and the Steering Committee for the Small Area Plan. Each of these zones requires a shared vision that shapes and guides resources and development to that area. Over time, markets can shift and development related opportunities can shift with them, but if there is a compelling vision for the role of each of theses zones within the greater Small Area or community at large, the only decisions that should change along with those shifts should be short-term projects and initiatives that continue the progress towards long-term goals and objectives.

3.3 DEVELOPMENT FRAMEWORK

This Section creates a development "framework" that links the strategies discussed in Section 3.1 with development opportunities to illustrate and characterize the potential for "placemaking" and effective projects that meet varying public and private sector needs.

3.3.1 DEVELOPMENT ZONES

Targeted Student Development

Opportunities for student related development include both housing and retail. Ideally, these two uses can be intertwined within both the suggested development zones, and the potential development sites discussed in Section 3.3.2.

Woodland Avenue Corridor - There are few ideal corridors to guide the creation of a mixed-use commercial district that could serve as both the location for new student housing and "main street" style retail and dining storefronts that characterize other college town destinations, like Dinkytown in Minneapolis.

STUDENT MIXED USE HOUSING

Sites / Activity Centers (orange circles) most suited for student mixed use housing given ability to overcome redevelopment hurdles

"Upper" Sub-area of Higher Education Area

UNIVERSITY OF MINNESOTA DULUTH

Most potential to create concentration of student oriented housing and services

1/2 Mile

1/2 Mile

WOODLAND AVE CORRIDOR

COLLEGE OF ST. SCHOLASTICA

WOODLAND MIDDLE SCHOOL

Urban commercial corridor that can drive revitalization throughout East Hillside

"Lower" Sub-area of Higher Education Area

Campus Gateway

Taking action to prevent widespread decline and decay in housing stock, while promoting a vibrant, mixed income neighborhood.

NEIGHBORHOOD STABILIZATION

4TH ST CORRIDOR

LONDON ROAD CORRIDOR

Under-utilized corridor with potential as a mid rise mixed use district.

MEDICAL MIXED USE DISTRICT

Major employment center that drives retail, office and residential development.

DEVELOPMENT FRAMEWORK

MAP 3.3

Map 3.3 shows preliminary development / redevelopment opportunities within the Higher Education Area based on DCI's analysis to date.

Higher Education Area
SMALL AREA MARKET STUDY

Woodland Avenue offers the best combination of development ready sites for commercial or residential projects that simultaneously offers close proximity to UMD and reasonable access to CSS via College Street. This corridor has several market advantages, from steady traffic along Woodland Avenue to a successful retail center in Mount Royal.

St. Marie Triangle - The "St. Marie Triangle" refers to a small neighborhood bordered by Saint Marie Street to the north, Waverly Avenue to the east and south, and the UMD campus to the west. The neighborhood has approximately 50+ single family homes with a large student presence due to its proximity to the university. The Triangle is also located just off Woodland Avenue. A large portion of this area is owned by a small number of landlords, which creates an opportunity to re-think the future of this small pocket of housing that might not exist with a larger number of property owners. Furthermore, its location off of Woodland Avenue generates linkages with the Woodland Avenue Corridor described previously.

Medical Mixed Use District

The District that comprises the two medical centers of St. Luke's and Essentia Health is a major employment area that has significant impact on the lower sub-area / East Hillside (see page 57). The East Hillside neighborhood and the Medical Mixed Use District are heavily intertwined, and it is difficult to address opportunities in the lower sub-area without understanding the dynamics of that district. Virtually all key land uses – residential, retail, office, and institutional - act in a symbiotic fashion to serve the needs of various users. There is enough under-utilized land in the Medical District to consider how its redevelopment potential will impact East Hillside and other parts of the Higher Education Study Area. Medical / Health related uses are already spilling over into the Study Area along London Road, and the mixture of residents, employees and visitors serve to make the area a thriving District with shopping options beyond what normally could be supported in another part of the City. The District is estimated to have over 13,000 health care related jobs within a ½ square mile radius, encompassing the three medical centers.

Depending on how one defines it, the Medical Mixed Use District generates the widest range of potential development options within the Higher Education Study Area, including market-rate and affordable housing units, residential rehabilitation projects, senior housing, retail and dining, and medical and professional office space. This includes student housing. Not just undergraduate student housing, but units that appeal to graduate students, students in the medical disciplines, and those who balance work and school, since the hospitals and affiliated uses like residential nursing facilities employ an important number of college students from both schools.

The core short-term market is likely related to the hospitals, including employee supported housing and additional medical office space. It will be important to consider how all of these uses can be merged into a unified and dynamic urban district.

4th Street

The residential density of the East Hillside neighborhood combined with the concentration of employees in the Medical District generates opportunities to establish 4th Street as a unique urban commercial corridor that are not available to many other Cities of even larger size. A contrast to London Road, which is a classic post-war, auto oriented commercial strip, 4th Street retains its historic character with small scale commercial buildings that have been occupied by numerous small, independent businesses. With market potential for expanded retail and services, there are opportunities to establish 4th Street as a primary driver of economic / community development throughout the lower sub-area, especially related to attracting market rate renters and buyers to the area that help establish a true "mixed-income" urban environment.

London Road Corridor

London Road is a key connector to "east" Duluth and points north and east along Lake Superior, with I-35 ending at 26th Avenue East. Within the Study Area, however, it is a modest commercial corridor between 10th and 21st Avenues, consisting of a variety of uses including medical office, retail, hotels, services and some residential.

With parts of the Medical District anchoring the southern end of London Road, the Corridor has the potential for a much higher scale of utilization, from expanded retail and services to a new higher density, mixed use district encompassing residential, retail and office. Its location near employment centers, fronting the Lake and accessibility to the East Hillside neighborhood give it natural advantages that should drive economic development opportunities given the right circumstances. Two "nodes"

of activity bookend the Corridor and make natural starting points – the Plaza Shopping Center is a retail anchor for the neighborhood that carries redevelopment potential, while 21st / London Road is a major gateway to the universities given that 21st Avenue East is a primary route for students to take up the hill.

Neighborhood Stabilization

The areas in need of neighborhood stabilization are far too large to take on all at once. The City and its partners must select targeted "investment" zones that will act as catalyst areas for reinvestment throughout the HEA and other parts of the city. The goal of each investment zone is to target certain types of funding (development assistance, rehabilitation, infrastructure improvements, etc.) that are designed to leverage a notable response of private investment, which could be provided in the form of new development, new / expanded businesses, or investment in homes and rental properties. A subsequent study is required to fully analyze and understand the opportunities within the HEA for this initiative. Following the example of the *Neighborhoods in Bloom* program in Richmond, Virginia, a follow-up analysis may choose to prioritize and categorize investment based on the level of disinvestment. The NiB used the following stages:

(1) *Redevelop*: extensive problems and few assets;
(2) *Revitalize*: significant decline but some assets;
(3) *Stabilize*: marginal decline and considerable assets
(4) *Protect*: few problems, good assets but requiring reinvestment.

This broad initiative is described as neighborhood *stabilization* because, as the previous definition describes, it is believed that the areas with more difficulties show more of the beginnings of true decline and have notable assets to work with (major employers, historic housing stock, density, viable commercial areas, etc.). The goal is to prevent the need for the previous two stages - *Revitalize* and *Redevelop*, but there may be individual blocks or block groups that could be categorized as such.

Two areas are recommended for consideration as starting points for the Neighborhood Stabilization initiative. They are zones centered on 6th Avenue and 4th Street, and 12th Avenue and London Road, illustrated in Map 3.4. The characteristics of these areas are described in more detail in the next section, but they were chosen because they represent important nodes of activity, concentrations of different uses, the ability to leverage

different markets for new development and investment, and each has considerable assets to work off of, including the hospitals, commercial areas, and proximity to the waterfront. The importance of each of these nodes in connecting different districts and neighborhoods is very high. As investment and improvements occur in these zones, it would be expected that this would generate higher confidence and investment in other areas of East Hillside.

As the market analysis shows, there is potential to take advantage of demand from several different markets for these zones. The expanding health care sector provides opportunities for new or enhanced office space, there is potential for additional retail to serve both residents and employees, and the existing concentration of employment, services and amenities could very well drive housing for young medical professionals and families or seniors who desire proximity to medical facilities as well as amenities like the waterfront. The singular variable in achieving all of this will be the ability to create partnerships and turn around land for the purpose of re-investment. If land continues to be "locked down" due to a variety of market related reasons, very little will occur in either the short or long term.

These targeted investment zones do not preclude a housing improvement focused component of the stabilization effort, but this will require a more detailed structure and allocation of resources. A methodology of tracking indicators of distress is important in order to respond to particular needs within the larger stabilization zone, though admittedly many of these indicators will be "lagging" in that they may not reveal clear paths until some time until after they occur. If new student housing comes to fruition on top of the hill and it is seen to adversely impact housing on the hillside, then tracking progress will be necessary to measure the timeliness and level of intervention, if required. Much of this will require dedicated staff, who may or may not be focused on this initiative full-time. This could be led by the City's Community Development Office or a member of a not-for-profit focused on community revitalization.

3.3.2 DEVELOPMENT SITES / TARGETED INVESTMENT AREAS

Targeted Student Development

WOODLAND CORRIDOR (MAJOR SITES)

(1) Woodland Middle School - At the south end of the Woodland Corridor is the Woodland Middle School, an

12TH AVENUE AND LONDON ROAD

4TH STREET AND 6TH AVENUE
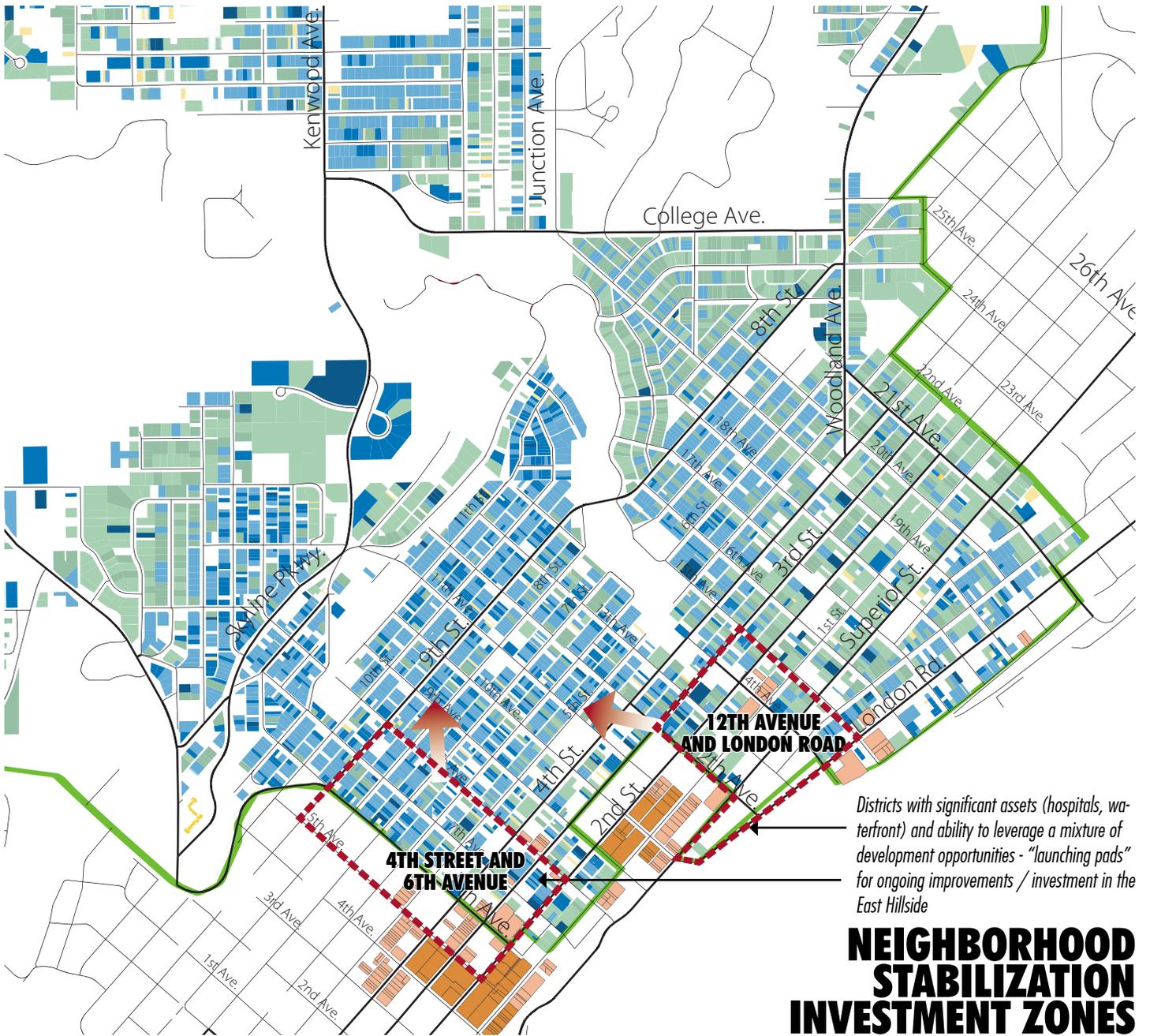
Districts with significant assets (hospitals, waterfront) and ability to leverage a mixture of development opportunities - "launching pads" for ongoing improvements / investment in the East Hillside

NEIGHBORHOOD STABILIZATION INVESTMENT ZONES
MAP 3.4

Map 3.4 *illustrates potential catalyst areas for the proposed Neighborhood Stabilization Initiative*

Vacant Land or Untaxes
Property < $25,000
Property $25,001 - $50,000
Property $50,000 - $100,000
Property $100,001- $150,000
Property $150,001 - $200,000
Property >$200,000
Medical Centers
Medical Related Office and Other Uses

empty school that was sold to a private developer in the fall of 2011. Student housing is the most talked about use for the site, but the size of the site offers multiple opportunities for development. Located just to the east of the core UMD campus, the site is an important Gateway to the Upper Sub-area, and is also positioned to be located across from the proposed new eastern gateway of UMD.

(2) Mount Royal Shopping Center- The northern end of this Corridor is the Mount Royal Shopping Center. The center has several commercial assets/anchors, but has high redevelopment potential given its location at a key intersection and proximity to both the university and student oriented neighborhoods. Hurdles exist in the form of land configuration, but may be overcome with the market potential for new or enhanced retail and student housing.

(3) Mount Royal Manor- An old (1950) apartment complex whose proximity to Mount Royal Shopping Center and the Woodland Middle School site provides opportunity for development, including mixed-use given its location on Woodland Avenue.

(4) St. Marie Triangle- The area informally known as the "St. Marie Triangle" is a small neighborhood located in between Woodland Avenue, St. Marie Street and the UMD campus. It has a relatively high percentage of rental units, many of which are owned by only a few landlords. Given the neighborhoods location adjacent to the campus, there may be an opportunity to consider redevelopment opportunities within the Triangle for higher density student housing. Another areas related to the St. Marie Triangle (both illustrated on Map 3.5) is (5) the "St. Marie Frontage", for lack of a better term. This area is a row of homes currently fronting Woodland Avenue that offers more commercial possibilities than the neighborhood behind it. Although these are still viable homes, this does not necessarily preclude the possibility of re-tasking the land as part of the overall Woodland Corridor envisioned in the previous section. The Woodland Middle School site is a good close example of a project that is purchasing existing homes on Woodland for purposes of redevelopment.

Examples of student housing integrated with retail are included in the Case Studies Section on pages 66-71.

OTHER SITES

(5) Kenwood Shopping Center - A prominent neighborhood scale retail center that offers an opportunity for additional or expanded business presence, as well as wholesale redevelopment into better, more functional shopping centers. Identified retail leakage in key sectors – not to mention unrealized student expenditures – make retail and dining expansion very feasible. Vertical or horizontal mixed use opportunities should not be discounted, especially in the context of student housing.

Kenwood's general layout may mean that it does not have to be redeveloped in a holistic manner. An example of how a strip center type development can be retrofitted to include a higher intensity and mixture of uses can be found in the Case Studies section on page 69.

(6) Summit/Boulder Ridge - A large concentration of student housing with some small phases of construction still left to complete. The primary site is mostly built out, but there are some developable areas adjacent or near the site that may be appropriate for additional housing or retail and services that can take advantage of both students and visibility along Rice Lake Road. A mixture of uses will assist in establishing the development as a more sustainable node of activity.

Medical Mixed Use District / 4th Street

(7) 6th Avenue and 4th Street - An important intersection that both connects and divides the Medical campuses and related uses with the East Hillside neighborhood. Assets such as the hospitals and existing retail destinations can serve to leverage development on multiple sites as well as improvements in existing commercial and residential buildings that are some of the most blighted in the HEA.

This target zone, identified in both Maps 3.4 and 3.7, consists of a large amount of underutilized land, from vacant land used as parking to low density businesses not appropriate for higher intensity districts and both residential and commercial buildings in disrepair. It also connects several different improvement districts discussed in this report, including the Medical Mixed Use District, neighborhood stabilization efforts in the East Hillside neighborhood and

Saint Marie Street

(4) ST. MARIE TRIANGLE

(5) Woodland St. Marie Frontage

(2) MOUNT ROYAL SHOPPING CENTER

(3) MOUNT ROYAL MANOR

Woodland Avenue

UMD Campus

Proposed New Campus Gateway

(1) WOODLAND SCHOOL SITE

Kenwood Avenue

Arrowhead Drive

(5) KENWOOD SHOPPING CENTER

NEAR CAMPUS REDEVELOPMENT SITES

MAP 3.5

Map 3.5 shows aerial views of potential development sites for student oriented housing and retail.

St. Luke's

Superior Street

4th Street

Proposed
6th & 4th
Investment Zone

Essentia
Health

EXISTING
MEDICAL DISTRICT
(UNOFFICIAL)

St. Mary's

6th Avenue

6TH AVENUE AND 4TH STREET INVESTMENT ZONE (above)

MAP 3.7

Map 3.7 shows proposed investment zones within the Medical Mixed Use District

12TH AND LONDON ROAD INVESTMENT ZONE (below)

MAP 3.6

Map 3.6 shows proposed investment zones within the Medical Mixed Use District

St. Luke's

EXISTING
MEDICAL DISTRICT
(UNOFFICIAL)

12th Avenue

Proposed
12th & London Road
Investment Zone

Superior Street

Leif Erikson
Park

Walgreens

SuperOne
Foods

Rose
Garden

Armory

London Road

the 4th Street Corridor. It stands a high chance that the hospitals in this area - St. Mary's and Essentia Health - wish to play a role in improving their surroundings. Forming a partnership with these institutions for improvements in the target zone will likely be crucial.

6th Avenue is a primary artery connecting the lakefront / lower sub area to the top of the hill, both in the direction of CSS and UMD as well as the mall area. Thus, this investment area can become an important center for transit connectivity. With a dedicated point to point system, strong connectivity between the three districts can assist in driving housing development.

This investment area also helps improve and "anchor" the western edge of the potential 4th Street corridor revitalization. The opportunity to improve 4th Street as a viable and active mixed-use corridor lies in the ability to place and attract various markets to the street. The medical district offers that opportunity within the 6th/4th investment area due to its previously stated ability to mix markets and supply a sustainable customer base for retail and services. New and improved housing will also be critical to the success of an expanded 4th Street corridor. Despite strong levels of existing residential density, higher levels immediately adjacent or within 1-2 blocks of the street will be needed to generate a pedestrian oriented customer base for future mixed use / street level retail. Fortunately, this district offers some of the best opportunities for new and improved residential product because of its ability to attract from the student and medical market, including professionals who work in the hospitals such as interns, nurses, aids, techs, etc.

A caveat to development along 4th Street is that development economics are likely to dictate a scale of development that is in contrast to the medium to small scale built form that currently exists along the street. This could have a negative impact on the street's character, and is another reason why the 6th / 4th Street area is targeted for investment/

development of a larger scale, since it is a more appropriate location for a higher intensity of uses.

London Road Corridor

(8) St. Luke's / 12th Avenue - Similar to the 6th Ave/4th Street investment zone, this is an important nexus between medical and commercial uses, as well as residential neighborhoods and the 4th Street Corridor. It also has a concentration of underutilized land with potential for redevelopment. There are a number of assets to work off of, including the hospital, armory building, and retail like the SuperOne.

The overall redevelopment initiative for the London Road Corridor is a long-term, 10-20 year series of projects. Due to market constraints, several other development zones should be targeted prior to the remainder of this Corridor.

## Neighborhood Stabilization / Investment

As discussed on page 63, the two recommended areas for short-term investment for the Neighborhood Stabilization Initiative are discussed above - 6th Avenue and 4th Street, as well as 12th Avenue and London Road.

The residential blocks that represent the primary focus on the overall initiative will likely require additional study to fully understand various dynamics, including tenants, property conditions, specific construction or infrastructure needs, etc. The primary purpose of this analysis will be the ability to target resources in certain areas to leverage early success, as well as the most "bang for the buck." Between the investment areas discussed above and targeted investment within the neighborhoods, public dollars should be able to leverage the most amount of private sector investment and activity.

CASE STUDIES - Mixed Use Student Housing

Wabash Landing: West Lafayette, Indiana (Purdue University)

Wabash Landing is an open air regional center in West Lafayette, Indiana. With anchors such as Panera Bread and the Goodrich Wabash Landing 9 Theatre, it acts as a major shopping destination as well as a residential hot spot. The area functions as an entertainment hub to Purdue University's 38,000 students and 15,000 staff. The role of the Hilton Garden Inn as an additional anchor to the center offers 104 rooms for out-of-town visitors.

Wabash Landing contains over 300,000 square feet of residential and commercial retail space and links Purdue University to Lafayette's government and financial district. The student housing component of the development, which represents 96 units occupied at 100%, expanded the reach of the University into the downtown area by creating critical mass in customer demand and served as a buffer between a public parking garage and the Wabash River. The housing served both a functional purpose as well as meeting design needs. University Students travel less than two miles to housing developments such as the Boiler Apartments. The development is served by the Wabash Trolley, a pedestrian bridge, and a 684 space attached parking garage, which provide multiple transportation options for the area's residents and visitors.
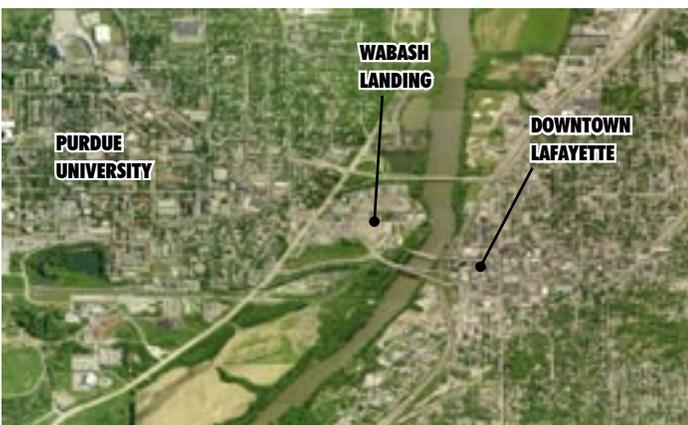
CASE STUDIES - Mixed Use Student Housing

Erwin Terrace / Trinity Commons: Durham, North Carolina (Duke University)

The Erwin Terrace/Trinity Commons development, constructed between 2000 and 2010, houses over 360 units of multifamily housing at rates between $794 and $1650 per month and 276,400 square feet of retail, office, and residential space directly across the street from Duke University's thriving medical/research hub.

The area serves as a buffer between the University and what has been a struggling neighborhood marked with high crime. With over 300 units of high-end residential space with private parking and shopping center anchors like TGI Fridays and Six Plates Wine Bar, Erwin Terrace/Trinity Commons provides Duke University students and staff with a place to eat, shop, and even live.

Erwin Terrace and Trinity Commons' 367 units have enjoyed occupancy rates above 70%, to date, and it is hoped that the development will help to alleviate some of the safety concerns and blight that have long sat alongside the University.

ERWIN TERRACE
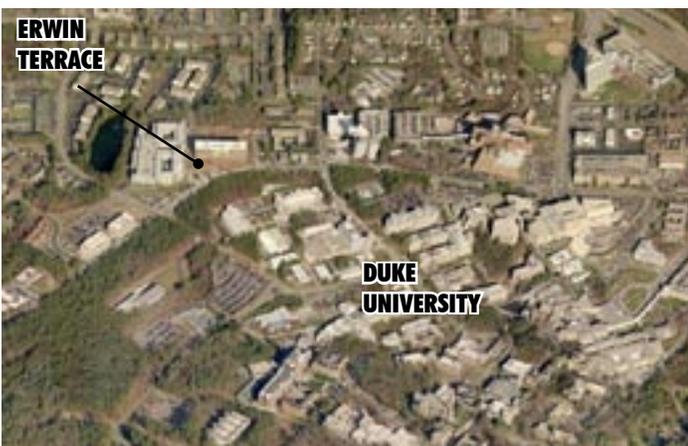
DUKE UNIVERSITY

CASE STUDIES – Mixed Use Student Housing

Centre at Overton Park: Lubbock, Texas (Texas Tech University)

Overton Park started in 1999 as a local developer's dream to redevelop a blighted neighborhood across the street from Texas Tech University. More than ten years later, it is now emerging as one of the nation's leading examples of New Urbanism.

The area combines over 618,000 square feet of mixed-use residential and retail properties with a 226,627 square foot hotel and conference center. Medical space, a school, a neighborhood park, and churches complete the development, making it a top choice destination among the Lubbock community and Texas Tech students, whose campus is less than two miles away.

The Centre at Overton Park, with its 288 units, spurred the development of further student housing, which now includes the Sterling University Fountains (204 units), the Suites at Overton Park (298 units), and University Trails (240 units) among others. In total, there have been over 1000 multifamily units constructed with rents ranging from $475-2300 per month, all helping to move students closer to campus.

As it stands, Overton Park has a greater than 90% occupancy rate of both its residential and retail units and continues to grow.

CASE STUDIES - Commercial Center Retrofit

Hilldale Shopping Center - Madison, Wisconsin

Developed by the University of Wisconsin, Hilldale Shopping Center opened as a local strip mall in 1962. In an attempt to keep up with surrounding competition, the center was renovated and expanded into a fully enclosed mall between 1968 and 1969. The mall functioned in that state for nearly 40 years, transitioning through multiple renovations and upgrades, as well as numerous anchor tenants.

With rising vacancy rates and the loss of a substantial anchor, the University decided to sell the mall to the highest bidder in 2004. Immediately upon the change in ownership, Phase 1 of a two-phased redevelopment plan began. The indoor mall was redeveloped into a modern lifestyle center that provided structured parking, a 'main street' feel, and housing all within the grounds of the former Hilldale Mall.

The first project removed all parking from the front entrance and added 75,000 square feet of streetscape, consisting of two-way vehicular traffic and perpendicular parking stalls, allowing customers to easily access the newly exterior facing retail. Two parking structures were completed to increase parking capacity; the garages were wrapped with 40 street-facing townhomes, adding residential uses to the expanding mixed-use center.

Phase 2 began in 2007 with the demolition of surrounding office, restaurant, and older movie theatre to make room for a second grocery, condominium tower and hotel. Due to the recession, this Phase did not materialize as planned, and the site has since been redeveloped as a Target Store.

Original Mall

New Main Street

Parking Decks and Townhomes on Former Parking Lots

CASE STUDIES - Neighborhood Investment / Stabilization

Neighborhoods in Bloom (NiB) - Richmond, Virginia

During the 1990s, City leaders in Richmond, Virginia were frustrated with the community development and revitalization efforts of their HOME and CDBG programs. Many argued that "sprinkling" development funds across all low-income neighborhoods had not allowed the City to accomplish its mission in any of them. City's CDCs had also grown frustrated with the uncertainty surrounding the annual process of applying for CDBG and HOME dollars to support their housing projects. Because this process required at least a year, CDCs urged the City to make a multiyear commitment of resources to a small number of areas so that they could plan acquisition, rehabilitation and new construction more effectively.

In 1998 the City developed a strategy for concentrating CDBG, HOME, general fund projects and service resources in a few neighborhoods for a period sufficient to achieve a critical mass that leveraged for-profit investment. An internal planning task force was established to identify indicators of neighborhood condition and development potential so that the strategy could be made more palatable to City councilors and their constituents whose neighborhoods would not initially be targeted. By the next year, this process produced widespread support for the targeting concept. In each target area, the City organized an NiB team comprising key stakeholders, including representatives of neighborhood civic organizations, CDCs and the Richmond Redevelopment and Housing Authority.

Between 1999 and 2004, the City spent $16.6 million in the NiB target areas. LISC also made substantial investments. A 2004 article written by professors at Virginia Commonwealth University, Wayne State University, and a senior research associate at the Urban Institute found that Richmond's strategy "had substantial positive impacts on the residential investment climate in these targeted area . . . Moreover this strategy did not undermine other distressed neighborhoods that were targets of such investment.

Higher Education Area
SMALL AREA MARKET STUDY

CASE STUDIES - Neighborhood Investment / Stabilization

Healthy Neighborhoods Initiative - Baltimore, Maryland

The City of Baltimore implemented a neighborhood revitalization model called "Healthy Neighborhoods" initially developed in Battle Creek, Michigan. This model targets neighborhoods that are "in the middle" or "on the cusp" - neighborhoods that have weak but still functioning real estate markets, appear to be stable, but are in fact suffering from disinvestment of both money and civic engagement.

Baltimore's program was funded by $3 million from HUD and approximately $10 million from non-federal sources, including the State of Maryland, Community Legacy, Fannie Mae, France-Merrick and Baltimore Community Foundations.

An evaluation of the program reported the following:

- One neighborhood realized a 10% increase in home sales price and had its first bidding war for a house that sold above the asking price.
- 34 rehab and purchase/rehab loans were issued totaling $1.1 million.
- Neighborhoods created block captains, many whom are new to community development projects.
- In one neighborhood, the average price of homes sold in 2002 since the initiative began is 22% higher than the average sales price in 2000.

Other important findings include:

- Increased property values are not enough to revitalize a neighborhood - residents must become civically engaged in order to make this truly successful.
- Marketing and publicity are just as important as the positive changes they promote.
- The local agency with funding should also be the program administrator.
- A dedicated rehab specialist can help spur rehabilitation loan use.

SECTION 1: INTRODUCTION

SECTION 2: MARKET ANALYSIS

SECTION 3: DEVELOPMENT OPPORTUNITIES

SECTION 4: IMPLEMENTATION

Higher Education Area
SMALL AREA MARKET STUDY

4. IMPLEMENTATION PLAN

4.1 FISCAL IMPACTS

The development opportunities outlined in this report can serve not only to create new impactful environments, revitalize declining areas and address both social and economic problems inherent in the Study Area, but they can also serve to generate additional tax base in the City of Duluth that should benefit the taxpayers of both the city and region.

As discussed previously, the East Hillside neighborhood and, to a lesser extent, the Endion neighborhood show high levels of low valued properties, indicating concentrations of distressed property and vacant / underutilized land. If a Neighborhood Stabilization program can be implemented to turn around the value of property in these neighborhoods, it should benefit not only the HEA, but the city on the whole.

A brief analysis of the city's residential assessed value shows alarming concentrations of low valued property within the HEA. This analysis addressed the question of the impacts of improving the value of low to very low valued property ($1,000 - $75,000) within the HEA. Of the 1,599 residential parcels valued between $1,000 and $50,000 in the city of Duluth, 1,097 or 68% were found in the HEA. Of the 301 city parcels valued between $50,000 and $75,000, 56% are calculated to be within the HEA.

If all the very low valued parcels within the HEA were improved to the point of being valued $50,000 (i.e. a parcel valued $5,000 increased in value by $45,000) then an increase of $44.2 million in taxable property will have been created, equal to a 3.8% increase in the residential tax base. If all properties valued $50,000 to $75,000 were brought up to that level (the same $5,000 property increases in valued by $70,000) then $1.6 million in additional residential tax base will have been created, an improvement of 0.14%. When combined, the residential tax base would increase by 3.9%.

Based on the current residential tax rate, it is estimated that this increase in assessed value, which does not take into consideration additional increases due to residual impacts of improved property on other property, would yield annual tax revenue between $480,000 and $500,000.

This increase in value primarily assumes incremental improvements in small scale residential or commercial properties. It does not include the tax increase from larger scale new construction in the form of student housing, retail, or commercial office.

FIGURE 4.1 POTENTIAL TAX REVENUE INCREASE

City of Duluth and Higher Education Area			
Development / Initiative	Scale	Potential Tax Value Increase	Estimated Tax Revenue
Neighborhood Stabilization	1,398 properties	$44 - $46 million	$480,000 - $500,000
Retail Development	75,000 - 100,000 sf	$4 - $5 million	$80,000 - $100,000
Office Development	100,000 - 130,000 sf	$21 - $28 million	$430,000 - $550,000
Student Housing	600 - 800 units	$30 - $40 million	$325,000 - $430,000
TOTAL			$1.3 - $1.6 million

If the demand for new retail is met within the HEA, it would represent between $4 million and $5 million in additional taxable value. 100,000 – 130,000 sf of additional office space, primarily health care based, could generate as much as $21 - $28 million in additional taxable value, and 600 - 800 new apartment units could generate $30 million - $40 million in value.

4.2 IMPLEMENTATION PROGRAM

This implementation program outlined a series of policies and actionable items relative to the recommended responses to key development hurdles within the HEA.

4.2.1 LEVERAGE EXISTING ASSETS

The steps for this strategy are outlined in subsequent sections, particularly 4.2.3 Neighborhood Stabilization, 4.2.5 Facilitate and Leverage Partnerships, and 4.2.6 Establish Visions for Development Districts.

4.2.2 TARGETED STUDENT DEVELOPMENT

Objective: *Facilitate the development of high quality student oriented retail and residential opportunities that encourage walkability and the creation of activities and destinations sought by Duluth college students.*

Policies:

- Establish a targeted (re)development zone for student housing;

- Take a proactive approach to working and negotiating with developers to achieve mutual objectives;
- Re-zone on a project by project basis - although this approach to project approval will be considered as an additional hurdle to development, it also allows the City to make careful and informed decisions relative to the merits of each student housing project, especially relative to the absorption of students into new projects, transportation and traffic impacts of each project, and the impacts (if any) on student development on general housing supply within the neighborhoods.
- Make changes to the Comprehensive Plan Future Land Use Map to reflect locations for (re)development.
- Consider and allow certain variances to development standards in the R-P zoning district if developer makes compelling market based argument for the variance. Recommended categories include, but are not limited to: Common Space, Parking Ratios, Off-Street Parking, and Height.

Organizational Leadership and Responsibility: Responsibility for this initiative should come from several sources, but since so many of the issues related to student housing development are based in zoning and project approvals, the Planning Division/Office should take a leadership role. Departments that carry responsibility for economic development tools, like the Housing and Redevelopment Authority and Department of Business and Community Development also will be very important.

Capacity Building: A "point" staff position should be identified to coordinate the City's approach to working with developers. This position should have the authority to negotiate zoning requirements as well as potential financial

incentives if necessary. The latter could come in the form with a strong relationship with relevant agencies who administer available resources (TIF, Tax abatement, etc.)

Key Activities and Tools:

- A Tax Increment Financing (TIF) District can be used to generate funding for redevelopment activities such as land acquisition, parking and other infrastructure while potentially generating revenue to fund other infrastructure and transportation projects within the HEA.
- Identify a "toolkit" that can be used to help facilitate development, including both regulatory (approval of zoning, standards, etc.) and redevelopment (incentives, gap financing, infrastructure financing.)

4.2.3 NEIGHBORHOOD STABILIZATION

Objective: *The stabilization and revitalization of hillside neighborhoods in the form of property development and rehabilitation, improved homeownership rates, reduction of crime and blight, increased property values, and civic engagement.*

Policies:

- Emphasize code enforcement and holding delinquent property owners accountable for blight, disinvestment and unruly residents.
- Measure success by performance of housing and commercial markets and increased demand for both, rather than a monetary amount of investment or number of units / square footage built.
- The Local agency with funding should also be the program administrator.
- Emphasize what is positive about a neighborhood and capitalize on those assets rather then targeting and eliminating problems.

Organizational Leadership and Responsibility:
The most relevant local agencies to this initiative are the Housing and Redevelopment Authority and City's Community Development Office. However, planning and code enforcement are also key activities, all of which need

coordination. The Local Initiatives Support Coalition will also likely be a key player. LISC's previously established partnerships, combined with its capacity to provide community development focused financing and technical assistance, represents essential tools for this initiative.

Capacity Building: Consider establishing a Community Development Corporation (CDC) that adds capacity by coordinating activities at a local neighborhood level, focusing on specific projects, and raising additional capital.

Key Activities and Tools:

- Target specific blocks for initial stages of the program, rather than spreading investment through a wide area;
- Provide below market rate financing to both current residents to make property improvements and to new buyers for rehabilitating homes up to new and improved property standards.
- Local agency with funding should also be the program administrator
- Implement in three stages: (1) Planning - lead agency collaborates with residents on plan; (2) Capacity Building - search for other sources of capital, develop abilities, refine plans and create partnerships; and (3) Implementation - use skills and resources to address one or more opportunities.

4.2.4 IMPROVED TRANSIT ACCESS AND MOBILITY

Objective: *Increase access to campus and other destinations through multi-modal improvements while discouraging the need for student owned cars.*

Policies:

- Follow up student bus-pass initiative with more comprehensive initiative to improve both bus service and pedestrian accessibility to and around the UMD and CSS campuses, as well as nearby destinations.
- Target new student residential and retail development to take advantage of proximities to campus and transit stops.

Organizational Leadership and Responsibility: The implementation of this program lies with the Duluth Transit Authority, but it also requires a partnership between City departments and both UMD and CSS. Transit connectivity in particular should be a focus of the Small Area Plan.

Capacity Building: None

Key Activities and Tools:

The UMD-CSS Transportation Assessment has a number of suggested activities related to improvements near the two schools:

- Examine the schedule of bus arrival and departure times compared to class schedules.
- Devote more resources to the enforcement of snow removal.
- Improve Arrowhead Road with bike lanes, narrowing drive lanes, and traffic calming.
- Improve Kenwood Avenue by limiting turn movements, converting the street into 3 lanes, and completing / installing sidewalks.
- Install better pedestrian connectivity across Woodland Avenue (potentially related to UMD Master Plan recommendations to create a new campus gateway).

4.2.5 FACILITATE AND LEVERAGE PARTNERSHIPS

Objective: *Establish working relationships between major institutions and the private sector to generate redevelopment and revitalization outcomes.*

Policies:

- Targeted and ongoing outreach to institutions to establish working partnerships for neighborhood improvements.

Organizational Leadership and Responsibility: For partnership outreach, staffing for a project of this scale typically comes from a City department. At the City of Duluth, this may be led by the Mayor's Office or Business and Community Development Department. Partnerships with the medical institutions that are established by the local LISC office may be a logical launching point.

Capacity Building: A City representative or agency needs to take on the role of facilitating public-private partnerships, though responsibility to create and facilitate these partnerships may come from a core "group" of partners that bring different relationships and capacities to the table. This could include the At Home in Duluth Collaborative, Housing and Redevelopment Authority (HRA), City departments, medical institutions, and colleges.

Key Activities and Tools:

- Designate improvements districts or neighborhoods and identify key stakeholders relative to each.
- Assign City staff members as liaisons to major institutions like St. Luke's, Essentia Health, CSS, UMD, etc.
- Establish core working "teams" for each improvement districts, including representation from Code Enforcement, Building Department, Housing Organizations, Law Enforcement, Fire Department, Sanitation, Chamber of Commerce, Neighborhood Associations, Crime Watch Groups, Family Resource Centers, Schools and the Religious Community.
- Identify a "toolkit" that can be used to help facilitate development, including both regulatory (approval of zoning, standards, etc.) and redevelopment (incentives, gap financing, infrastructure financing.)

4.2.6 ESTABLISH VISIONS FOR DEVELOPMENT DISTRICTS

Objective: *Coordinate goals and objectives for various development districts within the HEA in order to reach consensus on where to allocate resources.*

Organizational Leadership and Responsibility: This activity should be a key outcome of the Higher Education Area Small Area Plan and its planning process. The established steering committee for the project is therefore essential to its success.

Capacity Building: None

Key Activities and Tools:

- Evaluate HEA Market Study and other resources to expand strategic plan to include detailed goals and objectives relative to each sub-district within the HEA.
- Identified "districts" include: (1) Near Campus; (2) Neighborhood Stabilization; (3) Mixed Use Medical District; (4) London Road Corridor; (5) 4th Street Corridor.

APPENDIX: SUMMARY OF SOURCES

Data Sources:

- U.S. Decennial Census 1990, 2000 and 2010
- American Community Survey, 2005-2009, 2007-2009, 2009
- Bureau of Labor Statistics
- ESRI Business Analyst
- City of Duluth GIS
- 2010 Housing Indicators Report
- College of Saint Scholastica
- University of Minnesota - Duluth
- Miller Hill Market Study (MXD Development Strategists)
- Shopping Habits of Office Works (International Council of Shopping Centers)
- Dollars and Cents of Shopping Centers (Urban Land Institute)
- Maxwell Research
- Summit Real Estate
- A Student Housing Analysis for the Armory Arts & Music Center (Danter Company)

Other Sources:

- UMD-CSS Transportation Study 2009
- UMD Campus Master Plan 2005
- Young Professional Housing Districts 2004
- State of Housing Report 2003
- *Targeting Investments for Neighborhood Revitalization* (Galster, Tatian and Accordino), 2006.
- *Review of Neighborhood Revitalization Initiatives* (Abt Associates Inc.) 2004
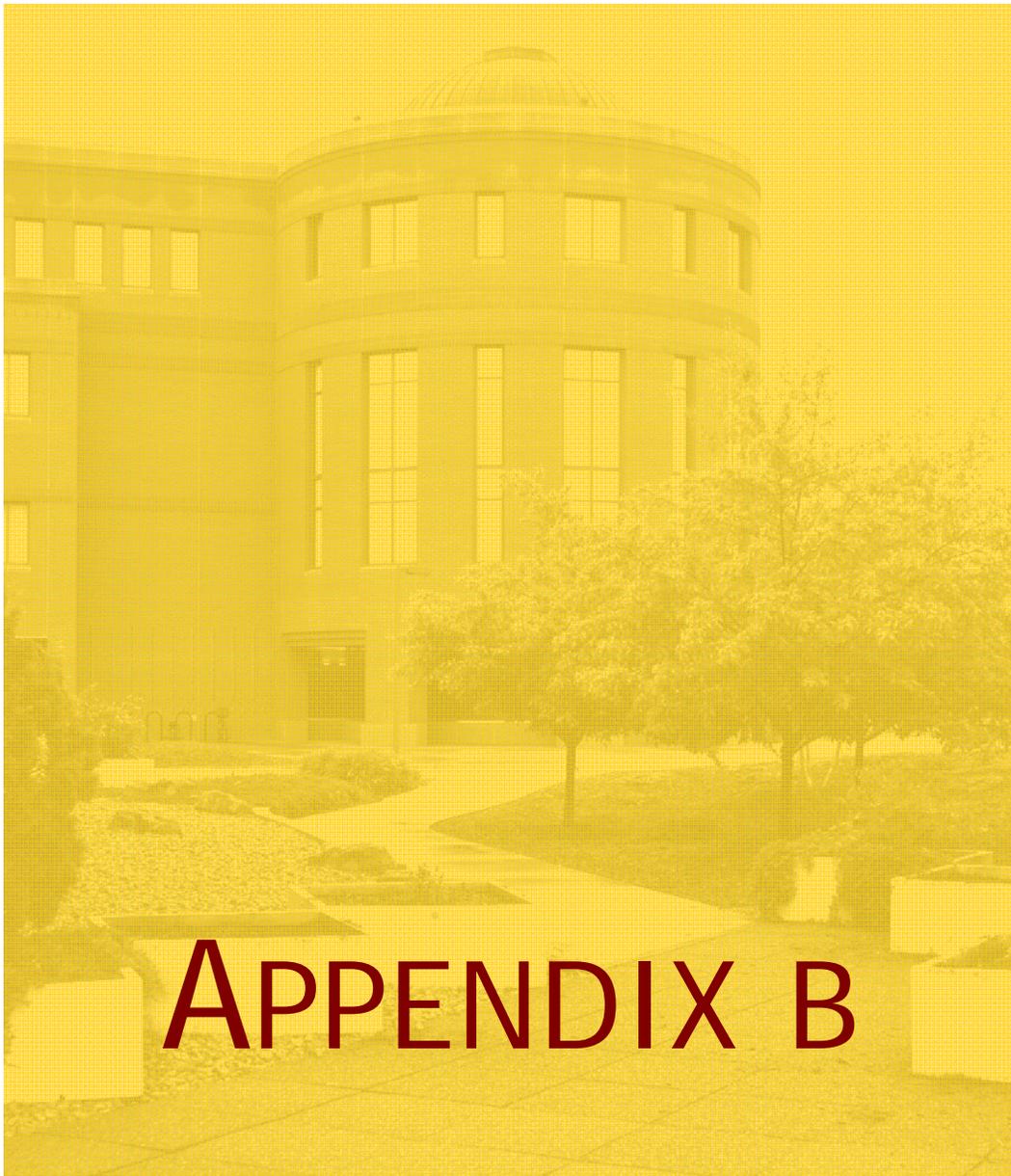
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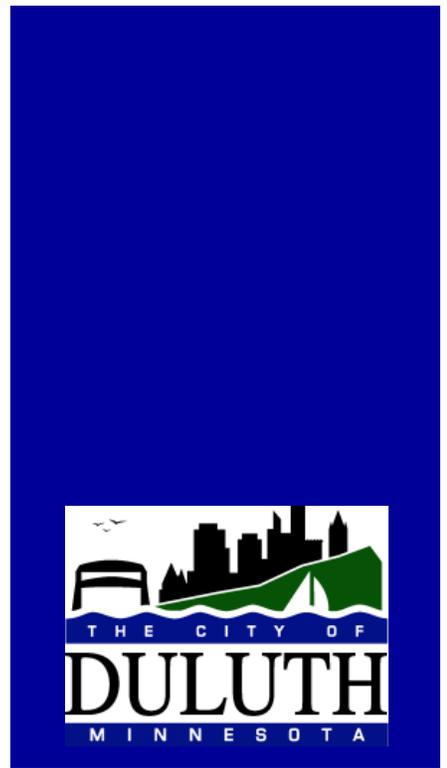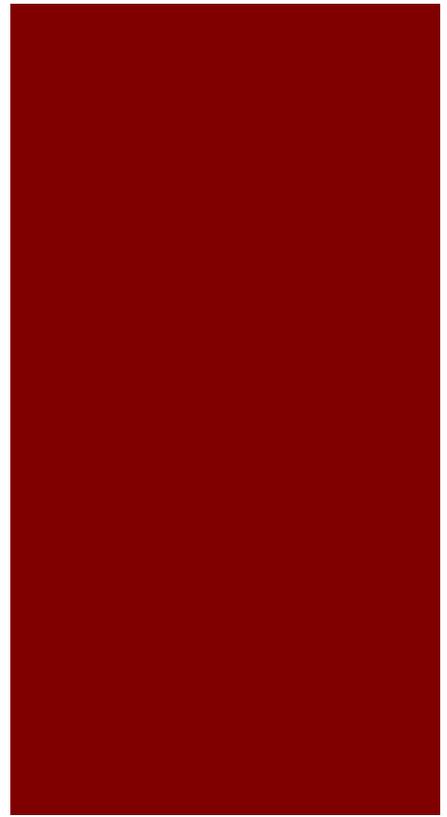
Higher Education Small Area Plan
Public Meeting – July 25, 2011

Comment Summary

The City of Duluth held a public meeting on July 25, 2011, for the Higher Education Small Area Plan. Attendees participated in small group discussions and could also submit written comments, both of which are summarized here. **The comments were recorded by the facilitators at each table and are meant to summarize the discussions.**

In general, the comments reflect support for mixed-use development that will benefit students and residents. Attendees stressed the **value of strong neighborhoods** for residents and recognized the need for **vibrant student neighborhoods** as well. There is **ongoing concern** about problems such as traffic, parking, and student behavior, and repeated suggestions for **increased involvement from UMD**.

Themes from the comments include:

- There are **win-win strategies**, providing benefits for both residents and students:
    - **Pedestrian and bike accommodations**. Almost every table identified this as a need and identified barriers to walking. Crosswalks (or a pedestrian bridge, tunnel, or skywalk) were suggested on Woodland, a trail connection between Kenwood and UMD, better connections between the colleges along College St., and lighting for safety at night. There were requests for sidewalks, bike lanes, trails, rental bikes, and better snow removal along sidewalks.
    - **Safety**. Residents want safety in their neighborhoods, and this is also desirable to parents of college students who are considering sending their kids to Duluth.
    - **New shops and restaurants**. There were general requests for restaurants and shops as well as specific suggestions such as a movie theater, hardware store, cafes, and bistros with expanded hours and weekend hours.
    - **Variety of housing options**. Students may want to live in dorms, apartments, or houses. Some tables said there is a need for more rental for non-students (fewer traditional families in Duluth, home ownership not being as good an investment) as well as options like single-level living for senior citizens.
    - **Volunteerism.** One group suggested that students could help with snow removal and yard maintenance (adopt a sidewalk). Another suggested students could help rehab blighted/vacant properties. One table suggested that area residents could help students using their areas of expertise, such as legal advice and taxes.
- **Locations** of new student-oriented development (housing, dining, and shopping), starting with the most frequently mentioned:
    - **Woodland**: suggestions included both Woodland Middle School site and along Woodland Avenue. Some also suggested the Chester School site, with pedestrian facilities linking it to Woodland school. One table suggested the intersection of College St. and Woodland Ave.
    - **4th Street**: already has Whole Foods Co-Op, Burrito Union, and rental housing, and is on a transit corridor.
    - **Kenwood/Arrowhead:** many specifically mentioned the Kenwood Shopping Center. A grocery store makes it appealing to students and the neighborhood. One table suggested development on the south side of Arrowhead between Kenwood and Carver Avenues. One table preferred that this area be only dining and retail, not housing.
    - **London Road corridor/Plaza/Armory**: noted that it already has commercial destinations (restaurants, shopping).
    - **Mt. Royal:** within walking distance to schools. One table preferred that this be shopping only, not housing.
    - **St. Marie Triangle:** suggested higher density housing.
    - **Rice Lake Road:** not as many existing neighborhoods, bus already goes to both campuses.

- **Central High School**
- **Near Chester Creek Café/At Sara's Table**
- **Along bus lines**: families often don't want to live along busy transit corridors because of the noise and traffic, but college students do.
- **Other suggestions** include: downtown, hospital area, 8th St and 12th Ave E, Aspenwood, Bagley nature (road connecting UMD to Arrowhead with development fronting), Harbor Highlands, Farmers market area, Old Central high school

- **Desired development:** Although residents want more street lighting, they want it to be pedestrian-scaled, not street lights that create light pollution. Tables asked for "tasteful" development that would complement the neighborhood (for example, no 5- or 6-plexes in neighborhoods, maximum 3 stories in neighborhoods). Buffering may be needed to protect single family neighborhoods, and there was a suggestion for a form district at the Kenwood Shopping Center.
- **Consistency and stability:** Property owners want to know where they can make investments and how neighborhoods will change over time. There is concern over eminent domain and a perception that UMD might purchase the Woodland school site.
- **Other suggestions for neighborhood amenities** include a public ice rink, boulevard tree planting, pocket and community gardens (and community space/recreation areas in general)
- **Enforcement** is needed – for rental restrictions, parking, garbage/litter, building code violations, and parties.
- **UMD involvement**. An organization could teach students how to be good citizens, and UMD could hold students accountable for behavioral issues. It was suggested that UMD could contribute to surrounding neighborhoods by helping with snow removal to enhance walkability, expanding services/presence into surrounding areas, or offering classes. Several comments were related to on-campus housing, including providing more housing, offering graduate/married student housing, requiring students to live on campus for the first two years, and allowing alcohol on campus to cut back on off-campus house parties. Incentives could be offered to students for not bringing a car, and low interest loans or down payment assistance could be offered to faculty or staff who live close to campus. One comment suggested UMD needs an attractive entrance, and another proposed a staff liaison between campus and the city to help with issues and coordinate volunteer programs.
- **Parking** is a big concern for both residents and students. People want more parking, but are concerned parking lots will take up green space. There were suggestions for community/centralized lots and ramps, and residential permit parking for all streets in Kenwood. There was a concern that the parking requirements for commercial development will hamper redevelopment.
- **Traffic and streets:** There were comments about high speed limits, streets being in poor shape, and concerns about new development increasing traffic.
- **Economic considerations**: New development is expensive, and renting houses is often cheaper for college students. Renting is also cheaper than on-campus dorms. Many people have been unable to sell single-family homes, and more people in general (not just students) want to rent rather than own. Rental properties provide jobs for landlords and for contractors fixing up old homes.
- **Vacant houses** and empty lots in the study area: Ideas for these ranged from students helping to rehab properties to converting vacant lots into parking lots.
- **Transit**: There were requests for more buses, more shelters, better coordination of routes, and better circulation between campuses and among residential areas and businesses.
- **Green space:** Several comments noted the importance of green space in Duluth and stressed protection of parks, wetlands, and other environmental resources.

Higher Education Small Area Plan
Public Meeting – July 25, 2011

Comments

These are comments recorded by the facilitators at each table and are meant to summarize the discussions.

<u>TABLE 1:</u>

<u>Opportunities</u>
- There is the opportunity to get a more healthy balance of rental properties and homeowners.
- Enforcement of rental restrictions, parking, parties can be increased
- There have been some zoning and ordinance improvements, there is room for improvement and more rules to ease the conflicts between rental and homeowners
- UMD has an opportunity to extend services/presence into the surrounding neighborhoods
- Opportunity for city/university cooperation of snow removal to increase walkability
- Woodland site is a great site for redevelopment
- Mount Royal commercial area is poised for growth
- Alcohol consumption could be expanded on campus
- Possibility for university subsidized housing

<u>Challenges</u>
- The presence of rental is causing great neighborhood degradation
- Enforcement is expensive, and not being done
- City doesn't encourage biking or walking
- Woodland site may have accessibility issues/ slow down woodland flow
- Dinky town wont work in this area of Duluth
- Students are not allowed to drink on campus, so they have house parties
- 50 ft wide lots have little room for parking off-street
- Student vehicles often sit around, and are used on weekends only
- Providing affordable housing close to campus is a challenge- any fees or charges by the city to help with enforcement are passed on to the students
- If enrollment does begin to decline, how will schools plan for it
- Cant make the university enforce their own policies
- Building code violations are going unexpected
- There are a few good neighborhood liason officers- need more
- Dumping furniture/garbage into Chester Park
- Speed limits are too high
- Streets are in poor shape

<u>Places for student oriented development</u>
- Along woodland ave- both sides
- St Marie Triange- turn into a higher density housing area
- Kenwood has potential for more student oriented commercial

Neighborhood Amenities
- Replace what is removed from plaza strip mall
- Public ice rink (for students too)
- Sidewalks on along every street
- Bike lanes

TABLE 2:

Opportunities:
- Cool mixed-use opportunities at Woodland Middle School for neighbors and students.
- Opportunity to connect both campuses via College Street (either development or better pedestrian/bike/transit connection)
- Good green space at Chester Park/Chester Bowl – college students use these a lot.
- Students could be a part of the community – staff liaison between campus and city, volunteer programs. (most of students are good kids)
- Design standards for new development – i.e. a Mcdonald's doesn't fit into the neighborhood, but Burrito Union/At Sara's Table do fit in.
- Keep feeling of small landlords versus big developments (Boulder Ridge wouldn't fit on 4th St)
- Rental properties help economy: provides jobs for landlords and for contractors fixing up old homes.

Challenges
- Traffic on Woodland – would like to see study on traffic generated by a mixed-use development versus traffic from its current use as a school. There is already a back-up at stoplights in the morning.
- New roads/parking lots could take up green space – any new developments should use walking trails and other transportation
- Perception that UMD will take over Woodland middle school for classrooms
- Uncertainty of future student population – research shows that population of junior and high schools are diminishing. What does this mean for Duluth's colleges in the future?
- New developments are more expensive than college students renting older homes
- Houses facing the avenues in the Hillside: many of them have no access off the back, no garage or off-street parking possible. These homes aren't appealing to single families.
- Fewer good jobs for single family households = fewer single families in Duluth
- No longer the American dream to own a home – more people want to rent
- Owning a home is no longer a solid investment
- Student behavior – how to address?
- From a landlord: hears that students feel the city is not friendly – lots of regulations, tickets for parking, etc. Need to be more welcoming.
- Vacant houses in area
- Problems with absentee landlords
- Homeowners who don't care/don't speak up

<u>Places for Student Oriented Development</u>
- London Road corridor – restaurants are already there (Armory development)
- Transit corridors – families with small children don't want to live on transit corridors because of noise and traffic, but college students do. Corridors include Woodland, 21st Ave. E, 4th St. Transit corridors are also appealing to low-income families as well.
- There is always going to be a group of students who want to live off-campus
- Put students where they can walk to school: Kenwood/Arrowhead, Mt. Royal, Woodland

<u>Neighborhood Amenities</u>
- Walking bridge over Woodland between middle school site and campus

TABLE 3:

<u>Opportunities</u>
- Could have better pedestrian accommodations – people could walk/bike more if there were options
- When neighbors know each other, they interact better – strength of community comes from neighborhood.
- Use of social host rule
- Adequate enforcement would generate funds

<u>Challenges</u>
- Deterioration of neighborhoods: off-campus houses causes problems
- Garbage and traffic
- Absentee landlords not maintaining
- Parents buying houses for children/renters
- Narrow streets mean no sidewalks and limited parking
- Need better enforcement of parking
- A lot of fast drivers; our roads are designed to move cars, not pedestrians
- Reduced property value
- Stricter enforcement of leases and irresponsible renters
- Lose rental license if violate social host rule

<u>Places for Student Oriented Development</u>
- Do we need more student housing?
- Require freshmen and sophomores to stay on campus (if there were enough rooms)
- Existing area shouldn't be changed; Arrowhead (Rice) is open for development
- What does North Dakota do differently that we don't
- Important to have sense of community

<u>Neighborhood Amenities</u>
- Need more bike paths – should have done it along Woodland
- Potential for more DTA involvement. Need more buses (there is a lot of traffic)
- More lighting = more safety. Concern about price of street lighting
- Rules enforced better would help us feel safer and make it better to live here. Don't like litter.
- What is happening to Woodland School? Is UMD buying it?

TABLE 4:

Opportunities
- Create less need for cars
- Hold kids accountable by University
- Use rental license to get owners to take responsibility
- Provide a central place for students to live – provide more housing with retail below
- Take autos out of neighborhoods – build lots on edges of neighborhoods
- Higher education commission to show students how the city works
- School outreach/education to community (classes)

Challenges
- Traffic
- Parking
- Upkeep
- Cost in dorms more than rent
- No response from University
- Cost to build new
- Behavior of students
- Litter
- Snow removal
- University takes more students in than they can house

Places for Student Oriented Development
- Kenwood center and Woodland – grocery store
- E 4th St – whole foods, restaurant, already rental
- Parking ramp

Neighborhood Amenities
- Little grocery store near campus
- University become a stakeholder
- Policy to encourage student body to become a stakeholder – students don't care because they are not connected
- Stability in neighborhood: investment, future choices
- Connect at cooperative council – neighbor help through expertise of residence to help students (attorney, realtor, what to do if need help)
- Mandate community volunteerism for students to understand the community

TABLE 5:

Opportunities
- Restaurants and shops surrounding campuses
- Walkable
- Preserve neighborhoods – not deteriorate
- Increase walking score
- Improve traffic safety
- Sidewalks

- Bike trails
- Parking opportunity at Woodland
- Is there a parking problem?
- Community where cars aren't needed
- Any bar/social could be geared to citizens
- Professional, graduate and married student housing
- Lighting at crosswalks – bright, flashing signs
- Commercial opportunities at existing student development
- Woodland – Art Department/Tweed
- Invest in multi-student housing in Hillside

Challenges
- Cars push shopping out of the study area
- It would be hard having a bar
- Light pollution from campus
- Lack of light on side streets
- Driver use of cell phones
- Traffic/"race car" driving – "runs off" the walkers
- Stabilize/balance owner-occupied and rental
- Inability to sell/market homes
- Cost of rental license drives up rent (plus loss of homestead status)
- Sub-standard housing conditions
- Keeping market in balance – don't overbuild
- Buffering east side of Woodland
- Crossing Woodland – walkability – bridge or tunnel?
- Woodland Ave ability to carry traffic at new entrance
- Woodland/College intersection
- Parking at homes
- Deterioration of rentals

Places for Student Oriented Development
- Mixed use at Arrowhead and Pecan area
- Mixed use at Plaza area
- Multi-family
- Trail connection: UMD to Kenwood
- Mixed-use at Woodland School

Neighborhood Amenities
- Hardware store somewhere
- Lighting and sidewalks (neighborhood street lights, not high lights)
- Walkability rating increase – now 54. Shoot for 80.

TABLE 6:

Opportunities
- Economic development at Woodland area (1st floor shops)
- 9th St and 19th Ave E

- Empty lots, abandoned properties
- Student civic engagement – rehab properties
- UMD incentives to ride bus, walk, bike
- Incentives to property owners to reduce parking if close to campuses or bus route

Challenges
- Poor housing stock – replace? Rehab?
- Return some residential to single family
- Parking and traffic – Woodland, etc.
- Pedestrian movement
- Depreciation costs outweigh maintenance
- Enforcement of codes – sometimes too much regulation
- Not enough options for homeowners
- Market forces
- Conflicting interests – concentrate students or save properties
- Developments should visually fit in with existing neighborhoods

Places for Student Oriented Development
- Woodland school
- London Rd – Armory
- Co-op area
- Chester Creek Café
- Burrito Union
- 8th St and 12th Ave E
- Kenwood

Neighborhood Amenities
- Snow removal – streets and sidewalks
- Pedestrian crossing – Woodland, Kenwood (sidewalks not used, poor condition from Boulder Ridge to Scholastica)
- Street condition improved – bicycling
- Lighting – streets

TABLE 7:

Opportunities
- Residential permit parking for all of the Kenwood streets
- Universities provide incentives to students for not bringing a car
- Create parking lots for students
- Should/can the colleges require students to live on campus for first two years (freshman and sophomore)
- Kenwood Shopping area – form district – different type of shopping (strip center is outdated). More walkable.

Challenges
- How can we improve biking and walking opportunities for the study area? (Portland – 20 minute neighborhoods, be able to walk or bike to places within 20 minutes of your home)

- Need for improved street lighting, sidewalks, bike lanes. Safe walking – i.e. Arrowhead Rd. no boulevard
- Mt. Royal – dangerous parking lot for walkers between grocery store and post office and library

Places for Student Oriented Development
- Downtown
- Woodland Middle School
- Hospital area
- Aspenwood
- Central High School
- East 4th Street area (also, need affordable housing options for low and middle income)
- Bagley – road connecting to Arrowhead with development fronting

Neighborhood Amenities
- Sidewalks/handicapped accessible
- Restrooms
- Bike lanes on Arrowhead
- Places for people to park – parking lots for residents and students
- More businesses around the college – restaurants and shops
- Rental bikes throughout the City of Duluth

TABLE 8:

Opportunities
- Mixed use – walkable to small businesses, could student presence influence the support of small businesses. 9th and 4th St corridors
- Possibility for students to be good neighbors – shovel, yard maintenance in exchange for food, etc. Service project for students to keep sidewalks shoveled, etc. Adopt a sidewalk?
- Opportunity to engage students in the community
- More opportunities for constructive nightlife close buy – coffee houses open late, etc.
- Student use of Woodland Middle School site.

Challenges
- Parking for commercial use makes it less advantageous than building just residential development
- Access to landlors – contact for concerns
- Safety of year-round walkability
- Difficulty to rezone for development of land for buildings that are mixed u se (residential with street level commercial) and hold-ups in administration and city departments for development
- Concern for eminent domain
- Creation and preservation of green space
- Better transportation connectivity from campus area to "greater Duluth" (Lakeside, West Duluth). UMD – home – work – social
- Keeping family housing mixed with student housing. Helps keep students with an expectation of good behavior in mind.

- Single family homes for sale and less market demand for single family housing.
- Lack of on-campus housing for higher enrollment
- Long-term sustainability for projected enrollment, economic impact.

Places for Student Oriented Development
- Woodland school
- 4th St corridor
- Sara's Table – opposite corner lot vacancy
- Kenwood/Arrowhead
- St. Marie/Woodland triangle

Neighborhood Amenities
- Boulevard tree planting
- Hardware store – old Walgreens location?
- Kinkos
- Bike trails
- Bike rental
- Local restaurants – café, bistro, with expanded hours, weekend hours. Quick deli/sandwich shops.
- Off-campus study spaces

TABLE 9:

Opportunities
- More efficient use of services in area - mix of populations
- Notification of study to owners and residents
- Communication with UMD and residents
- Expand on transit opportunities
- Business owners to better identify student and resident needs
- More vibrancy for neighborhoods for students
- Better public safety and patrol of neighborhoods
- Better student needs and services

Challenges
- Enforcement of rental property owners – are permits reviewed?
- Parking in neighborhoods/campus
- Better mass transit
- Little developable land area/challenges associated with redevelopment
- Change is difficult
- More people in same space/area = challenges
- Different values among people living in area – tough to balance

Places for Student Oriented Development
- Woodland Middle school – done tastefully
- Armory site
- South side of Arrowhead between Kenwood and Carver Ave.
- Harbor Highlands area

- Within walking distance of college and/or transit
- Central or other school sites
- Mount Royal area improvements
- 4th St corridor
- Farmers market area
- London Rd area

Neighborhood Amenities
- Better mass transit
- Tasteful development/complement the neighborhood
- More walkable
- Possible nightlife/clubs if small in scale

TABLE 10:

Opportunities
- Woodland school site reuse
- Armory reuse
- London Rd Dinkytown
- UMD to buy UMD triangle area and rent out
- Opportunity to preserve great old houses – subsidize landlords who improve old homes
- Scholarships for students who show interest in community with essay
- Open campus parking lots to allow residents to park
- Community parking lots
- Need rental property inspections – lots of bedrooms in basements
- Low interest loans or down payment assistance for professors or faculty who live close to campuses
- Mixed use areas should have buffers
- Want to interact with students at appropriate times/coexist peacefully
- Need places for students to hang out rather than house parties
- Need to keep up property exteriors/lawns
- Farmer's market relocate to the area
- Small buses to circulate among residential areas and businesses
- More/better/safer bike facilities/routes
- Decorative street lights to add to community feel

Challenges
- Group homes – take parking/not normal residential
- Pedestrian issues crossing Woodlan and London Rd – need pedestrian overpasses – one possibly at new UMD entrance
- Lack of off-street parking in some areas, resident permit zones
- Need locations for student-oriented businesses but also for regular residents
- Need appealing neighborhoods to attract business. If we let the good neighborhoods deteriorate things will be bad.
- Students have a short timeline – 4-5 years and they're gone; need to communicate values to new students repeatedly.
- Worried about student safety with landlords overcrowding houses.

Places for Student Oriented Development
- Kenwood Shopping Center
- Woodland middle school site
- London Road
- Armory
- 4th street if neighborhoods are protected

Neighborhood Amenities
- Hardware store – Kenwood
- Need community space – parks, fairs, encourage students to party at the park/plaza
- Pocket gardens
- Community garden
- Need more of a variety of housing options for folks of all ages – single-level living, etc. so people don't have to leave neighborhoods to find housing options.

TABLE 11:

Opportunities
- Potential at Arrowhead, Kenwood (main streets), shopping center with housing above
- Combining housing and shopping via Woodland school site
- Places to shop/dine in walking distance
- Building multi-level parking (more space for activities)
- Drinking establishment/restaurants can be supported
- Old Chester school – shops, apartments – Skywalk over to Woodland (restaurants, shops, etc.)
- Newer Chester School
- Market UMD as a business – more stops, not just for students
- Underground parking
- Madison, U of M, great examples – What are other communities doing?
- Maintaining the residential area that is safe – parents look at this
- Married students housing?
- Example bike rack (that are on buses) inside/outside Kirby to use

Challenges
- Will the city staff enforce the new zoning?
- Absentee landlords
- Two-way streets are a challenge – like one-ways
- How many rental properties between UMD and St Scholastica?
- Need to maintain a quality of life for everyone, rental vs. homeowners (balance)
- Not an attractive entrance (no way to enter, confusion)
- Business may not want clientele to move (Canal owners might be upset)
- Streets (old infrastructure might be hard for increase of people – parking, emergency vehicles, snow clearing)
- Modern/new development with older development (blending the two)
- Buses are feeling the increase in students
- Staff – city inspectors having time to regulate guidelines

- Parking (for students and residents) – not enough space for all
- Buses need to be better coordinated – more regular routes (esp 8ᵗʰ st and 4ᵗʰ st routes)
- More clear on the Unified Development Code – uncertainty about what is changing

Places for Student-Oriented Development
- Woodland middle school site
- Old Chester/New Chester
- Rice Lake Road - Experiment, no renovating costs, not as many neighborhoods, goes to both campus, bike paths from student housing
- Arrowhead – Huge challenge, adding more people
- Kenwood – would like movie theater nearby, convenience stores that are walkable
- Old Central high school – potential housing/businesses for students.
- Do not want to see a 5-plex, 6-plex, in neighborhoods

Neighborhood Amenities
- Parking lots for people who live/visit there – buy foreclosed lots
- Restaurants/pubs
- Recreation areas for kids (soccer, tennis, basketball) (part of Woodland School) / community space
- Movie theater nearby

TABLE 12:

Opportunities
- Encourage employees to live near colleges
- Advantages of a Dinkytown part of Duluth
- Grand Ave neighborhood in St. Paul – students living in the neighborhoods but more protected
- More separation – where is the place where people should buy for investing?
- Define where the growth is free-for-all
- Woodland middle school is an opportunity with border protection
- Encourage employees to live nearby
- Eau Claire and LaCrosse as examples
- What are the things the students want?
- Good strides in the last few years

Challenges
- No bicycle trails
- Walking at night
- Students don't have a spot right now
- Wetlands and environmental concerns
- How to decide which neighborhoods not to protect? Some have tipped.
- Don't see kids walk to school
- How many cars? Parking in existing neighborhoods
- Finding financing for parking ramps
- Small landlords rely on renting the houses to survive economically
- Need to know UMD's campus plans

- UMD needs to take responsibility for housing and parking
- How accessible is the communication with the city?
- Don't know who to call at the city and university. Where does the buck stop?
- 18 year olds need structure whether or not they are students.
- Good that city requires landlords to manage within 25 miles of rentals

Places for Student Oriented Development
- Kenwood shopping center (needs restaurant)
- Mt. Royal
- 4th St. – 6th Ave E to 14th Ave E
- London Rd
- Woodland School
- Plaza area (mixed opinions)
- Traditional neighborhoods: max 3 stories
- Not more dense on areas with 25′ lots.
- Armory

Neighborhood Amenities
- More walkability; safer. Create biking trails, walking trails
- Fix Arrowhead and Kenwood
- Free buses
- Central parking lots/ramps

TABLE 13:

Opportunities
- Encourage more DTA routes
- Areas of retail, restaurants, housing.
- Improve Kenwood Shopping Center - want some cool shops by Super One in Kenwood (café, cd store, student oriented places like Kitty Kat Club, Annie's Parlor)
- Improve walkability. Bike lanes are wanted/ Need more marked crosswalks – pedestrian bridge at 6th Ave. E? Make College Street for walking-friendly
- What can you do to increase transit use?
- Flexible zoning in specific areas – example: 4th St.
- Free buses are huge – how has the bus reduced the number of cars?
- 20 minute loops for buses just to college areas
- Concentrating businesses will help increase transit use.

Challenges
- Parking along 4th street and in general (cars on street)
- Arrowhead: too many cars parked at homes not meant for that many cars
- Kenwood Shopping Center parking lot is underused
- Problems at intersection of Kenwood and Arrowhead
- Lack of bus shelters in the winter.

Places for Student-Oriented Development
- Woodland school site: housing
- Armory project: dining/shopping

- 4th St: shopping
- Mt. Royal: shopping
- Kenwood: shopping, dining, retail
- Encourage mixed use
- Don't tear down old homes – reuse them for shopping/dining/businesses
- Increase mixed use around Portland Square
- Look for financial incentives to encourage development along the 4th St. Corridor and Portland Square.
- Recommend a survey of students to see what they want.

Neighborhood Amenities
- Preserve the park/keep open spaces
- Protect historic character

ADDITIONAL COMMENTS
- The City needs incentives of developing near bus routes by allowing business owners along bus routes to provide less parking (I believe 70% of what would be normally required). The rationale for this is partly that some people will not drive to the business, but instead will bus. It would be interesting to know if a certain amount of students will not own cars if they live very near the college (Like at the Woodland site), so that, perhaps, a developer could be given the incentive to build more and cheaper college residences by not being forced to build expensive parking. Perhaps, UMD knows how many of the students that live in the dorms bring cars with them.
- I'm a member of a new group formed at Lower Chester- 15th Ave. E 5th St. "Neighbors of Lower Chester Park." We are working to improve our neighborhood and re-open our ice rink. We want Friday night to be college night skating (St. Scholastica, UMD, and Lake Superior College). We are working on our 501 30 status now and will start doing fund raising soon as we will have to insure the Lower Chester complex and have our 2nd annual Play Day/Picnic/Pot Luck at the rink on September 10th.
- I would like UMD to consider providing some married student housing adjacent to campus.
- The small group was helpful. A consensus was to get the "U" more involved in a positive way with the impact on neighborhoods. Require a code of conduct, require students to volunteer and get to know Duluth & Duluthians, require more interaction by the "U" and more responsibility for the enrollment increase without housing considerations. Keep 300 foot rule and keep off street partying rules.
- Few students were here because it is July. Be sure to do a survey of students. Example: Where do they want housing, retail shops, dining? What would encourage them to walk to businesses?

Web Site Comments - *through 9/19/11*

Date/Time	First Name	Last Name	Comment
06/21/2011 8:05:48 AM	Mary	Allen	I'm interested in keeping the neighborhoods as single-dwelling units. I have student housing all around me and the biggest issues are not enough parking areas for too many cars allowed in singe-family dwellings and garbage.
06/23/2011 8:35:01 PM	Trent	Wickman	Regarding the boundaries - I understand that "the intention of the boundaries was to capture the places where students are living, you did not start out with the Protection Zone boundaries". what is the city's definition of "where students are living"? what statistic are you using to define it? You can't just arbitrarily draw lines on a map. why did you not start out with the 300' rule boundary??? I live 3 minutes from the UMD campus in lower woodland and am surrounded by students.
07/13/2011 10:39:48 PM	Jim	Drake	I found out about the July 25 meeting from a friend in the Twin Cities. How are you contacting residents in the affected neighborhoods??? Hoping people stumble across a web site announcement is not being very friendly to the neighborhood. Snail mail announcements and/or notices stuck to everyone's' front door would be appropriate. Not all of your stakeholders spend time online. I will not be able to attend this meeting. Will you be posting the results/minutes of this meeting? Will you be posting a video to www.youtube.com, or some other, similar, venue? If not, why not?? Video the meeting and submit it to PACT TV for viewing by the neighborhood. Set up a Face Book site for this venue to gather input from the neighborhood folk who are connected. I live on Lyons St., between UMD and CSS. I am happy with my neighborhood. I am aware of other residents of the neighborhood who are NOT happy. They need to be involved with your process to develop buy-in for your plan. Ignorance of the process, by the stakeholders, is not a good thing. Jim
07/24/2011 8:19:10 PM	george	hanson	If you wish to get student input why not hold these meetings after fall semester begins in September. They clearly will not be adequately represented in the Duluth population in the summer. I suspect students would prefer to live where they can walk to school and supporting services and entertainment rather than having to use some form of transportation. Who speaks for them? Are the subcommittee members even here this summer? Why aren't students full members of the small area plan committee?
07/25/2011 1:03:02 PM	Katie	Krikorian	I would have come to the meeting tonight at UMD but just found out about it in yesterday's paper and have other scheduled plans. It would be better to have a week's notice.
07/25/2011 2:35:18 PM	Cindy	Krieg	I'm a bit concerned that there has not been enough information on this plan in the media. I only heard of it on the News Tribune, in an opinion article. Considering my home is right in the middle of this area being looked at, this greatly concerns me. Everyone within the study area needs to be informed as to what is going on, whether that means news pieces in the media; or informative letters sent to all residents with information updates.

07/25/2011 3:02:31 PM	Ryan	Bauers	I believe that the North line of the study area should be moved - drawn along Kenwood Avenue as you head East UNTIL Carver Avenue, then it should drop down as far as St Marie Street and would continue East until Woodland Avenue. I do no believe that the small, quaint neighborhoods on Dunedin (South), Brookline, Melrose, Charlotte, Eileen, Don Avon or Columbus Avenue should be included in these. The price of many of the homes in this area exceed $250,000, with a similar feel to upper Congdon, and are currently inhabited by families with kids or folks near retirement age. I believe that this would greatly devalue homes that were purchased in this unique area along the nature areas and creek and disrupt the way of life for the folks who live there.
07/25/2011 7:02:47 PM	Ann	Frett	Additional input for public meeting 7/25 at UMD, Kirby Ballroom. We recently began renting a home on Kent Rd. as we sold our home with some acreage on the eastern edge of Duluth. We have a 5 year old son. We love the neighborhood and the urban conveniences, being close to UMD, Chester Bowl, Whole Foods Coop, Canal Park, Park Point, walking to Sara's Table, etc. The homes and lots are beautiful. We've met many people who have raised their families here and rave about the quality of life. There are many progressive, professional people in the neighborhood, a friendly, supportive group. We also find we re near more families with young kids. If we end up staying in Duluth, we seriously want to buy in this neighborhood. We would like to see zoning regulations in favor of single family homes. Our concern is of deterioration of homes that are rentals and noise from students during the school year; things that reduce the quality of life for home owners and families with children. We are also considering moving to Minneapolis. There, housing prices closer in to the city are higher, due to the convenience of living close in. It would be in the city of Duluth's advantage to support urban neighborhoods in desirable areas for single families. Chester bowl/UMD area is an urban neighborhood comparable to southwest Minneapolis and Bryn Mawr areas. In many ways more beautiful and desirable due to the incredible green spaces within the city.
07/31/2011 5:44:23 PM	Lani	Paszak	We are being squeezed out of our neighborhoods. There is no way that mixing students in neighborhoods with established home owners is going to work. Take a look at Arrowhead Rd. and you can tell which homes are rentals and which homes are privately owned. Our property value actually decreased in 2010, (payable in 2011) and I am sure it is because of the proxcimity to UMD. We should be offered a buy-out at fair replacement value so we can replace our current home with something equavilent outside of the study area. Otherwise, all student housing shoud be prohibited in residential zones within the study area. Nobody wants to be surrounded by student housing. I know they are not bad individuals, they have just not yet come to make mature decisions and the population in the surrounding area should not be made to pay via their sanity and decreased home values. We have worked long and hard to make our home a place we can be proud of. It is not fair that because the enrollment at the local colleges has increased 30% in the past 9 years, that we should lose our homes to the growing cancer that surrounds the universities.
08/01/2011 9:02:40 PM	Bob	Flagler	We have lived on Lawn St for 2 years and love it. We have students around us but very few problems other than a lot more foot and auto traffic. I would like to see more business around the area, a bar, coffee house, used clothing, bakery, etc. Somehow, more interaction between neighbors and students. Afton should be a place of activity. This was once a quiet little neighborhood, it is now a mix, let's help it along. Bob

08/03/2011 10:07:07 AM	Kevin	Skwira-Brown	As a member of the Comprehensive Plan Committee I urge us to pay attention to the sensitive land overlay as it relates to development in this area. While that overlay was codified in some areas, it remains "advisory" in others. In order to balance development with preservation of natural resources we need to anticipate and account for the secondary impacts on adjoining wetlands and other sensitive features that will most certainly accompany any concentrated development.
08/09/2011 9:20:09 AM	Mary	Madill	Luckily I live on a section of Arrowhead Rd. that has the Bagley Nature area as a buffer on on side, and all the homes close to ours are single family dwellings. However, several of the neighbors are getting up in years, and I forsee in the not to distant future, that their homes may go up for sale. I shudder to think they could become rental units like many are above and below our home at 814 W Arrowhead. 6-8 cars parked in front yards, uncut grass, garbage not picked up, these are the main sources of blight in the Arrowhead Rd. area. Not many issues with excessive or loud partying, unruly behavior,etc. Perhaps some type of citation ($) to landlords to keep closer tabs on their renters to ensure rental properties are not becoming eyesores, thus lowering the property values of homes around them? A way for single family and student rentals to co-exist. Landlords need to set the expectations for their renters. Expectations not complied with, landlord gets a citation, which they pay (and fix the issue), or pass on to the renters, helping to hold renters accountable for being good stewards of the community in which they live. Landlords own as much of the blame as the renters, as they often "allow" the blight to continue.
09/15/2011 11:59:37 AM	Barb	Montee	I am a landlord that rents to college students. In studying this area, some of your committee members may think they know what student housing looks like, and it may or may not be correct. I am offering tours of my rentals for anyone who is willing to come. Please encourage your committees to tour a rental. I usually spend a minimum of $10,000 per house fixing them and improving them. The students really enjoy painting and decorating. The neighbors enjoy having a nice looking house next door. Students are usually good neighbors, and if they are not, we work on learning good neighbor skills. Please call me to set up a tour.

Hi Jenn:

Per our phone conversation from last week regarding my problems with the on-line Comments section of the Higher Education Small Area Plan, I am sending you my thoughts and comments regarding the above.

I would like to thank the Planning Department for holding the public meeting last Monday at UMD. I appreciate it very much, as a citizen, to be included in this process. I was gratified to see the large attendance.

There are some areas of concern I have in regards to areas around the two campuses. I feel there are two distinct shopping areas the students (and citizens alike) have readily accessible from the campus-they are Mount Royal and Kenwood Shopping Center. However, as it relates to the students, some other ammenities could be added that would enhance the areas but not necessarily negatively impact the surrounding neighborhoods. Kenwood Shopping Center used to have a movie theater on the far end where, I believe, Play it Again Sports is now. There seems to be plenty of room down on that end of the shopping center for an addition of the small variety, such as a theater. It would be a big draw for students. A retail clothing store(s) would be good also or some type of dollar store. Parking doesn't seem to be an issue for the shopping center. I realize there is only so much the city can do to lure these type of businesses, but it's a thought.

Mount Royal doesn't seem to have as much room for expansion as Kenwood does, so it's limited that way, but is closer to the campus. I feel the city would need to be very careful of any type of development it allows here. Small development would seem to fit best.

Both neighborhoods seem to have plenty of liquor stores. I would not like to see any more added, nor would I be supportive of any type of bar, nightclub, etc., That would not be a good fit for the area.

Keeping the green space we have in these areas is important. I think this is something both students and citizens of Duluth hold dear and add to the draw of the area. Hiking trails, parks, etc., are all around the campus and are used heavily by the citizens, as well as the students. It is part of what makes Duluth-Duluth !!

As far as the Woodland school site goes, people seem very concerned. I'm guessing, in the end, student housing will be going in there which is fine provided the following are part of the plan. The complex would need to be of the type that is well managed (on site would be nice), fits in with the neighborhood as it relates to the height of the building(s), has some activities on site for students, and has adequate parking for the students. In other words, alot of thought needs to be put in as to how best to fit this housing complex to the current neighborhood.

It would be VERY nice if UMD would require it's freshman and sophmores to live on campus the way CSS does. It would solve a multitude of issues in

the neighborhoods. I realize this means that UMD would need to build more student housing, but being a good neighbor requires a sacrifice now and then.

Parking, parking, parking. Even on campus there is never enough. Any type of development should include this as an important element. As for the rental properties, students are still parking on lawns, parking on the wrong side of the street, etc. In the Winter, it's really a nightmare. This really rubs residents the wrong way. Anything UMD and CSS can do to bring this issue to the forefront, so students get the message, would be good !!!

I would like to add one final thought. As my husband and I sat at the meeting last week we were very uncomfortable with one issue, which is now going to lead to a request. Is it possible in the future to have separate meetings of residents and landlords? The reason I ask this is due to the experience we had at our table. We had two couples and one other lone individual at our table who were residents. We also had four individuals at our table who owned rental property in town.   Those of us who were residents had a very difficult time getting a word in edgewise at our table.   I don't want to make this an US versus Them type of statement, but the landlords spent alot of time talking about how unhappy they were with the new rental ordinance and several other gripes they had. Really ???
If we did get a chance to speak, oftentimes our question or comment would be answered or commented on by one of the landlords. One gentleman (a resident) seated next to me attempted several times to get his question or comment heard. Once or twice he was successful. But on several occasions, he was talked over the top of by one of the landlords. This gentleman ended up leaving the meeting early in frustration.   I don't think he'll be back. This atmosphere was intimidating, and in the end, non-productive. I don't feel we accomplished much at our table as a result. If separate meetings cannot be held, maybe have smaller groups (5-6 members each), go around the table to each person and allow them 2-3 minutes to speak, then when each person is done speaking at the table, opening up the table for comments. This way everyone gets to speak or ask questions.   I feel it would afford everyone the opportunity to feel they contributed. I didn't mean for this e-mail to get so lengthy, sorry !! Thank you.

Planning Manager
Cindy Petkac:

I was informed at our Neighborhood Night Out Tuesday evening about the
"Higher Education Small Area Plan". This is the first time I have ever heard of
this "plan".

After reviewing the web site that contains the "study area map" and reading
the Mt Royal section of the report, I need to know how this affects my
property value today. If I were to list my home "for sale" I would be under
obligation to tell a prospective buyer about the college/city plan. The end
result would be that I could possibly sell my property to an
"investor/realtor/developer" possibly someone on the "Higher Education Small Area Plan
committee who would use it for rental property until the "Plan" is developed.
However, I would be between a rock and a hard place regarding selling it
for more than the tax value given today's market and the impending long range
area plan.

Of course, with the advent of "plan" the value of my house has
significantly decreased. Even though, I have spent the last fourteen years maintaining
and upgrading (furnace, windows, roof, water heater, etc.).

Certainly, I am NOT opposed to UMD's need for expansion for student
housing. This has been necessary for years. Living in the college area has kept
my taxes lower, afforded benefits that other areas of the city do not have
such as open sidewalks in the winter via UMD equipment, offered cultural
events within walking distance, and afforded an extremely diverse neighborhood
of young neighbors as well as more established neighbors. However, over the
past five to six years more established neighbors have been selling to
developers or even Duluth citizens that flip the house to rental property.

Frankly, I'm not sure I wish to sell my property, but if the city rezones
the area not only will the value drop further but there is a great chance
that the city or developers would buy all "for sale" homes for a fraction of
FMV and "eminent domain" the first phase property closest to UMD (which is
mostly rental already) and begin building apartments.

I can clearly see both sides of this issue. Students at the colleges
provide thousands of dollars to Duluth's economy. Balanced against the property
tax paid by residents in the six mile proposed area and presently the
residents tip the scales. However, if the city buys the residents out for tax
value only and sells the property to UMD, the city would see a sizable profit.
This is basic economics. And this principal has been used in the past; in
Minneapolis and other cities in Minnesota.

Using the above principle to acquire land in a city the size of Duluth will
cause great animosity from affected neighborhoods. To help prevent
adversity, the city of Duluth formed a committee of people to study the area. Some
years ago there was a group of residents that formed a committee totally
opposed to the influx of "student rentals" and I can only imagine that one
or two residents from that committee have advanced to the "Higher Education

Small Area Plan" committee.

The questions the majority of neighbors at the "Night Out" asked were: How many members of the committee live directly in the planned area? How many developers, that stand to profit form the outcome, are on the committee? Of the possible two resident committee members, what is their responsibility to inform the area neighbors of this long-range plan?

I would like to meet with you regarding becoming a part of this "Higher Education Small Area Plan" committee, my options as a homeowner, and relating information to other "Higher Education Small Area Plan"residents.

Thank you for your time.

Rhonda Peterson

As a resident of the Higher Education Small Area Plan Study
Area (Study Area) who attended the July 25 meeting, I wish to express my
concern about the makeup of the Plan Committee, which appears to be as
follows: university/college, 2;
government, 4; developer/property manager, 4; Study Area resident, 4. The
interests of developers/property managers and Study Area residents often
conflict, but it appears, on the surface, that the representation of these two
interest is balanced.

This appearance, however, may be deceptive. I was able to find, in the Twin Ports telephone
directory, names identical to three of the four resident members. With one exception I cannot be certain that
the names in the directory are the same individuals that are on the
Committee. I had a chance to talk with Mark
Poirier at the meeting and he acknowledged that he is not a resident of the
Study Area but was asked to serve on the Committee because of his expertise as
an architect. I believe, therefore, that
Mr. Poirier should not be identified as a resident but as an architect.

In the telephone directory a Patrick Heffernan is listed at
54 E. Kent. If this is the Pat Heffernan
on the Committee, his residency, if in the Study Area, is on the extreme eastern
border. Concerning his membership, one might also wonder if the interests of
the Chamber of Commerce are congruent with the interests of residents of the
Study Area.

 In the telephone directory
a Jessica Olson is listed at 2309 Jefferson Street. If this is the Jessica Olson on the
Committee, she lives outside of the Study Area.

I have no address for a Sandy Robinson.

Even if the eastern boundary of the Study Area were extended
to include the three "residents" noted above, they would not be geographically
representative of the Study Area.

If the Planning Commission and City Council are serious
about avoiding a controversy similar to the one following the adoption of the "Red
Plan" (which I supported), representatives on the Area Plan Committee identified
as residents of the Study Area need to live in owner-occupied residences within
the Study Area and need to represent a wider geographic distribution across the
Study Area.

C. S. Rowley

>>> Tania Moerke < > 7/24/2011 5:57 AM >>>

To whom it may concern,
This is a copy of the email I sent this morning to the Duluth News Tribune. I wanted to share it with all of you as I expect action to be taken as a result of what occurred. I will continue to pursue this issue until I feel satisfactory action has been taken.

Thank you,
Tania Moerke
Duluth Homeowner for nearly 8 years

From: To: newsroom@duluthnews.com
Subject: UMD Football player vandalizes vehicle
Date: Sun, 24 Jul 2011 05:32:30 -0500

Hi,
Just got done dealing with the cops tonight and wanted to write you about a story I thought you might find interesting. Tonight at 4am I witnessed a drunken UMD football player vandalize and smash windows on a car on our street(16th and Jefferson). The car belongs to my 20 year old sister visiting us from Minneapolis, she is a student at U of M-Minneapolis. We called the police right away and the police quickly apprehended the two suspects and are going forward with dealing with them(one is going to detox and the other to the hospital for the cuts on his arms and then jail) As the cops were putting these two men in the car their friends who were gathered up the block blasted off fireworks, showing how little they respect the people that live in this neighborhood. There are a few reasons I am writing this email, I would like to see it reported because these players think that because they play for UMD, they can get away with anything. People always are debating why there is such a conflict between homeowners in Duluth and students at UMD- this is why. I watched this player smash open a rear drivers side window on a car with his barehands tonight, after he vandalized the vehicle with the antenna he broke off of the car. These players are supposed to be model citizens and are supposed to act in an appropriate manner representing the school they attend and play for, yet they treat the city and neighborhoods they live in with disrespect. There are many college students in this area who are very respectful yet it is the elite players of the UMD football team who treat the streets as their playground. I hope you will write something about this in the news because this type of behavior is not ok and should not go unnoticed. There was an additional vehicle that was vandalized on 19th avenue however we are unaware at this time if these two were involved in that incident.

I want to say a BIG thank you to the Duluth Police for their quick response time as it resulted in catching these two before they could return to their home. The police officers were friendly and efficient and I feel better knowing they are up all night, unfortunately dealing with nonsense like this

Please be aware that I am sending this email to staff at UMD

Thank you for your time,
Tania Moerke

UMSurvey

Quick statistics

Filter settings

Results
No of records in this query: 1205
Total records in survey: 1205
Percentage of total: 100.00%
Browse   Export

Field summary for SCH:		
What school do you attend?		
Answer	**Count**	**Percentage**
University of Minnesota Duluth (1)	897	74.44%
The College of St. Scholastica (2)	308	25.56%
No answer	0	0.00%
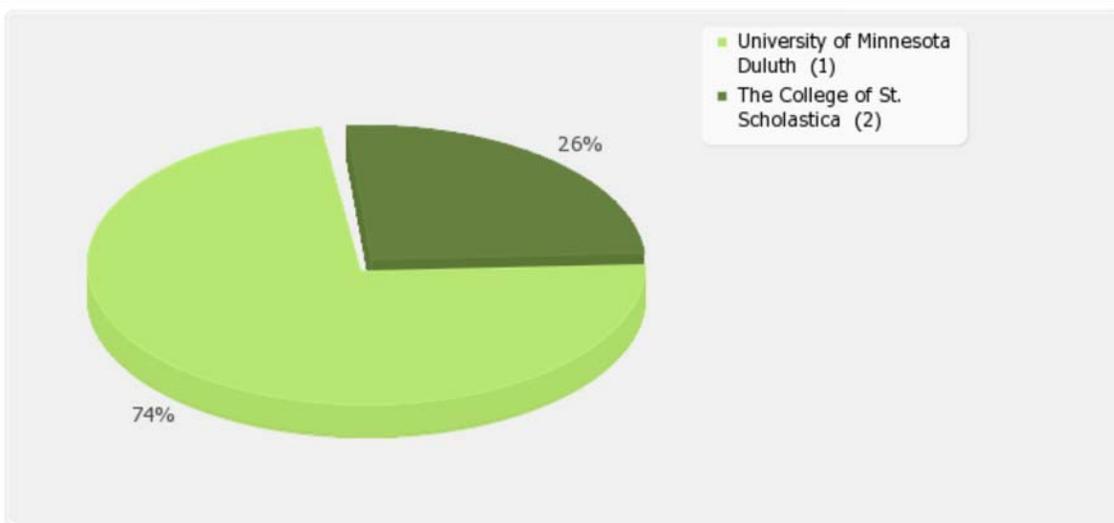
Field summary for YEAR:		
What is your year in school?		
Answer	**Count**	**Percentage**
Freshman (1)	355	29.46%
Sophomore (2)	251	20.83%
Junior (3)	199	16.51%
Senior (4)	255	21.16%
Graduate Student (5)	145	12.03%
No answer	0	0.00%
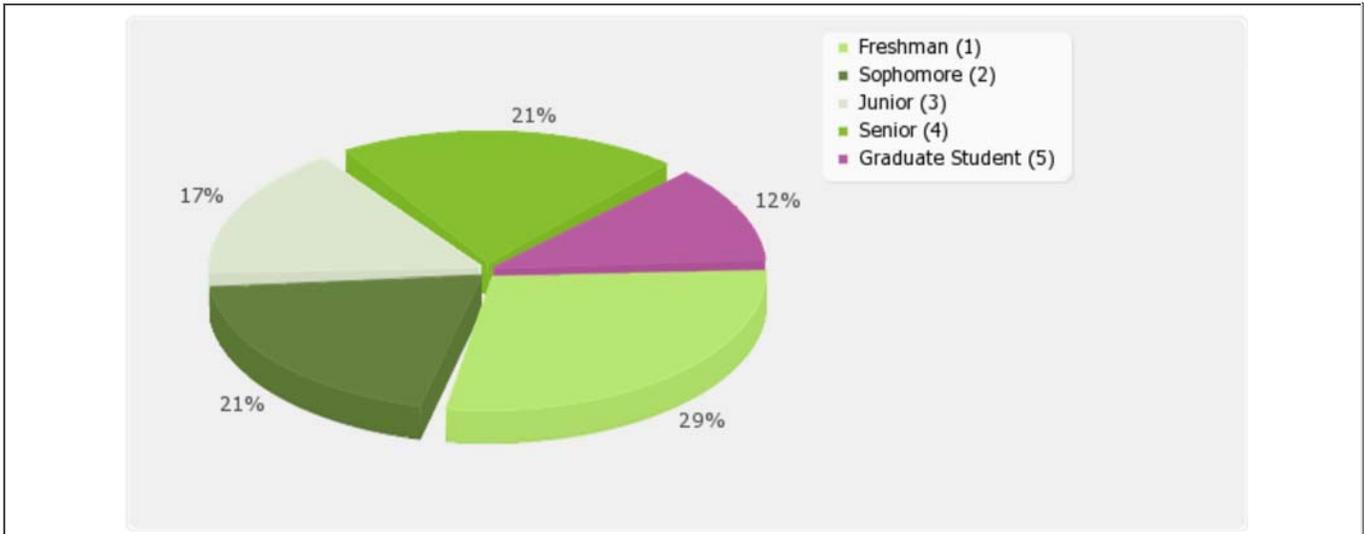
Field summary for PCT:		
Are you a full-time or part-time student?		
Answer	**Count**	**Percentage**
Full-Time (1)	1183	98.17%
Part-Time (2)	22	1.83%
No answer	0	0.00%
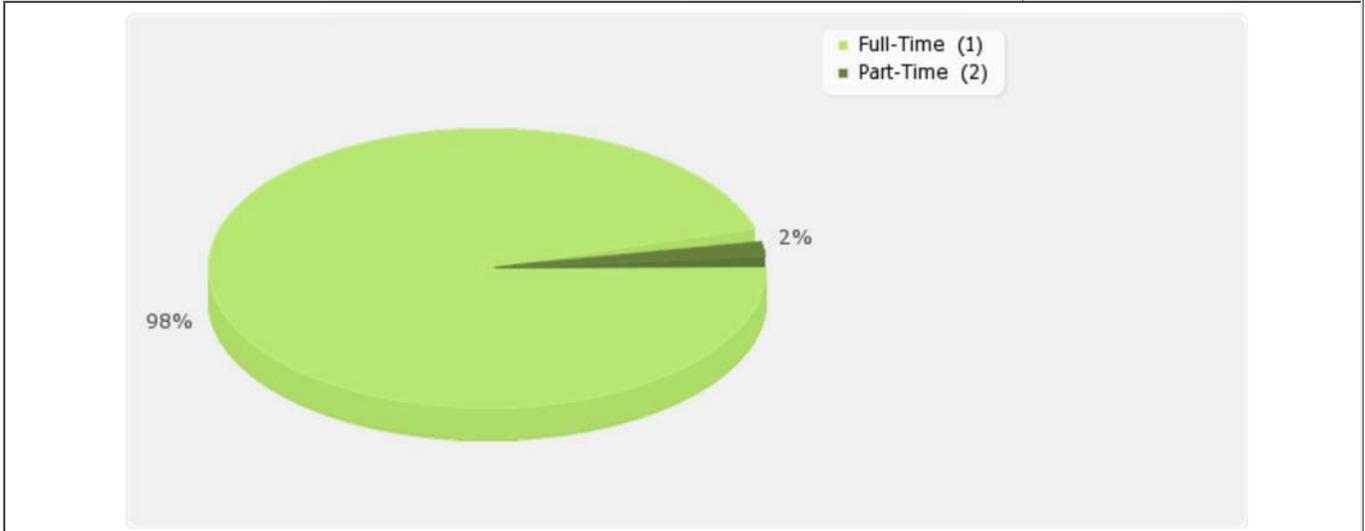
Field summary for Home:		
Where do you live?		
Answer	**Count**	**Percentage**
On Campus - Dorms (1)	329	27.30%
On Campus - Apartments (2)	267	22.16%
Off Campus - With parents/family (3)	52	4.32%
Off Campus - Apartment (4)	174	14.44%
Off Campus - House (5)	383	31.78%
No answer	0	0.00%
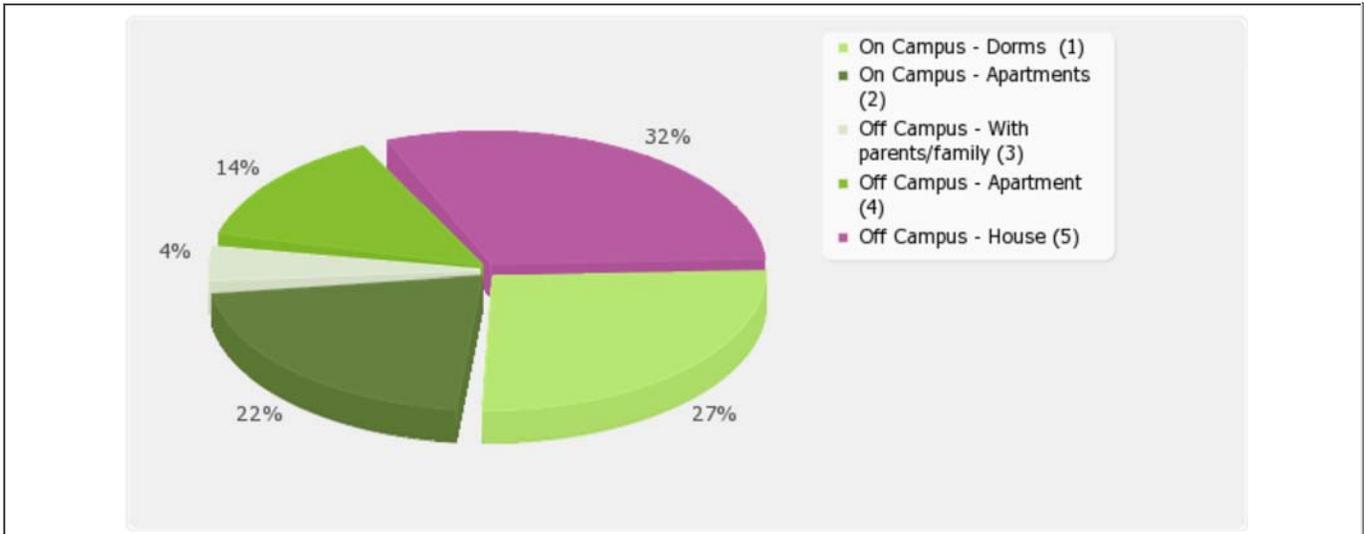
Field summary for Adress:		
What is your address during the school year? (Optional, answer only if living off-campus)		
Answer Browse	377	31.29%
No answer	828	68.71%
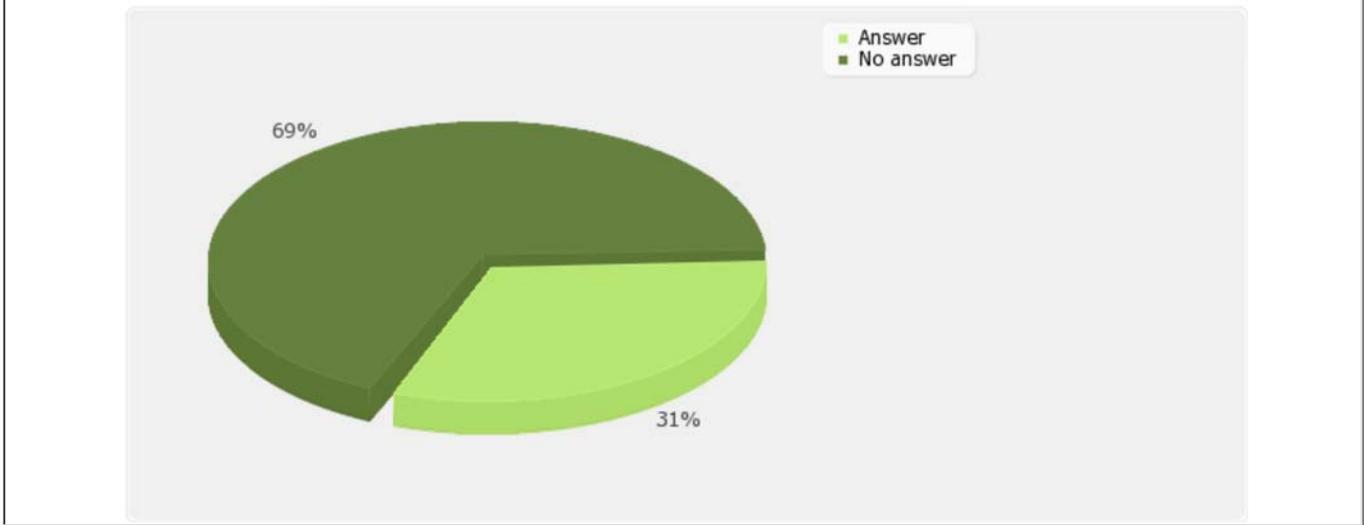
Field summary for Ameni:		
What types of amenities are important to you in choosing a place to live? (please check all that apply)		
Answer	**Count**	**Percentage**
Within walking distance to campus (1)	788	65.39%
Within biking distance to campus (2)	351	29.13%
On transit line (3)	657	54.52%
On-site fitness and pool facilities (4)	353	29.29%
Restaurants nearby (5)	380	31.54%
Shopping nearby (6)	372	30.87%
Cost (7)	1118	92.78%
Available during breaks (8)	529	43.90%
On site parking (9)	903	74.94%
Free internet (10)	693	57.51%
Secure building (11)	803	66.64%
Number of people per unit? (studio, 2 br, etc) (12)	527	43.73%
Private bedroom (13)	623	51.70%

Quiet for studying (14)	659	54.69%
On-site laundry (15)	1010	83.82%
On-site visitor parking (16)	554	45.98%
Other Browse	86	7.14%
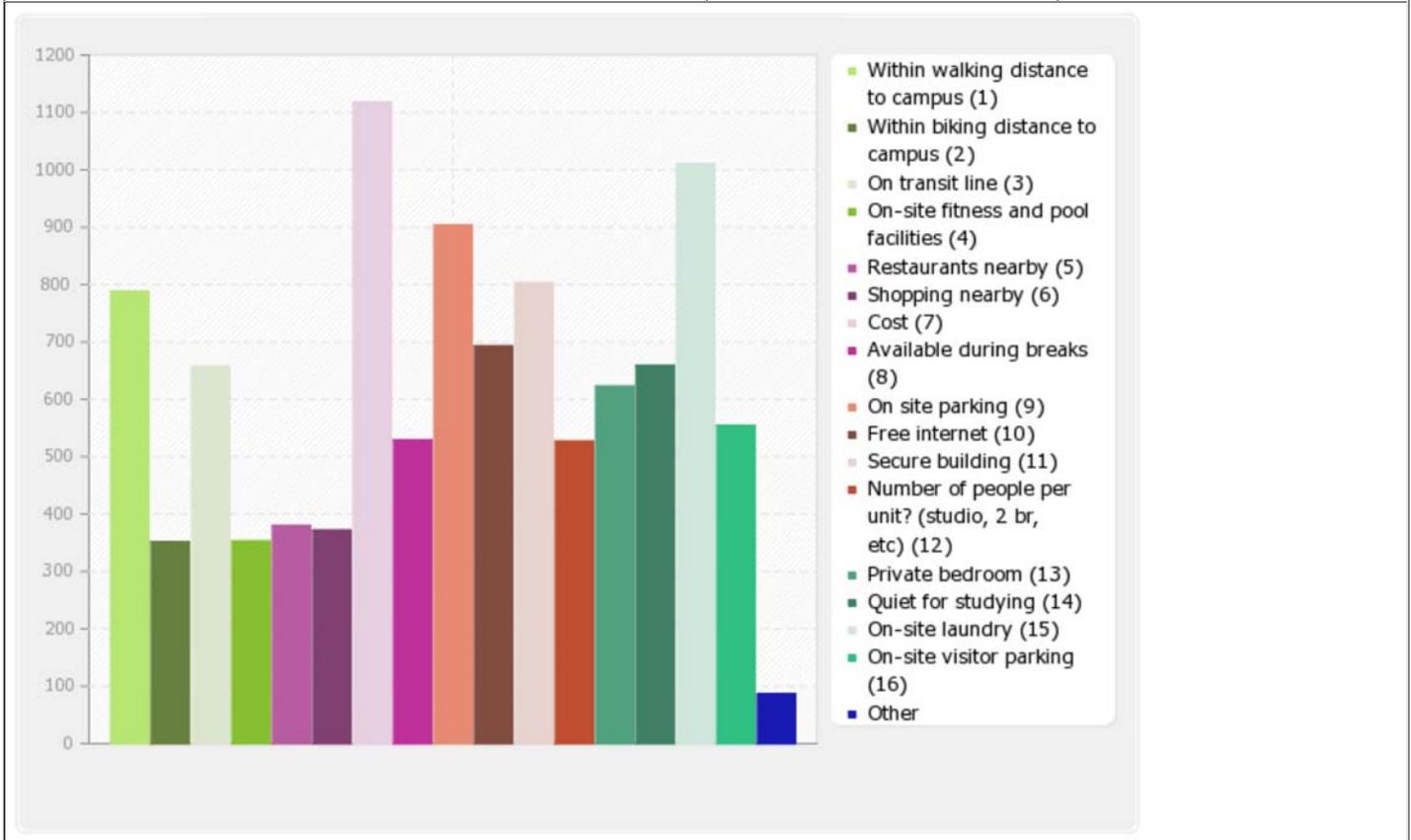
Field summary for Amen2 [1]:		
Of the above amenities, which would be your top three priorities? [Ranking 1]		
Answer	Count	Percentage
Within walking distance to campus (1)	210	17.43%
Within biking distance to campus (2)	13	1.08%
On transit line (3)	59	4.90%
On-site fitness and pool facilities (4)	5	0.41%
Restaurants nearby (5)	5	0.41%
Shopping nearby (6)	4	0.33%
Cost (7)	636	52.78%
Available during breaks (8)	9	0.75%
On site parking (9)	19	1.58%
Free internet (10)	26	2.16%
Secure building (11)	77	6.39%
Number of people per unit? (12)	8	0.66%
Private bedroom (13)	72	5.98%
Quite for studying (14)	15	1.24%
On-site laundry (15)	15	1.24%
On-site visitor parking (16)	11	0.91%
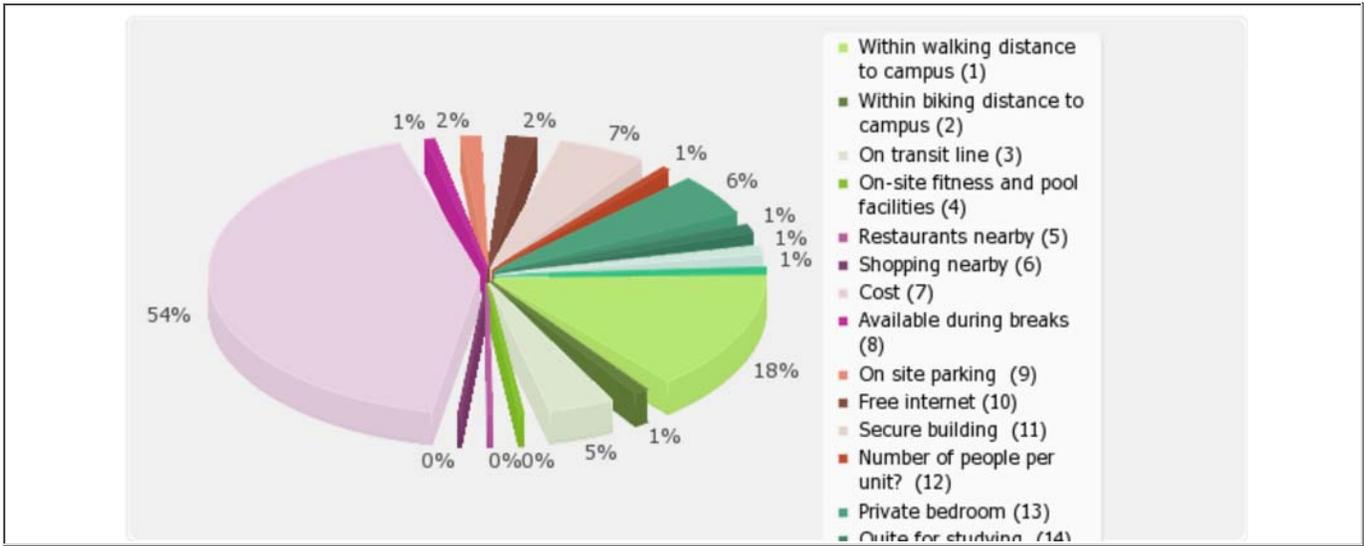
Field summary for Amen2 [2]:		
Of the above amenities, which would be your top three priorities? [Ranking 2]		
Answer	Count	Percentage
Within walking distance to campus (1)	160	13.28%
Within biking distance to campus (2)	45	3.73%
On transit line (3)	112	9.29%
On-site fitness and pool facilities (4)	17	1.41%
Restaurants nearby (5)	11	0.91%
Shopping nearby (6)	15	1.24%
Cost (7)	207	17.18%
Available during breaks (8)	35	2.90%
On site parking (9)	111	9.21%
Free internet (10)	68	5.64%
Secure building (11)	147	12.20%
Number of people per unit? (12)	46	3.82%
Private bedroom (13)	114	9.46%
Quite for studying (14)	44	3.65%
On-site laundry (15)	43	3.57%
On-site visitor parking (16)	7	0.58%
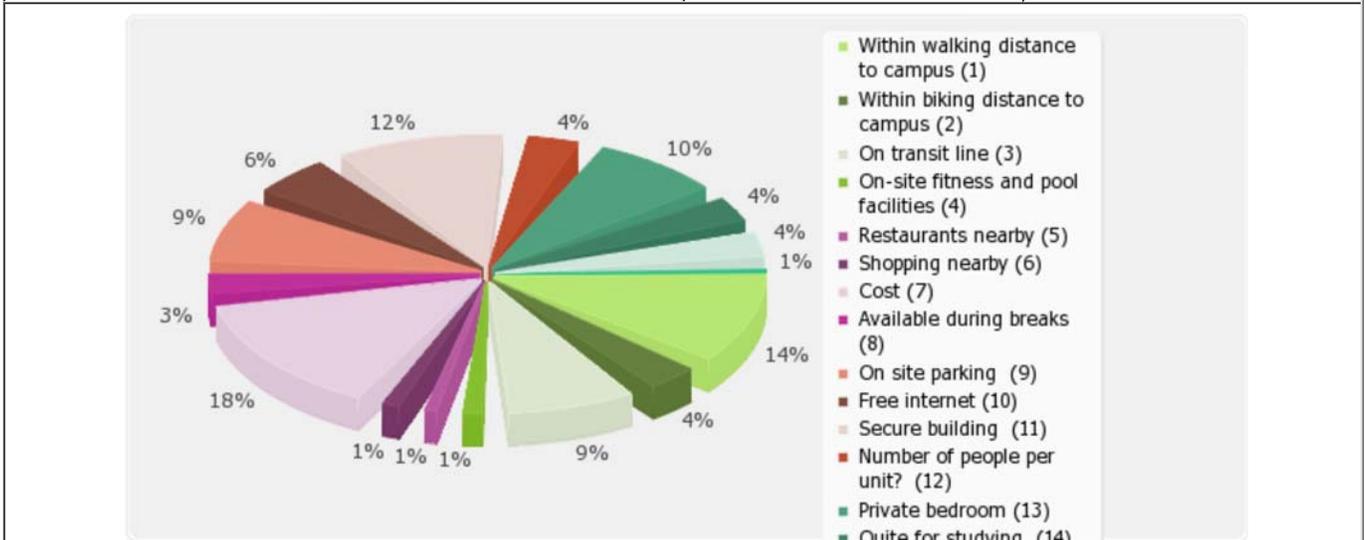
Field summary for Amen2 [3]:

Of the above amenities, which would be your top three priorities? [Ranking 3]		
Answer	Count	Percentage
Within walking distance to campus (1)	82	6.80%
Within biking distance to campus (2)	51	4.23%
On transit line (3)	85	7.05%
On-site fitness and pool facilities (4)	35	2.90%
Restaurants nearby (5)	13	1.08%
Shopping nearby (6)	20	1.66%
Cost (7)	114	9.46%
Available during breaks (8)	52	4.32%
On site parking (9)	174	14.44%
Free internet (10)	93	7.72%
Secure building (11)	119	9.88%
Number of people per unit? (12)	57	4.73%
Private bedroom (13)	100	8.30%
Quite for studying (14)	68	5.64%
On-site laundry (15)	111	9.21%
On-site visitor parking (16)	7	0.58%
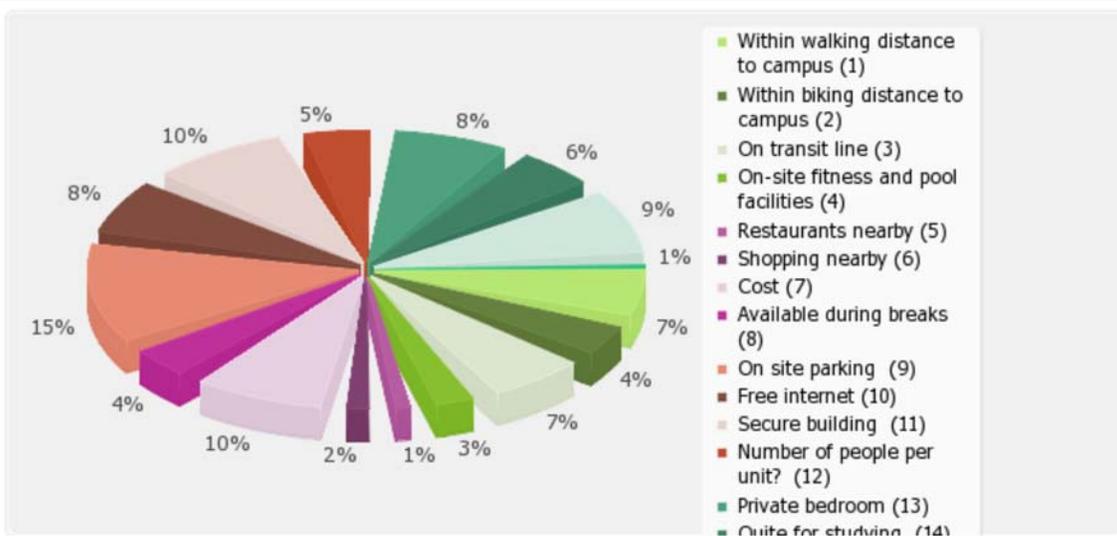
Field summary for Amen2 [4]:		
Of the above amenities, which would be your top three priorities? [Ranking 4]		
Answer	Count	Percentage
Within walking distance to campus (1)	78	6.47%
Within biking distance to campus (2)	47	3.90%
On transit line (3)	76	6.31%
On-site fitness and pool facilities (4)	34	2.82%
Restaurants nearby (5)	32	2.66%
Shopping nearby (6)	29	2.41%
Cost (7)	53	4.40%
Available during breaks (8)	41	3.40%
On site parking (9)	155	12.86%
Free internet (10)	121	10.04%
Secure building (11)	109	9.05%
Number of people per unit? (12)	67	5.56%
Private bedroom (13)	85	7.05%
Quite for studying (14)	68	5.64%
On-site laundry (15)	126	10.46%

On-site visitor parking (16)	34	2.82%
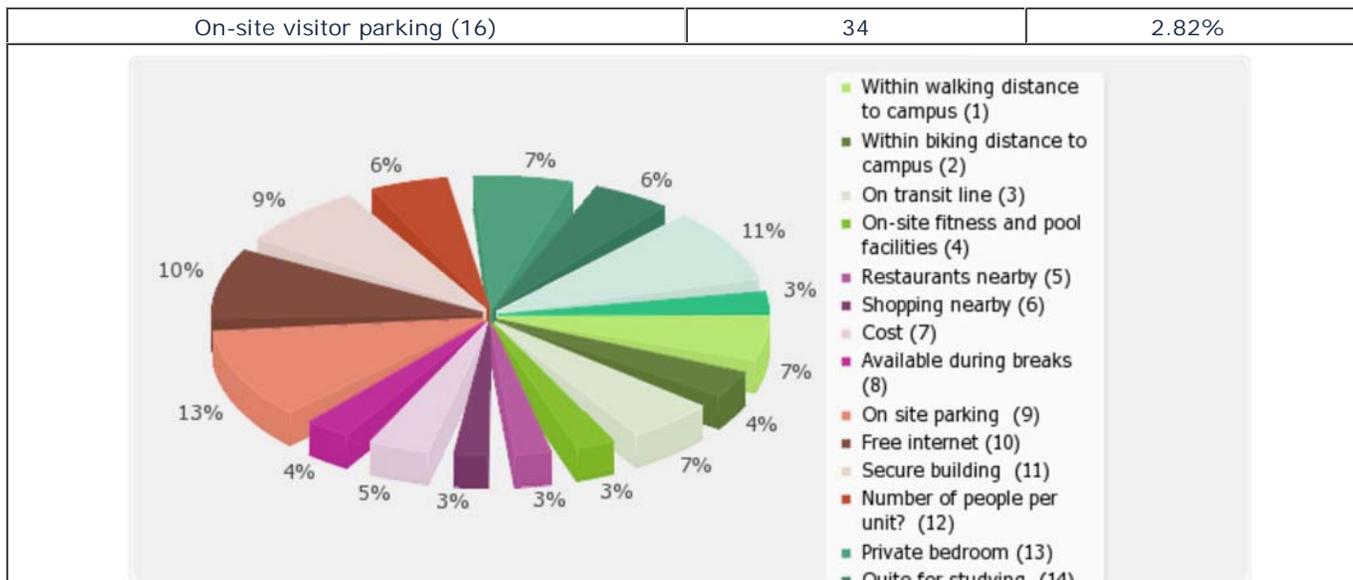
Field summary for Amen2 [5]:		
Of the above amenities, which would be your top three priorities? [Ranking 5]		
Answer	Count	Percentage
Within walking distance to campus (1)	66	5.48%
Within biking distance to campus (2)	50	4.15%
On transit line (3)	68	5.64%
On-site fitness and pool facilities (4)	31	2.57%
Restaurants nearby (5)	39	3.24%
Shopping nearby (6)	30	2.49%
Cost (7)	40	3.32%
Available during breaks (8)	63	5.23%
On site parking (9)	110	9.13%
Free internet (10)	94	7.80%
Secure building (11)	90	7.47%
Number of people per unit? (12)	79	6.56%
Private bedroom (13)	78	6.47%
Quite for studying (14)	94	7.80%
On-site laundry (15)	182	15.10%
On-site visitor parking (16)	39	3.24%
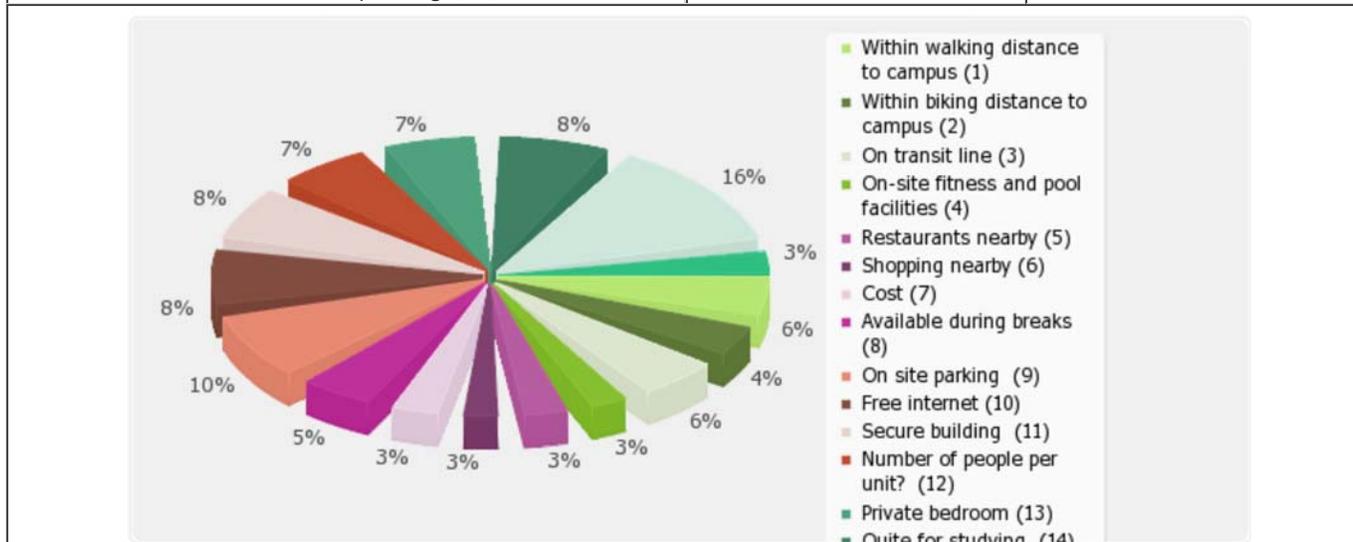
Field summary for Amen2 [6]:		
Of the above amenities, which would be your top three priorities? [Ranking 6]		
Answer	Count	Percentage
Within walking distance to campus (1)	48	3.98%
Within biking distance to campus (2)	41	3.40%
On transit line (3)	70	5.81%
On-site fitness and pool facilities (4)	35	2.90%
Restaurants nearby (5)	32	2.66%
Shopping nearby (6)	46	3.82%
Cost (7)	31	2.57%
Available during breaks (8)	69	5.73%
On site parking (9)	108	8.96%
Free internet (10)	79	6.56%
Secure building (11)	95	7.88%
Number of people per unit? (12)	84	6.97%
Private bedroom (13)	91	7.55%
Quite for studying (14)	110	9.13%
On-site laundry (15)	152	12.61%
On-site visitor parking (16)	59	4.90%
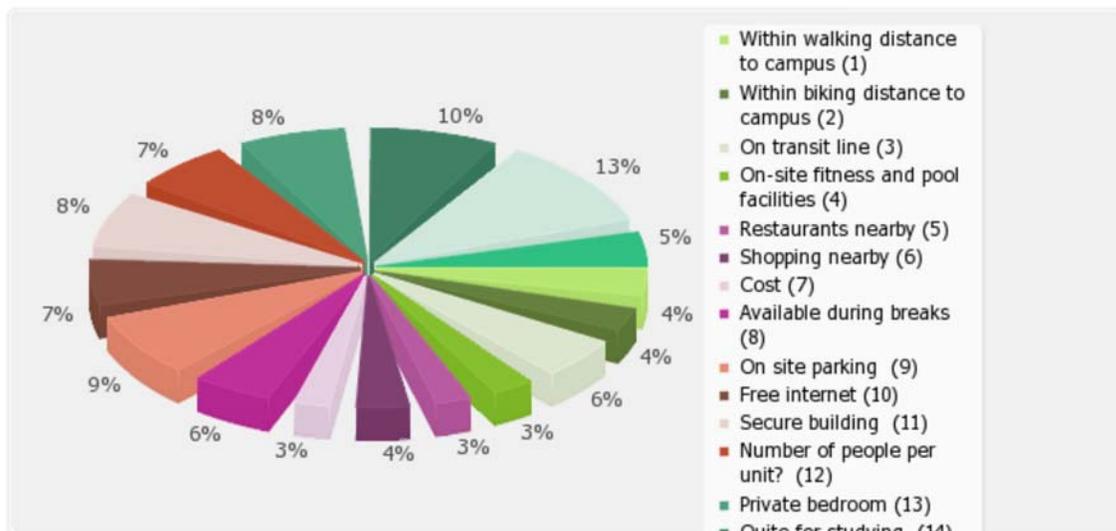
| Field summary for Amen2 [7]:		
Of the above amenities, which would be your top three priorities? [Ranking 7]		
Answer	Count	Percentage
Within walking distance to campus (1)	56	4.65%
Within biking distance to campus (2)	55	4.56%
On transit line (3)	50	4.15%
On-site fitness and pool facilities (4)	44	3.65%
Restaurants nearby (5)	45	3.73%
Shopping nearby (6)	48	3.98%
Cost (7)	17	1.41%
Available during breaks (8)	82	6.80%
On site parking (9)	77	6.39%
Free internet (10)	86	7.14%
Secure building (11)	89	7.39%
Number of people per unit? (12)	84	6.97%
Private bedroom (13)	83	6.89%
Quite for studying (14)	106	8.80%

On-site laundry (15)	125	10.37%
On-site visitor parking (16)	101	8.38%
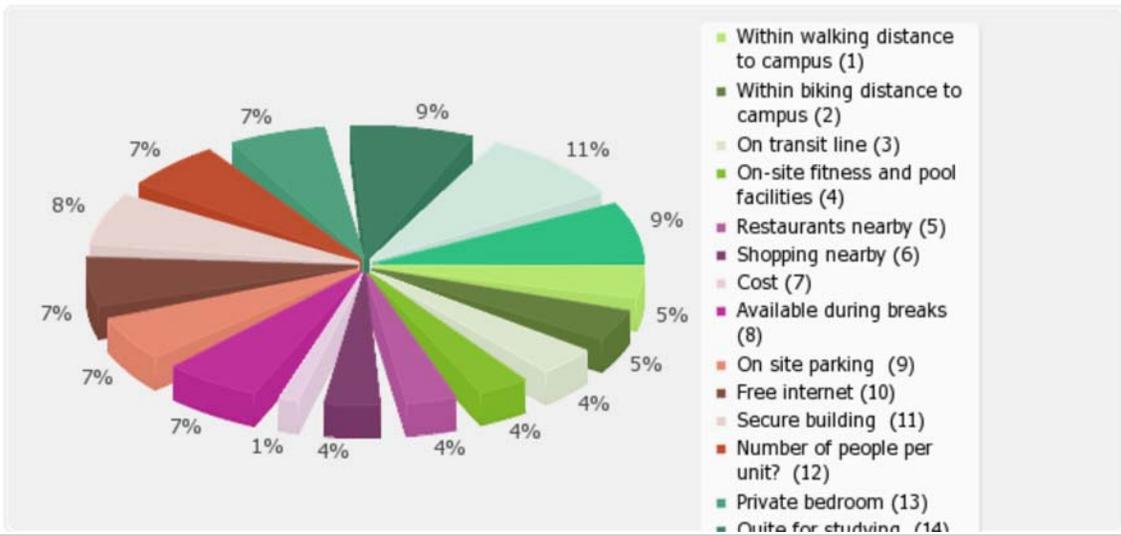
Field summary for Amen2 [8]:		
Of the above amenities, which would be your top three priorities? [Ranking 8]		
Answer	Count	Percentage
Within walking distance to campus (1)	57	4.73%
Within biking distance to campus (2)	63	5.23%
On transit line (3)	55	4.56%
On-site fitness and pool facilities (4)	51	4.23%
Restaurants nearby (5)	56	4.65%
Shopping nearby (6)	72	5.98%
Cost (7)	15	1.24%
Available during breaks (8)	75	6.22%
On site parking (9)	70	5.81%
Free internet (10)	71	5.89%
Secure building (11)	80	6.64%
Number of people per unit? (12)	115	9.54%
Private bedroom (13)	68	5.64%
Quite for studying (14)	99	8.22%
On-site laundry (15)	105	8.71%
On-site visitor parking (16)	95	7.88%
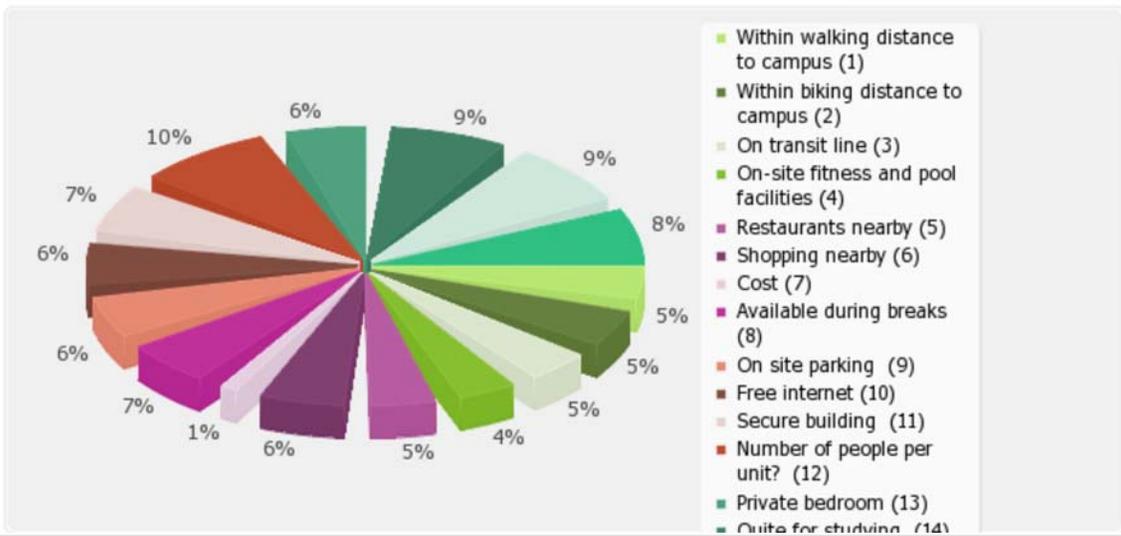
| Field summary for Amen2 [9]:		
Of the above amenities, which would be your top three priorities? [Ranking 9]		
Answer	Count	Percentage
Within walking distance to campus (1)	44	3.65%
Within biking distance to campus (2)	68	5.64%
On transit line (3)	56	4.65%
On-site fitness and pool facilities (4)	49	4.07%
Restaurants nearby (5)	70	5.81%
Shopping nearby (6)	58	4.81%
Cost (7)	13	1.08%
Available during breaks (8)	106	8.80%
On site parking (9)	66	5.48%
Free internet (10)	92	7.63%
Secure building (11)	76	6.31%
Number of people per unit? (12)	106	8.80%
Private bedroom (13)	68	5.64%
Quite for studying (14)	92	7.63%
On-site laundry (15)	75	6.22%
On-site visitor parking (16)	106	8.80%
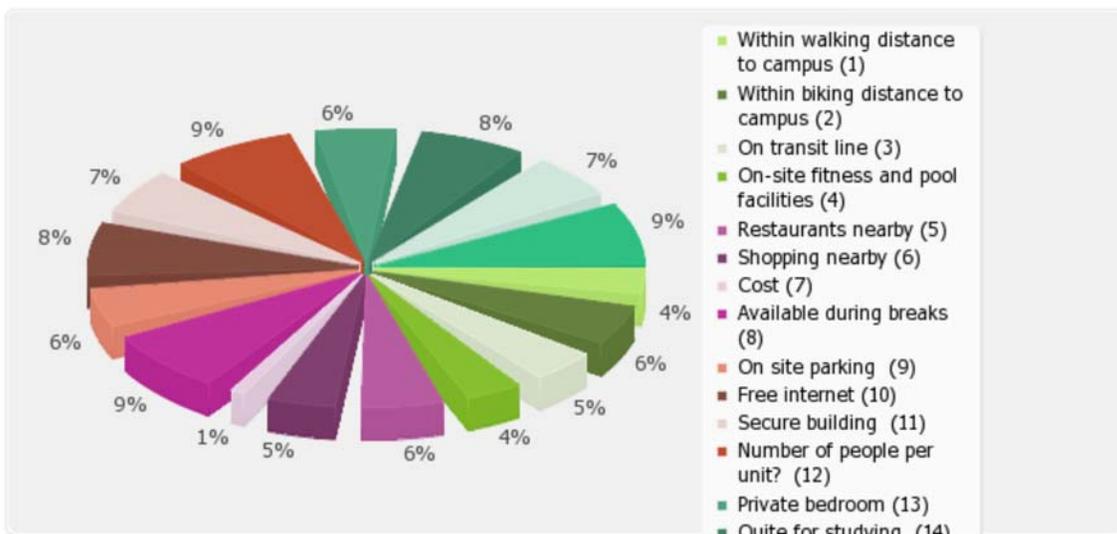
Field summary for Amen2 [10]:		
Of the above amenities, which would be your top three priorities? [Ranking 10]		
Answer	Count	Percentage
Within walking distance to campus (1)	50	4.15%
Within biking distance to campus (2)	70	5.81%
On transit line (3)	49	4.07%
On-site fitness and pool facilities (4)	72	5.98%
Restaurants nearby (5)	82	6.80%
Shopping nearby (6)	74	6.14%
Cost (7)	11	0.91%
Available during breaks (8)	103	8.55%
On site parking (9)	55	4.56%
Free internet (10)	83	6.89%
Secure building (11)	79	6.56%
Number of people per unit? (12)	105	8.71%
Private bedroom (13)	62	5.15%
Quite for studying (14)	92	7.63%

On-site laundry (15)	58	4.81%
On-site visitor parking (16)	99	8.22%
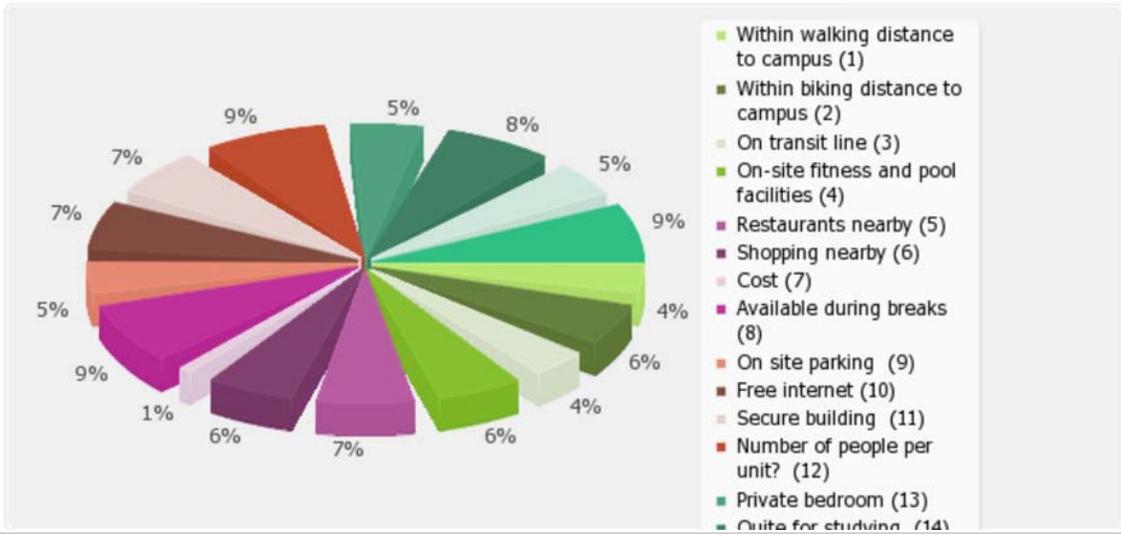
Field summary for Amen2 [11]:		
Of the above amenities, which would be your top three priorities? [Ranking 11]		
Answer	**Count**	**Percentage**
Within walking distance to campus (1)	50	4.15%
Within biking distance to campus (2)	82	6.80%
On transit line (3)	73	6.06%
On-site fitness and pool facilities (4)	65	5.39%
Restaurants nearby (5)	88	7.30%
Shopping nearby (6)	90	7.47%
Cost (7)	9	0.75%
Available during breaks (8)	92	7.63%
On site parking (9)	47	3.90%
Free internet (10)	78	6.47%
Secure building (11)	60	4.98%
Number of people per unit? (12)	76	6.31%
Private bedroom (13)	69	5.73%
Quite for studying (14)	96	7.97%
On-site laundry (15)	57	4.73%
On-site visitor parking (16)	112	9.29%
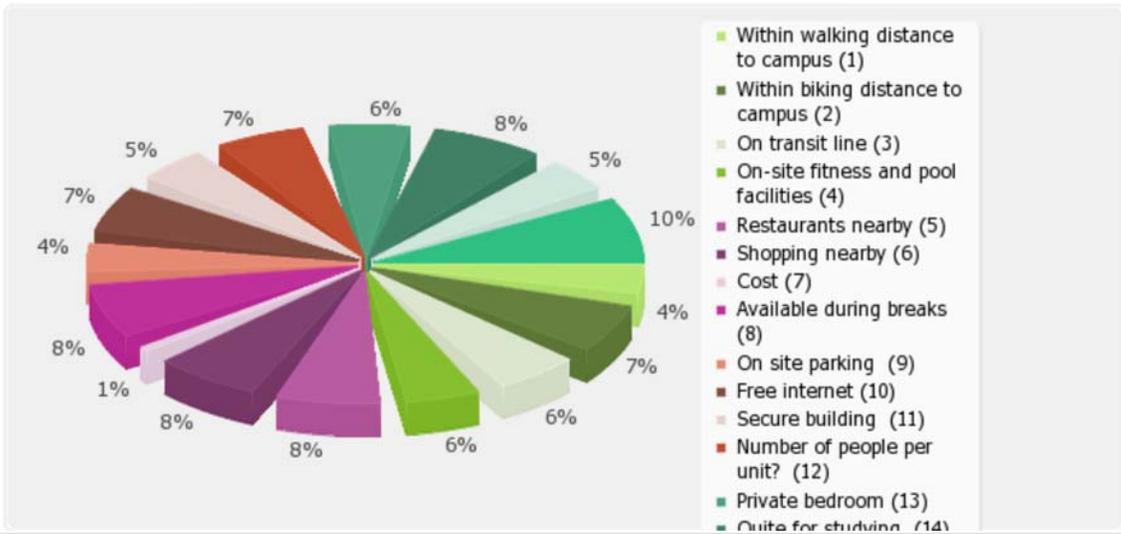
| Field summary for Amen2 [12]:		
Of the above amenities, which would be your top three priorities? [Ranking 12]		
Answer	Count	Percentage
Within walking distance to campus (1)	58	4.81%
Within biking distance to campus (2)	83	6.89%
On transit line (3)	64	5.31%
On-site fitness and pool facilities (4)	75	6.22%
Restaurants nearby (5)	118	9.79%
Shopping nearby (6)	107	8.88%
Cost (7)	5	0.41%
Available during breaks (8)	85	7.05%
On site parking (9)	40	3.32%
Free internet (10)	77	6.39%
Secure building (11)	47	3.90%
Number of people per unit? (12)	92	7.63%
Private bedroom (13)	74	6.14%
Quite for studying (14)	80	6.64%
On-site laundry (15)	30	2.49%
On-site visitor parking (16)	109	9.05%
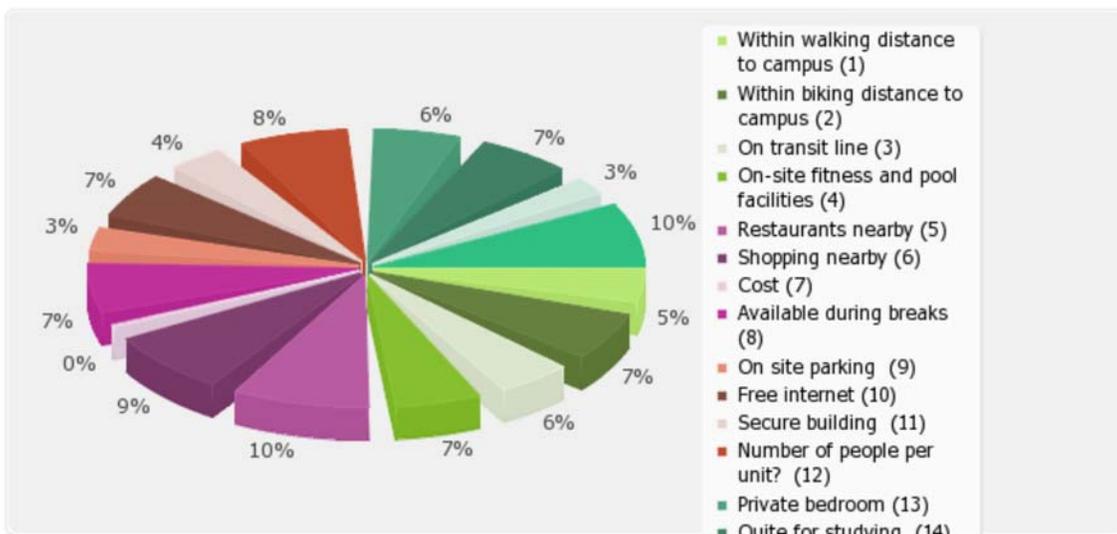
| Field summary for Amen2 [13]:		
Of the above amenities, which would be your top three priorities? [Ranking 13]		
Answer	Count	Percentage
Within walking distance to campus (1)	46	3.82%
Within biking distance to campus (2)	100	8.30%
On transit line (3)	70	5.81%
On-site fitness and pool facilities (4)	104	8.63%
Restaurants nearby (5)	136	11.29%
Shopping nearby (6)	112	9.29%
Cost (7)	6	0.50%
Available during breaks (8)	98	8.13%
On site parking (9)	33	2.74%
Free internet (10)	62	5.15%
Secure building (11)	32	2.66%
Number of people per unit? (12)	81	6.72%
Private bedroom (13)	60	4.98%
Quite for studying (14)	66	5.48%

On-site laundry (15)	33	2.74%
On-site visitor parking (16)	105	8.71%
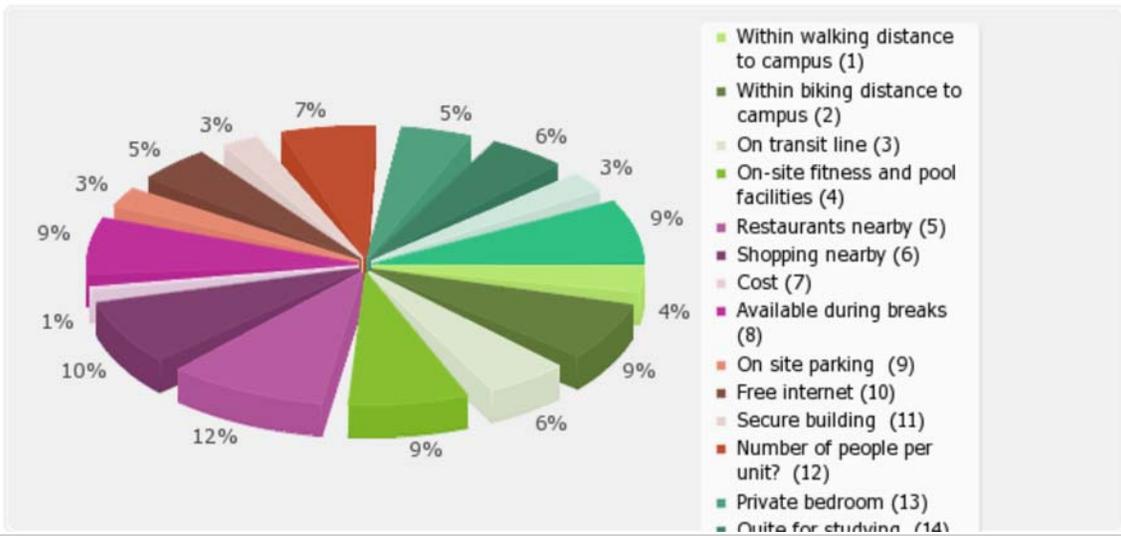
| Field summary for Amen2 [14]:		
Of the above amenities, which would be your top three priorities? [Ranking 14]		
Answer	**Count**	**Percentage**
Within walking distance to campus (1)	45	3.73%
Within biking distance to campus (2)	87	7.22%
On transit line (3)	76	6.31%
On-site fitness and pool facilities (4)	140	11.62%
Restaurants nearby (5)	163	13.53%
Shopping nearby (6)	151	12.53%
Cost (7)	8	0.66%
Available during breaks (8)	57	4.73%
On site parking (9)	41	3.40%
Free internet (10)	44	3.65%
Secure building (11)	29	2.41%
Number of people per unit? (12)	64	5.31%
Private bedroom (13)	45	3.73%
Quite for studying (14)	62	5.15%
On-site laundry (15)	20	1.66%
On-site visitor parking (16)	112	9.29%
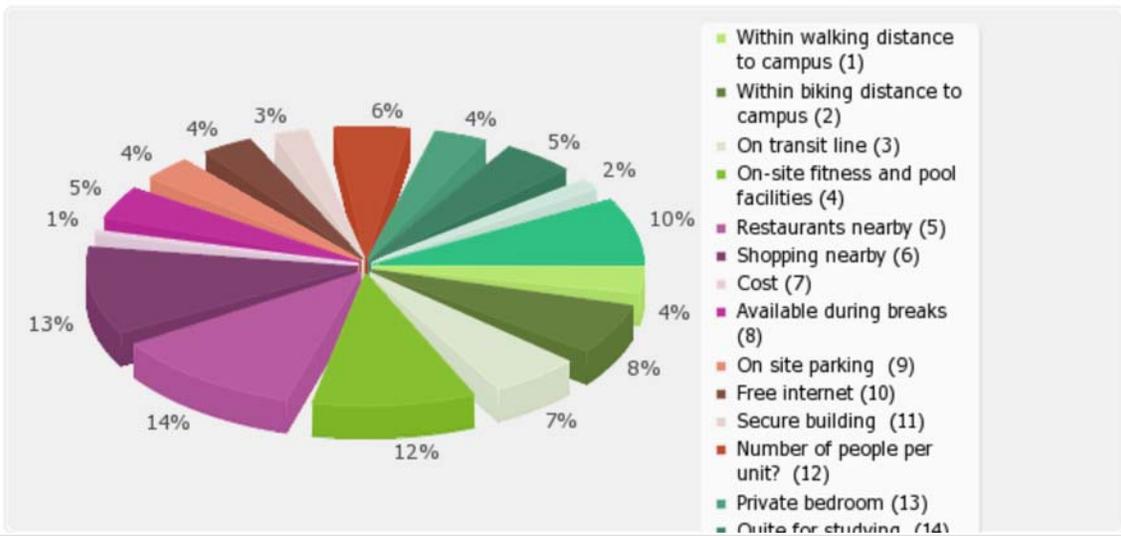
Field summary for Amen2 [15]:		
Of the above amenities, which would be your top three priorities? [Ranking 15]		
Answer	Count	Percentage
Within walking distance to campus (1)	55	4.56%
Within biking distance to campus (2)	134	11.12%
On transit line (3)	84	6.97%
On-site fitness and pool facilities (4)	132	10.95%
Restaurants nearby (5)	182	15.10%
Shopping nearby (6)	151	12.53%
Cost (7)	1	0.08%
Available during breaks (8)	90	7.47%
On site parking (9)	34	2.82%
Free internet (10)	44	3.65%
Secure building (11)	14	1.16%
Number of people per unit? (12)	49	4.07%
Private bedroom (13)	40	3.32%
Quite for studying (14)	33	2.74%
On-site laundry (15)	18	1.49%
On-site visitor parking (16)	83	6.89%
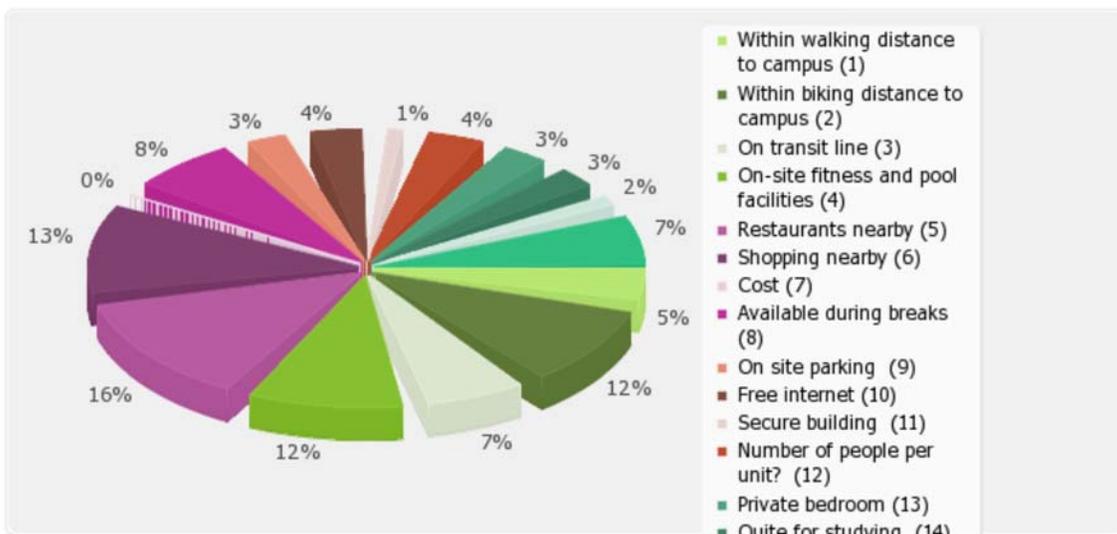
Field summary for Amen2 [16]:		
Of the above amenities, which would be your top three priorities? [Ranking 16]		
Answer	Count	Percentage
Within walking distance to campus (1)	58	4.81%
Within biking distance to campus (2)	158	13.11%
On transit line (3)	108	8.96%
On-site fitness and pool facilities (4)	257	21.33%
Restaurants nearby (5)	75	6.22%
Shopping nearby (6)	140	11.62%
Cost (7)	3	0.25%
Available during breaks (8)	96	7.97%
On site parking (9)	23	1.91%
Free internet (10)	33	2.74%
Secure building (11)	8	0.66%
Number of people per unit? (12)	34	2.82%
Private bedroom (13)	42	3.49%
Quite for studying (14)	24	1.99%

On-site laundry (15)	5	0.41%
On-site visitor parking (16)	79	6.56%

Field summary for CAR:		
Do you have a car?		
Answer	**Count**	**Percentage**
Yes (Y)	783	64.98%
No (N)	419	34.77%
No answer	3	0.25%

Field summary for Whycar:		
What are your reasons for having/not having a car?		
Answer Browse	1183	98.17%
No answer	22	1.83%
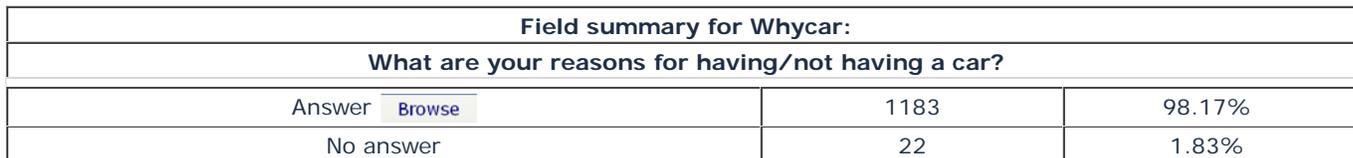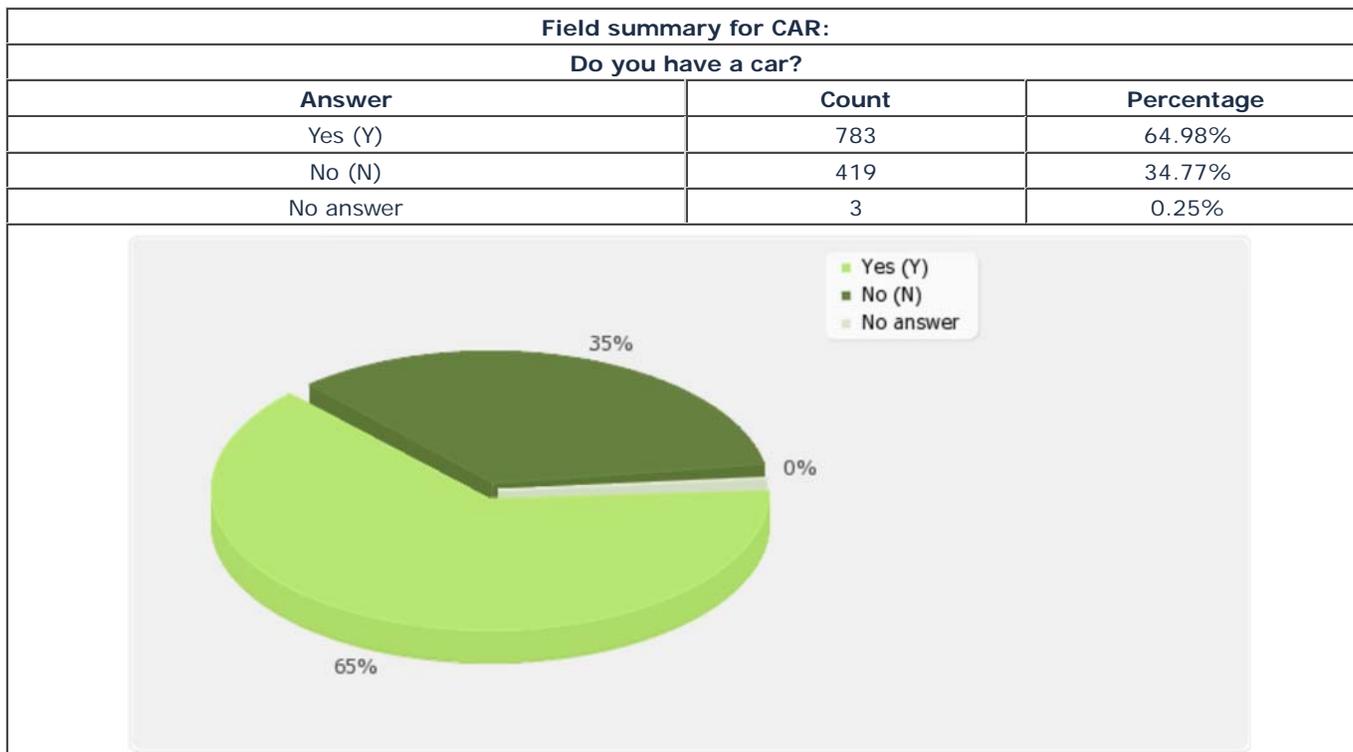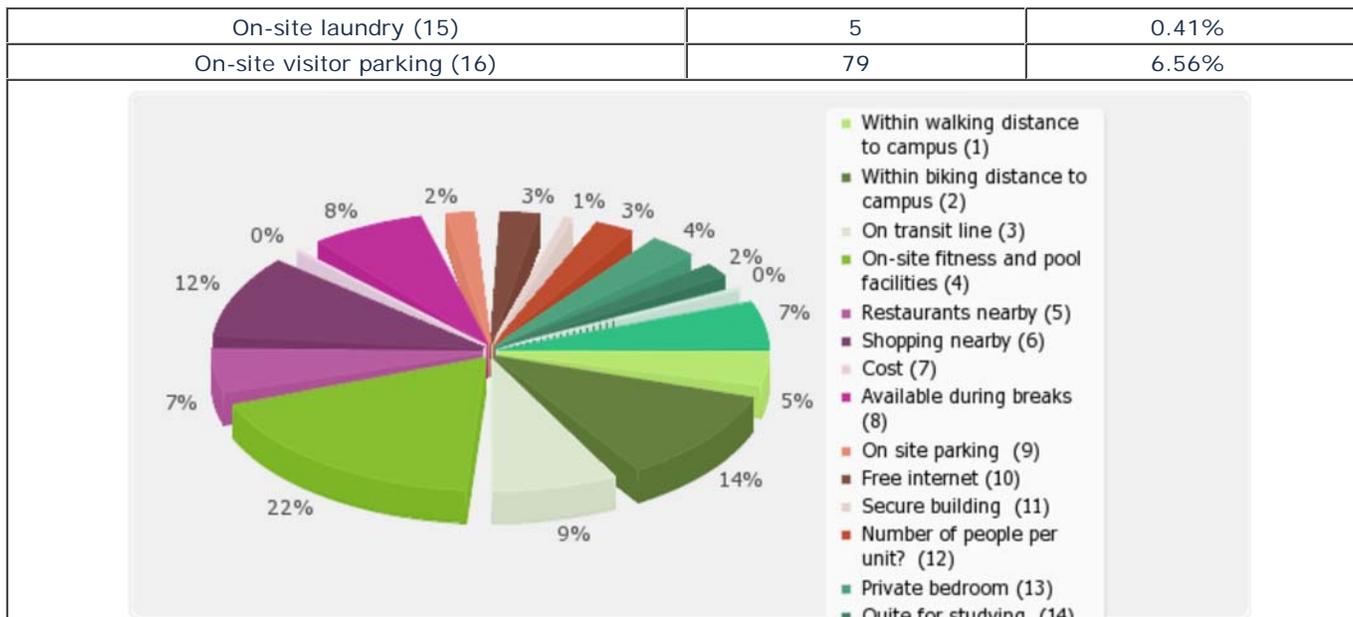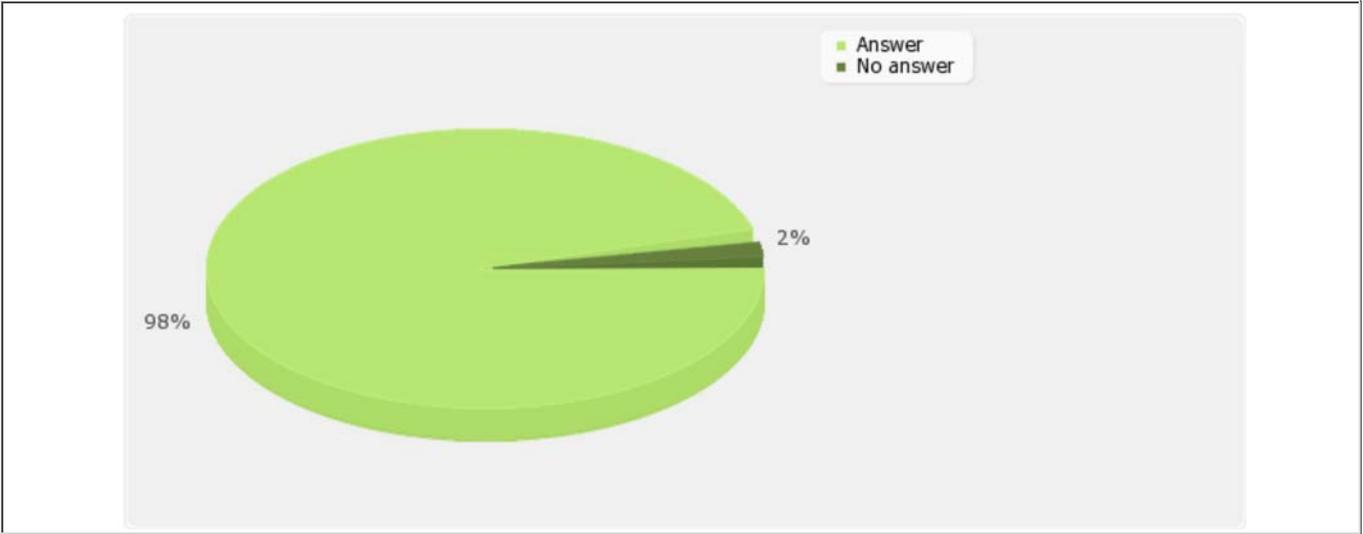
Field summary for Nocar:		
If you have a car now, would you ever consider not having a car?		
Answer	Count	Percentage
Yes (Y)	329	27.30%
No (N)	863	71.62%
No answer	13	1.08%
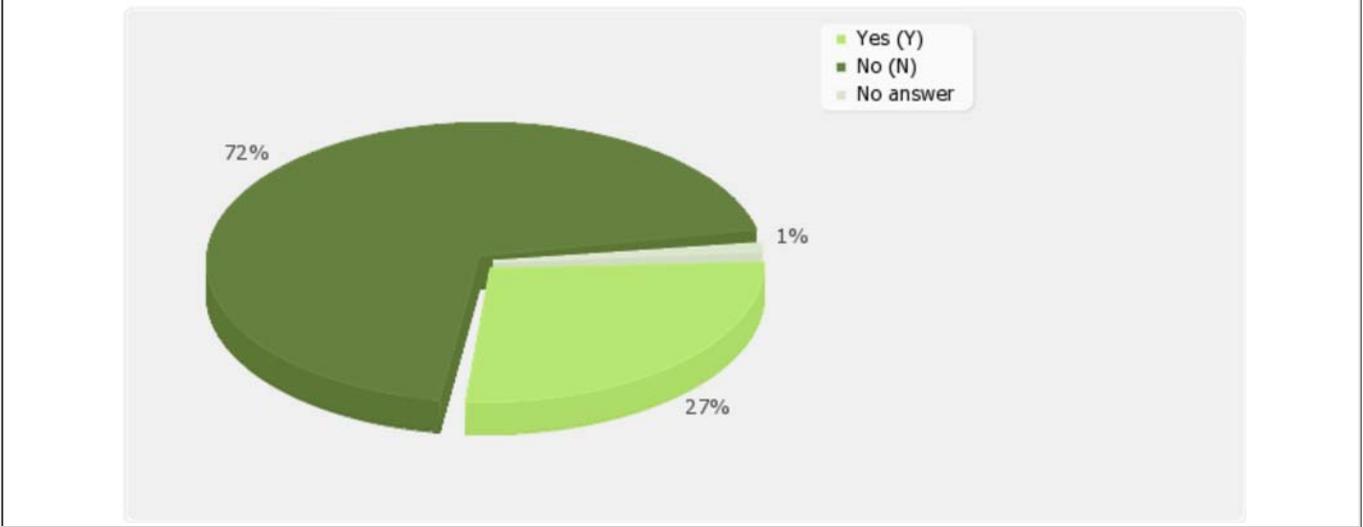
Field summary for whyno:		
If you answered yes to the question above, what factors would lead you to not have a car?		
Answer Browse	262	21.74%
No answer	943	78.26%
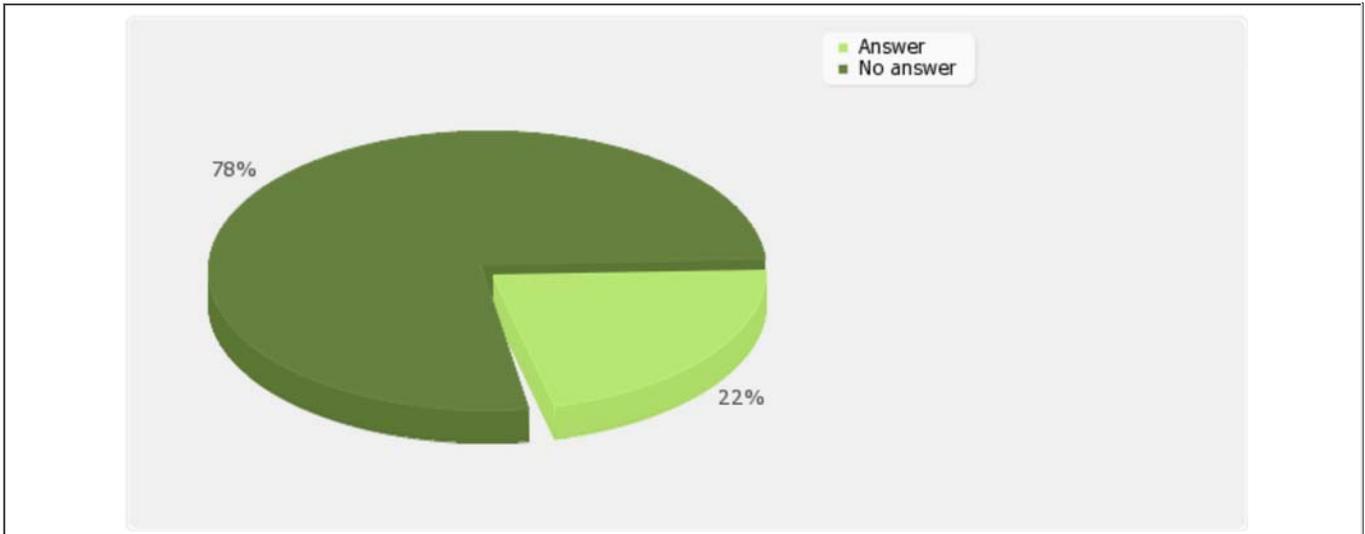
Field summary for comment:		
Do you have any additional comments the City of Duluth should consider for the Higher Education Small Area Plan?		
Answer Browse	332	27.55%
No answer	873	72.45%
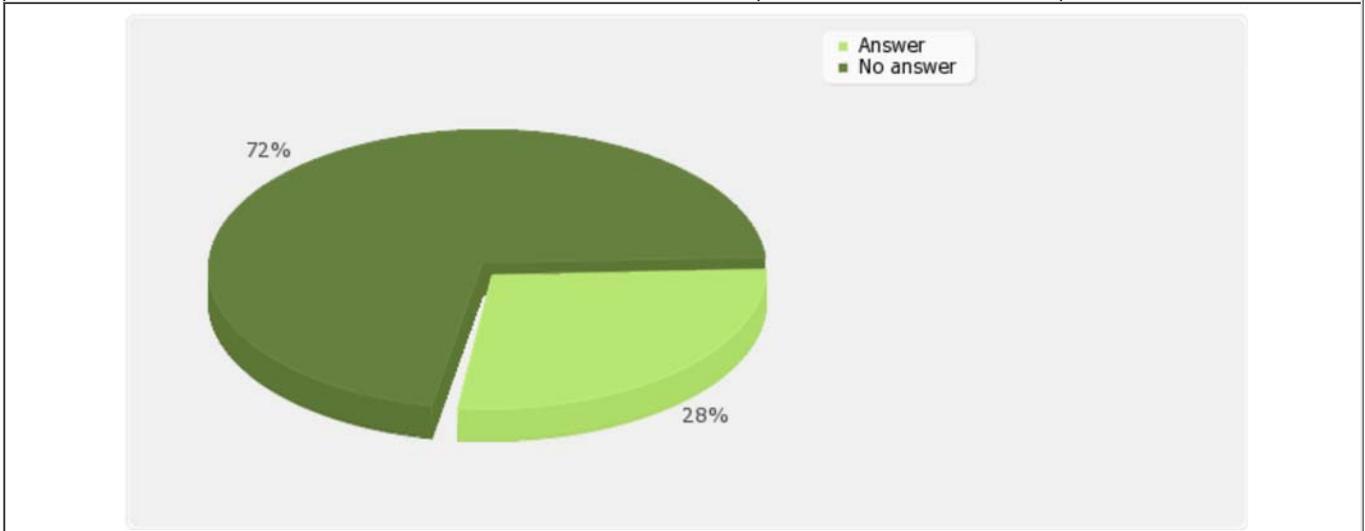
Contact Us

Other Amenities

a sense of community
AC would be nice.
ACCEPTS DOGS
Allows Alcohol
allows pets
Allows pets, large house, good landlords
Allows Pets-Even if you have to pay a fee. I would pay a billion dollars to be able to bring my pets! JK, but a reasonable amount. This is the primary reason why I decided to buy a house.
Bar nearby
Being in walking distance to campus is great. Having GOOD bus service to campus getting us there in AMPLE time before class starts is really important. Being told by the DTA that we just need to go an hour early is hard to hear when student population has gone up so much, when there aren't always good easy places to study at UMD to make GOOD use of that time that isn't extra in many of our schedules.
clean
Clean facilities
Clean, Maintained
cleanliness
Cleanliness
Cleanliness
co-ed living
condition of building
Dish Washer
family friendly
FAST INTERNET
Fence for Dog
free laundry
FREE laundry
friendly neighborhood
full-year & 1/2 year lease options
game room
Garage, Deck, Fire Pit
Good bathrooms
good landlord
good location, good friends.
having friends living nearby
I bought a house
I bought the house 9 years ago because I had 3 teen age daughters and it had 3 bathrooms.
I define biking distance as less than 15 miles.
i own my home here so a lot of this is n/a
In apt laundry
kitchenette
Lake view
LAKE VIEW
living with my sister and two friends
low crime
lower crime neighborhood
multiculturalism
N/a own my home

Other Amenities

Near 2 transit lines
Near grocery store
neighborhood
Neighbors understanding that they live in a college community
no RA or campus 'office'
no roommates
Not a dirty, broken-down, old, musty, derelict slumlord's idea of housing
Not having an RA. I am not a child.
Number of people in the building
On-site parking space for tenant
on-site tenant parking
Own sink and shower
Parking on Campus
party
Permits Animals
pet friendly
Pet Friendly
Pets
Pets
pets
Pets
pets
Pets Allowed
pets allowed
pets policies
printer/office area on-site
Proximity to friends houses
Quality
reasonable land lord
Rec/study rooms
Room Layout (suite style or standard double)
rural
safe neighborhood
Safe neighborhood, good neighbors, space for my family
safe neighborhood, good schools for kids, walking distance to restaurants, more home value per dollar spent, etc.
safety of neighboorhood
safety of neighborhood
somewhere to wash my dishes.
utilities included
Utilities Included
Yard
yard space

Car Ownership

Comments are taken verbatim from survey responses given by students at CSS and UMD. Please note that some language may be offensive.

Year		Do you have a car? If so, why?	If you currently have a car, would you consider not having a car? What factors would lead you to not have a car?	
Freshman	No	I have a younger sister at home that needs the car for school.	No	
Freshman	No	I feel like I do not need a car because I can ride the duluth transit for free to anywhere in duluth.	No	
Freshman	No	Too expensive	No	
Freshman	No	There is a free bus system and my boyfriend allows me to use his car when I ask prior to the occasion.	No	
Freshman	No	I do not have enough money to buy car.	No	
Freshman	No	Cost of parking permit to bring car with to school, as well as gas to drive home	No	
Freshman	Yes	i live 4 hours away/it's useful to get around	Yes	i don't use it a lot but it is nice if i do decide to go home
Freshman	Yes	I do a lot of errands. I also have to pick my sister up from school.	No	
Freshman	Yes	Going home (to Wisconsin), visiting family nearby (Michigan)	No	
Freshman	No	don't have one	No	
Freshman	No	Don't need one, cheaper not to have a car with me	No	
Freshman	No	To expensive	No	
Freshman	No	No real need for a car, which is great. All my classes are a 5 minute walk from my dorm. There are frequent buses to and from the campus. There is a 24/7 taxi service for students. And I will soon have a bike.	No	
Freshman	Yes	want to go places without hassle	Yes	
Freshman	Yes	Gets me where i need to go if it isn't in walking distance. And gets me home if i ever need to make the trip back to the cities.	No	
Freshman	No	I can't afford it.	No	
Freshman	No	paying for parking and paying for gas. mostly the parking though	No	
Freshman	No	Can't afford one.	No	
Freshman	Yes	Like to be able to come and go as I plese	No	
Freshman	No	Affordability	Yes	I do not have a car.
Freshman	No	I don't own one.	No	
Freshman	No	cost-insurance, gas, repairs	Yes	i don't have one right now. it is currently easier to not have one. factors: money, not necessary to have one

Car Ownership

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Freshman	Yes	I work and it's faster then working out the bus system plus I sometimes go home to do laundry because i'm not that far away	No	
Freshman	Yes	Employment, and off-campus activities	No	
Freshman	No	Hassle in winter. Parking/gas not worth it. Free bus and cheap taxi	Yes	
Freshman	Yes	I dont know my way around, so having a car helps me. sometimes when i lost, i using my GPS to get around. I also use for emergency needs. case i get sick or want to go home.	Yes	because of the cost of gas, insurance, parking tickets, permit tickets, and money more that i cant even talk about.
Freshman	No		No	
Freshman	No	I do not have the funds that would support a car, as well as it is more Eco-friendly to use public transportation rather than a car	Yes	Eco-friendly, more affordable.
Freshman	No	Dont find it necessary	No	
Freshman	Yes	I like to be able to go places wherever and whenever I want plus I need a car to get back home.	No	
Freshman	Yes	I need it to get around, it's nice to have and if I ever want to go home I can.	No	
Freshman	No	don't have a job to pay for gas, the car i used at home isn't reliable enough, parents wouldn't let me have one here	No	
Freshman	No	None	No	
Freshman	No	Too far away from home to maintain properly.	No	
Freshman	No	Costs too much money.	No	
Freshman	Yes	Convience	Yes	Not having to pay for gas or insurance
Freshman	Yes	Easier to get around	No	
Freshman	No	Can't afford it.	Yes	Cost. Not very fuel efficient. I choose to help the enviroment wherever possible
Freshman	No	do not drive	Yes	too busy to leave campus
Freshman	No	I can't afford a car or gas.	No	
Freshman	No	I don't own one in this country.	Yes	
Freshman	Yes	I like knowing that I can go where ever I want, visit whoever, go home whenever, and basically just wanted to have my car with me.	No	I would never NOT have a car unless mine broke down and is unfix-able
Freshman	No	don't have one	No	
Freshman	Yes	Driving to places I want to go.	No	
Freshman	Yes	personal use to save time for running errands	No	
Freshman	No	Don't need one yet	Yes	If I didn't afford it
Freshman	Yes	To be able to drive myself home when desired, not for in town use.	No	

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Car Ownership

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Freshman	No	Cost	No	
Freshman	Yes	to get places.........	No	
Freshman	No	not needed at moment	No	
Freshman	No	I don't have the money	No	
Freshman	No	do not have a license	Yes	everything is in walking distance and if not the bus if free and comes every 30 mins max.
Freshman	Yes	So I can leave the city if I need to. Also a round trip home by bus is over $100 and a 9 hour bus ride (versus six hour drive.)	No	
Freshman	Yes	So I can go back home.	Yes	Almost everything can be reached via bus/cab.
Freshman	Yes	Job	Yes	Job not making me go to different places
Freshman	No	save gas dont need it	No	
Freshman	No	I didn't bring it to Duluth for my freshman year to save on parking and gas money.	No	
Freshman	Yes	I live 4.5 hours away in hicktown USA and i need to be able to get home.	No	
Freshman	No	I wouldn't use it much this year. Plus gas is expensive.	Yes	Cost and not using it enough.
Freshman	No	Don't have a need for one.	No	
Freshman	No	No need with the transportation services provided	No	
Freshman	No	Don't have one	No	
Freshman	No	cost to much to park on campus	Yes	Money
Freshman	No	I can use the city bus and i have connections so i can get home when i want to go home.	No	
Freshman	Yes	Makes it easier to get home, and around Duluth without worrying about bus routes, times, weather, act.	No	
Freshman	No	Living on Campus and free busing	No	
Freshman	Yes	Convenience	No	
Freshman	No	Live in the dorms/ dont have a drivers license	No	
Freshman	Yes	It is necessary so I can drive home.	No	
Freshman	No	Too far away from home	No	
Freshman	No	I was afraid of the parking issue and the winter in Duluth, if I needed to plug in my car.	No	
Freshman	No	Too expensive to park it on-campus parking.	No	
Freshman	No	i have a car but dont wanna bring it here due to the fact many get broken into/damaged	No	
Freshman	Yes	to get to work	No	
Freshman	Yes	I need to be able to get home and back inexpensively and efficiently.	No	
Freshman	No	international student I am new here	No	cost

Car Ownership

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Freshman	No	Too expensive to keep up here on the campus, not used enough.	Yes	I already don't have a car here.
Freshman	No	I do not think it is necessary for my first year.	No	
Freshman	No	NO need to have one as a freshman.	Yes	
Freshman	Yes	Use for a job and running erands, also transportation home. Also parking is cheep on campus	Yes	High gas prices, unsecure lots or rise in car burglaries, bad parking spots or high prices.
Freshman	Yes	Easier to get around. No waiting.	Yes	Transit system takes me most places.
Freshman	No	Expenses	No	
Freshman	No	I don't own a car.	Yes	
Freshman	No	too expensive/don't need one because of the bus	Yes	
Freshman	Yes	Being able to go where I want, when i want.	No	
Freshman	No	My family cannot afford it at the moment. My mom just graduated from college back home, and she is trying to pay off her student loans first.	No	
Freshman	No	Not enough room	No	
Freshman	No	Cant afford/have a motorcycle	Yes	
Freshman	Yes	easier than everything else	Yes	gas, parking
Freshman	Yes	To be able to get around town and go home if needed	No	
Freshman	No	Too dangerous to drive in the winter.	No	
Freshman	Yes	I want to be able to get around the city without having to worry about buses or taxies.	No	
Freshman	No	I have a car at home but didn't want to pay for a parking permit.	No	
Freshman	No	Free busing and no real need.	Yes	FREE BUSING!! GAS!!! WINTER!!!
Freshman	No	I can"t drive.	No	
Freshman	No	I use DTA	N/A	
Freshman	No	The cost to keep it here is beyond my means.	No	
Freshman	Yes	Easier transportation	No	
Freshman	Yes	Transportation to work	No	
Freshman	No	Im a freshman and its a hassle	Yes	availability to busing
Freshman	No	I don't feel the need because i live in the dorms.	No	
Freshman	No	I don't have a car, because I don't own a car. If I did have a car though, I would like to have it up here for intense winters and for run about errands	No	
Freshman	No	Don't own one	No	
Freshman	Yes	Get around where I want and when I want	No	
Freshman	Yes	i drive to school	No	
Freshman	Yes	Having a car makes it much easier to hold a job during college.	Yes	Gas money and the worry of having to fix the car if anything breaks, even with a job that potential costs might outweigh the benefits.

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Car Ownership

Comments are taken verbatim from survey responses given by students at CSS and UMD. Please note that some language may be offensive.

Freshman	No	Public Transportation is Excellent in Duluth. Buses, taxis, etc. You can get anywhere in the city.	Yes	High cost of gasoline and maintenance, and great public transportation.
Freshman	No	the cost of parking and Duluth weather conditions	Yes	
Freshman	Yes	Easy access to get to places such as Walgreens, the mall, and target without having to rely on mass transportation to get there.	No	
Freshman	No	Didn't bring it for my first year, will most likely have one next fall.	No	
Freshman	Yes	So i can get around town for my job and go home if i want to anytime.	No	
Freshman	Yes	My father want to to have a car to go back home during the weekend	No	
Freshman	No	bad in the winter	No	
Freshman	No	Cost of parking. Hassle in Duluth.	No	
Freshman	No	It's much cheaper and my car wouldn't make it through the winters up here.	Yes	
Freshman	No	college	No	
Freshman	No	paying for it	Yes	
Freshman	Yes	So I can drive to school. I live in Hermantown.	No	If I lived on campus
Freshman	No	am an international student	No	fuel cost
Freshman	No	I do not have a off-campus job yet, so my parents will not let me have one yet.	No	
Freshman	No	Free bus service and cheap taxi	No	
Freshman	No	There is enough publice transit to easily get around. I also do not want to have to shovel my car out every time it snows.	Yes	
Freshman	No	Too much financial responsibility, ie insurance, parking permit, gas money	No	
Freshman	No	My parents didn't want me to drive aroundn in the winter here.	No	
Freshman	No	Too expensive to pay for gas, car starting to break down	No	
Freshman	No	Not needed for oncampus life	Yes	If I continue to live on campus with out a job
Freshman	No	Too expensive	Yes	
Freshman	Yes	I like the ability to go where I please.	Yes	Good transpiration systems and walking distances.
Freshman	No	do not need	Yes	
Freshman	No	Dont have my own	No	
Freshman	No	didnt want to pay for parking pass my first year.	No	
Freshman	No	Living on campus, a car isn't necessary, so I left it at home this year to save on costs.	Yes	If I stayed on Campus, I would consider not bringing a car.

Car Ownership

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Freshman	Yes	I go back and forth between Superior a lot, and I prefer to drive to Chester Park for Orchestra than walk because in the winter it will be horrible for my instrument. (I play the cello.)	No	
Freshman	No	Parents not allowed it No need for a car	No	
Freshman	No	I want a car, money and parents are the reason I don't have a car.	Yes	
Freshman	No	Cost of a parking permit, difficulty of finding a parking space, car reparation/problems to deal with, bad roads in area.	Yes	*See above
Freshman	Yes	I need to get to work, school, and other places on my own.	No	
Freshman	Yes	To get around.	No	
Freshman	Yes	So I may go places when I need to.	No	
Freshman	No	I just can't afford one right now.	No	
Freshman	No	my parents wouldn't let me because its too expensive	No	
Freshman	No	Because I don't have a job currently and I don't have money to buy gas and keep up with maintenance.	No	
Freshman	No	My Sister is a Senior at UMD and she brought her car up with her. We just share it when i need to drive somewhere.	No	
Freshman	No	My job is on campus and UMD has a transit line and I have other friends who brought their cars.	Yes	
Freshman	No	I don't like driving in the winter, and UMD is built on a hill, thus the roads may be more slippery going downhill.	No	N/A
Freshman	Yes	It's necessary for me to have one to get back and forth to school and work	No	
Freshman	No	Parents	No	
Freshman	No	Didn't want to bring my car up and drive in winter. Didn't want to have to keep up for maintenence and have that extra cost/time.	Yes	
Freshman	Yes	Because I commute like 8 miles.	No	
Freshman	No	I do not have my Driver's license yet.	No	
Freshman	No	My parents haven't bought me one yet.	Yes	I probably won't use my car that much. I would stay on campus most of the time and only go out once a week.
Freshman	No	My parents wouldn't let me have one freshman year.	No	
Freshman	Yes	to be able to drive home if there is an emergency, convenience	No	
Freshman	Yes	It is currently at my hometown.	No	
Freshman	No	I did not bring it with me to school.	No	
Freshman	Yes	Having a car is a quick and easy way to get around Duluth. No waiting.	No	

Car Ownership

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Freshman	Yes	I would never be able to do anything without a car. It opens up job and life opportunities.	No	I like being able to go wherever I want whenever I want.
Freshman	No	Too expensive	Yes	Too expensive
Freshman	No	Not enough space for parking, not easy enough to access	No	
Freshman	No	$	Yes	
Freshman	No	Not necessary living in the dorms and parking is very limited.	Yes	
Freshman	No		N/A	
Freshman	No	my car is back at home	No	
Freshman	Yes	Have a car: convenient to go where you need to when you need to independence i have a job here in town	No	
Freshman	No	I live on campus	No	
Freshman	No	I dont want to have to pay for gas and I dont want an opportunity for other people to want to use my car.	Yes	
Freshman	No	i don't own a car...	Yes	cost.
Freshman	No	To much work to get parking at school. not enough spaces.	No	
Freshman	No	Can't afford to buy and maintain a car.	No	
Freshman	No	cost, extra responsibility, lack of sufficient need, instruction permit	Yes	cost, availability of public transportation, residence location
Freshman	No	Too expensive and not necessary	No	
Freshman	Yes	My parents said I could take my car and I enjoy having it to go places in duluth.	No	
Freshman	No	For my First year of College my mom didn't want me to have a car.	No	
Freshman	Yes	I don't like to feel like I'm stuck somewhere.	No	
Freshman	No	I have a car at home, but due to the cost for a parking permit and the cost for gasoline I felt that it would be easier not to have one since I'm living on campus.	Yes	Cost
Freshman	Yes	To get around and be able to get conveniently to my job.	No	
Freshman	No	Cost of parking	No	
Freshman	No	I don't have the money to pay for one. My parents didn't believe that giving me a car for my 16th birthday or for college was a good way to teach me about money. When I go home they always make sure that I have a car available for me to use as well.	No	
Freshman	Yes	I feel like it is necessary for me to have a car to have more freedom, since I'm living at home.	No	
Freshman	Yes	Share with sibling, need to get to school/job.	No	
Freshman	Yes	To get around easier	No	
Freshman	No	cost	No	

Car Ownership

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Freshman	Yes	to get places	No	
Freshman	Yes	Having a car adds a huge amount of convieniece, gives me the ability to go whereever whenever.	No	
Freshman	Yes	My older sister goes to UMD also and we share the car. Its nice to have if we need groceries or anything and if we want to go home. Its nice not to have to always be searching for a ride home.	Yes	The cost of a parking pass and the cost of gas when my car is always available to me.
Freshman	No	i am trying to get it in a year	No	
Freshman	No	I live on campus so I don't need a car to get to class.	No	
Freshman	No	Parking pass is too expensive	No	
Freshman	No	money	No	
Freshman	No	I don't need it because I live in the dorms and if I want to go anywhere off campus there I have a bike; there is free busing, and I have friends with cars.	Yes	There is free busing and I have a bike.
Freshman	No	im a freshman. its too much money and not really that necessary	Yes	i dont know i dont like this question
Freshman	No	No money	No	
Freshman	No		N/A	
Freshman	No	I didn't want to be able to run around at anytime.	No	
Freshman	No	dont need one	No	
Freshman	No	Never had my own, and didn't think it was necessary for my first year of college.	No	
Freshman	Yes	I drive to campus	No	
Freshman	No	Too much money/don't absolutely need one just yet.	No	
Freshman	No	Roads, too hilly!	No	
Freshman	Yes	I'm living in an apartment and i don't have a meal plan so i mainly have a car to go get groceries and on occasion go home or visit my high school friends at other colleges.	No	
Freshman	No	streets are awful in the winter	Yes	
Freshman	Yes	Easy transportation for yourself.	No	
Freshman	No	I can't afford it I don't wanna pay for parking I don't really need one	No	
Freshman	No	i dont have my car up here because im a freshmen and i live on campus and i dont necessarily need a car this year.	No	
Freshman	No	The car is needed more by my family	No	
Freshman	No	no place to park, dont wanna worry about it	No	
Freshman	Yes	Drive to places when needed	No	
Freshman	No	Cost	No	
Freshman	No	Bus system	Yes	

Car Ownership

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Freshman	Yes	too far for bussing, and i don't feel stranded. Plus i can grocery shop with my car instead of having to take a bus	No	
Freshman	No	Too expensive.	No	
Freshman	No	not allowed by parents harsh winters not wanting to deal with mechanical care	No	
Freshman	Yes	To get back and forth from work and school.	No	
Freshman	No	No money and the permit is really expensive.	Yes	
Freshman	No	Parents didn't allow me to bring it and it costs money for a permit.	No	
Freshman	No	I felt like I didn't need to bring up a car because I get free transportation with the DTA.	No	
Freshman	Yes	i need to drive to work	No	
Freshman	No	Can't afford one	No	
Freshman	Yes	I coach football in superior every day.	No	
Freshman	Yes		No	
Freshman	No	I can take the bus for free, plus my boyfriend has a car.	No	
Freshman	No	I'm a freshman living on campus with free bus service	No	
Freshman	No	I do not own one	No	
Freshman	No	Because i am a freshman and i think it would be a waste of money and it would also be a hassle. Also my car is older and does not normally sit outside and i do not think it would far well in the duluth winters outside.	No	
Freshman	No	I don't have one this year because I live on campus, but next year I will bring one.	No	
Freshman	No	Can't afford car and insurance.	No	
Freshman	No	Can't drive	Yes	
Freshman	No	to much cost	No	
Freshman	No	theres limited space to park	No	
Freshman	No	The college campus has limited parking, there are other people with cars, the price of parking pass, and the transit system is free to students.	No	
Freshman	Yes	To be able to travel without conflict. To be able to go home when I want to and go to another place without delay.	No	
Freshman	No	My brother also lives in Duluth, and he has better access to parking.	No	
Freshman	Yes	to get around to places and go home.	No	
Freshman	Yes	It's my way of going back home during breaks and coming back to school, since my mom does not drive and no one else from my home town goes to school in Duluth. I also use it to go to some places in Duluth while I'm in school.	No	

Car Ownership

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Freshman	No	Don't have money for a car.	No	
Freshman	No	cant drive	Yes	better public transportation
Freshman	No	Cost, inconvience	No	
Freshman	Yes	to drive home	Yes	
Freshman	Yes	i drove here, and need it for transportation in the winter to/from the ice arena	No	
Freshman	No	I have one at home but there are not very many parking spots this year, so I left it at home.	No	
Freshman	No	My parents didn't let me bring a car.	Yes	
Freshman	No	To much money dont really need one	No	
Freshman	No	My parents felt that it would be better for the first year not to have a car.	No	
Freshman	Yes	getting to work	No	
Freshman	Yes	I have a car to get to and from work. I also will be using my car to get around job shadowing.	No	
Freshman	No	Too expensive for me at the moment.	No	
Freshman	No	I do not have a driver's license.	No	
Freshman	Yes	To go home when I want, and getting around town.	No	
Freshman	Yes	To get home on breaks.	No	
Freshman	No	School is under major construction and they highly recommended not to have one unless necessary.	Yes	
Freshman	No	Too expensive	No	
Freshman	No	I am a first year student and my parents don't see it as a need this year. I will have one starting either my sophomore or junior year.	No	
Freshman	No	Availability to get a parking permit	No	
Freshman	No	parents wouldn't allow it	Yes	
Freshman	No	financial	No	
Freshman	Yes	being able to go out when i need to.	No	
Freshman	No	Can't afford gas right now.	Yes	
Freshman	No	Not worth it to walk a mile to get my car in the parking lot	No	
Freshman	No	Don't have one, although will have one up here next semester.	Yes	
Freshman	No	I don't especially need one yet and don't want to pay the money for parking and driving.	Yes	
Freshman	No	My application was rejected. I also don't think it's necessary to have a car right now since I won't be able to pay for it.	No	
Freshman	Yes	i live four hrs from duluth	No	
Freshman	No	My brothers needed to use it while I'm at school.	No	

Car Ownership

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Freshman	Yes	job and convineince	No	
Freshman	No	I don't need one. My friends have cars here and I can always take the bus.	Yes	
Freshman	No	i didnt want to bring one. i knew i could get around the city without one	Yes	good transit system, bikes
Freshman	No	I don't need it here	No	
Freshman	No	Know someone with a car	No	
Freshman	Yes	I have a car because I am an Elementary Education major and I need to be able to quickly drive to local elementary schools in order to complete observation, teaching and volunteer hours between my regular classes.	No	
Freshman	No	not enough parking spaces for all students	No	
Freshman	No	Parking cost, having to move it during the winter	No	
Freshman	No	Cant afford one	No	
Freshman	No	Not good parking	No	
Freshman	No	Too expensive. Unneccessary for a freshman because of on-campus job.	No	
Freshman	Yes	I need to go home for certain appointments and I like to be independent.	No	
Freshman	No	I don't need it.	No	
Freshman	No	costs too much	No	
Freshman	No	Live on campus. Gas costs. Limited school parking.	Yes	
Freshman	Yes	n/a	No	
Freshman	Yes	I want to be able to get home and to green bay, routes where the bus does not go.	No	
Freshman	No	Cannon afford one yet	No	
Freshman	No	Was told there wasnt enough parking for freshmen	No	
Freshman	No		N/A	
Freshman	No	I am living on campus and I have a meal plan.	Yes	I dont think I would use it that much.
Freshman	No	Living on campus, free bus service	No	
Freshman	No	I take the train from my home state to get to school and I own a bike here in town. As I live on campus I have no need for a car at this point in my college career.	Yes	I don't have a car, but whoever put this survey together made the above question mandatory.
Freshman	No	Cost money. There is free transportant throughout the city.	No	
Freshman	Yes	I like not having to rely on public transportation for everything. Sometimes I need to go someplace and I'm not just going to wait for a time that's convient for someone else. I like being able to leave whenever I want.	No	
Freshman	Yes	I am originally from South Dakota.	No	

Car Ownership

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Freshman	Yes	To go home on the weekends and breaks, and to go shopping.	No	
Freshman	Yes	i have a job i need to drive to	No	
Freshman	No	too expensive and i'm living on campus so I can easily take the bus places	No	
Freshman	Yes	Getting home and around town because the bus schedules do not always fit into my busy schedule or go where I need them to go!	No	
Freshman	No	I do not have a job, therefore cannot pay for gas.	No	
Freshman	No	Parents didn't want me too	No	
Freshman	No	Dont have one available, too much money, live on campus, snow	No	
Freshman	Yes	Returning home, shopping, bus system very inconvenient.	Yes	Better, more direct bus service to the Miller Hill area.
Freshman	No	money	No	
Freshman	Yes	go to and from home, getting to other places	No	
Freshman	Yes	To get around Duluth to do shopping or other activities.	No	
Freshman	No	Unaffordable at the moment and I live and spend most of my time on campus.	No	
Freshman	Yes	to get home and places i need to go.	No	
Freshman	No	Freshmen are told not to bring one.	No	
Freshman	No	My parents aren't allowing me to own a car freshman year.	No	
Freshman	No	Can't afford the keep up	No	
Freshman	No	Freshman--not needed and not enough space available	No	
Freshman	No	the only place i would need to go is to the store, i know people who i can go with that have a car.	No	
Freshman	No	Do not need one this year	No	
Freshman	No	I left it at home with family, I didn't want to add gas and insurance to college expenses.	No	
Freshman	No	Cost of parking permit and winter driving conditions	Yes	Cost of parking permit and winter driving conditions
Freshman	No	money	No	
Freshman	No	Living on-campus this year; too expensive to buy parking pass	Yes	Not necessary to have one
Freshman	No	Didn't want to pay for parking	No	
Freshman	No	Don't need it	Yes	
Freshman	Yes	The harsh winter conditions	Yes	Improved public transportation.
Freshman	Yes	It's easier to get to my home two hours away when I have my own vehicle.	No	
Freshman	No	Too expensive. Not enough parking.	No	

Car Ownership

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Freshman	Yes	I need to go home on the weekends and there are no buses that go from here my hometown that I am aware of. It is also easier to get around rather than fighting with the Duluth Transit.	No	
Freshman	Yes	I live 3 hours away and it gives less stress to me and others when it comes time to finding ways home or back to campus.	Yes	Cost of parking on campus, cost of fuel, and uncourteous people who don't care about others vehicles.
Freshman	No	Not enough on campus parking at my college right now with the construction. My parents did not want me having a car on campus freshmen year.	No	
Freshman	Yes	driving back from school to home	No	
Freshman	No	Limited parking, and the need to move my car for snow plowing.	No	
Freshman	No	I do not know the area enough to drive yet and because it costs too much to park here.	No	
Freshman	Yes	getting home on weekends	No	
Freshman	No	Limited Space on campus.	No	
Freshman	Yes	I work off campus between classes, so I need my car in order to get to work and class on time.	No	
Freshman	No	don't own one yet. may have one next year for ease of transportation	Yes	within walking/biking distance to campus, grocery store, pharmacy, and target or with bus stop near by.
Freshman	No	Parking is to expensive and I can always take a bus.	Yes	Price of parking, and the bus system.
Freshman	No	I do not have a car because I don't want to hassle with it, especially in the winter. I don't need one because of the bus system too.	No	
Freshman	No	Too much hassel for me right now.	Yes	gas prices/hassel
Freshman	Yes	I dOnt have it on campus	Yes	
Freshman	Yes	To be able to drive home, and to give other people rides so they don't have to bring a car.	Yes	Financial
Freshman	Yes	I don't like riding the bus.	No	
Freshman	No	Paying for parking	Yes	
Freshman	No	i live on campus	No	
Freshman	No	I decided to keep it at home.	No	
Freshman	No	I can't afford one right now	No	
Freshman	No	I did not think I would be needing one since CSS is on the transit line.	No	
Freshman	Yes	Cost, need to drive the car	Yes	Availability of getting around. Such as transit line. Walking distance to affordable stores and restaurant
Freshman	Yes	I like to be able to get around without relying on others for rides, also it is more cost effective to travel home.	No	

Car Ownership

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Freshman	No	Unable to afford one	No	
Freshman	No	Too much and want to experience college life without a car	No	
Freshman	No	I don't need a car since I am living in the dorms.	No	
Freshman	No	Mine broke down and I need to get a new one so I can visit home if I need to.	No	
Freshman	No	I don't need one in Duluth. Everything I need I can either walk to or take the DTA.	No	
Freshman	No	My brother needs it back home.	No	
Freshman	No	I wrecked my car about a month before I came to college but I am saving to buy a new one. My main reason for having a car is to go home to visit my family.	No	
Freshman	Yes	I'm a 41 year old single father of 4 boys.	No	
Freshman	Yes	cheaper than having my parents come drive here and home to get me and to bring me back to campus	No	
Freshman	No	Not having a car is my parents decision, not mine. I would prefer to have a car.	No	
Freshman	No	Don't want to have to transport everyone else. Don't want to buy parking pass Don't want to have one in the winter	Yes	
Freshman	No	Can't afford one	Yes	
Freshman	No	Too much for a parking permit and I have an old truck that would not do good in the winter.	N/A	
Freshman	No	I will have a car next year but do to parking space available and the cost of having a car without a source of income this year made me decide to leave my car at home with my parents	No	
Freshman	Yes	I work off-campus and my parents won't come pick me up on weekends or when I go visit.	No	
Graduate Student	No	Money	No	
Graduate Student	Yes		No	I'm 40, I have a family and a full time job
Graduate Student	Yes	To get to/from campus, ideally I'd use alternate transportation, but my schedule is variable enough to need a car	Yes	Better Busing, BIKE PATHS, adequate housing within walking distance
Graduate Student	Yes	Travel to/from summer internships and monthly military events	No	
Graduate Student	Yes	I need to drive to school because there is no DTA route directly to campus.	Yes	I didn't have a car for 4 years of undergrad when I lived 1/2 mile from campus
Graduate Student	Yes	To get to school, to hometown, and around town. To go where I need to go, when I need to go- or when I want to	No	

Car Ownership

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Graduate Student	Yes	N/A	No	
Graduate Student	Yes	commute	Yes	high speed rail from TC to Duluth
Graduate Student	Yes	My current residence is not on the transit line nor close enough to walk/bike to campus. In addition, off campus events scheduled are often too tight to not use a car to get to.	Yes	If I could live close to campus/on the bus line AND have a faster way to get to Target etc than the bus, I'd consider not having a car.
Graduate Student	Yes	Easier to get around, especially in inclement weather, allows for more flexibility. Allows me to get away on weekends and evenings.	No	
Graduate Student	Yes	Travel home to family and for convenience to shopping/restaurants	No	
Graduate Student	Yes	GROCERY SHOPPING	Yes	I need reasonable public transportation! Light rail to the Twin Cities and a more frequent, reliable, and convenient local public transit would completely eliminate my need for a car. I spent 4 years of undergraduate school in Madison WI without a car because they have a pedestrian/bike friendly city. Get a clue Duluth.
Graduate Student	Yes	Public transit is limited. I have family responsibilities, work, etc. and need something reliable that I can use at any time.	No	
Graduate Student	Yes	I have kids.	Yes	If I were no longer capable of driving (disabled) or no longer responsible to drive children around.
Graduate Student	No	I DON'T HAVE DRIVING LICENSE	No	
Graduate Student	Yes	Because the mass transit outside of Duluth is inconvenient and/or expensive.	Yes	High speed train to the twin cities and I was still a student.
Graduate Student	Yes	Bikes are fantastic and I bike year round but sometimes I need the car to do longer trips.	Yes	More city bike lanes.
Graduate Student	Yes	Not having a car would be a huge hassle.	No	
Graduate Student	Yes	It's too inconvenient to not have a car for shopping in Duluth	No	
Graduate Student	Yes	To get around town. To visit my girlfriend in the cities.	No	
Graduate Student	Yes	getting around	No	
Graduate Student	Yes	To drive to my parent's house which is over 3 hours away. Also, to drive to school since I don't live close enough to walk or close to a bus line.	No	

Car Ownership

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Graduate Student	Yes	Car is used to go home on weekends.	No	
Graduate Student	Yes	travel back to home	No	
Graduate Student	Yes	Convenience, to avoid walking long distances in the winter. Possible need to travel long distances.	No	
Graduate Student	Yes	want to be able to drive home	No	
Graduate Student	Yes	I need to get to places whenever I choose.	No	
Graduate Student	Yes	I have a car for the usual reasons. To get from place to place. Contrary to the majority opinion expressed in the Duluth media, college students are people too. We need to go up to Miller Hill to shop, go out to eat sometimes, or drive up the shore to go for a hike on a weekend. We prefer the convenience of owning a car just as much as "the upper crust" non-college students in my neighborhood.	No	
Graduate Student	Yes	Transportation. Live off Campus.	No	
Graduate Student	Yes	Definitely need one to go shopping in Duluth; I didn't have one at first and it was horrible - getting groceries was even a big deal!	No	
Graduate Student	Yes	I'm at school long after the last busses run	Yes	If the busses ran until 2 or 3 am
Graduate Student	Yes	My job is 30mn from my house	No	
Graduate Student	Yes	I need the car to mentor pharmacist in the community and get groceries.	No	
Graduate Student	Yes	Easier access for grocery shopping, running errands, getting out of town on weekends, hauling gear for outdoor activities.	No	
Graduate Student	Yes	easy for transportion	No	
Graduate Student	Yes	Convenience	No	
Graduate Student	Yes	The campus is NOT within walking distance of my home.	No	
Graduate Student	No	Do not have driver's license.	No	

Car Ownership

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Graduate Student	Yes	I have my car for convenience, primarily used when buses are not running or for providing a sober cab for my friends. Also, I use it if I need to have a very quick trip somewhere.	Yes	If the buses were more frequent during the day and ran throughout the night. Also, if I knew people from my hometown that would be able to carpool on semester breaks.
Graduate Student	Yes	To go home (3 hours away).	No	
Graduate Student	Yes	I got my undergraduate degree here, and always had a car after I almost got mugged walking home from work one night freshman year. I had an internship and I have always worked almost full time outside of being a full time student. I needed to be able to get to and from school to work within a half hour, regardless of where I was employed. I worked in Hermantown for a year, in West Duluth for 2 years, and on London Road for 1. My internship was downtown. The bus routes were simply too slow to get me to where I needed to be on time.	Yes	I probably don't need one now. I'm a graduate instructor and work and go to school at UMD. It would be sorely missed for entertainment purposes, as well as going to see family.
Graduate Student	Yes	Need to get to school, work, and volunteering. Not efficient to use the bus for the 4 different places I need to be throughout the day.	No	
Graduate Student	Yes	Buses do not run often enough nor are there enough direct routes to meet my needs.	Yes	Easily accessible public transportation and car shares available throughout the community.
Graduate Student	Yes	I use it to get to school when the bus line is not running late. I travel north to see family. I also visit friends in the twin cities on weekends (my classes run late on Fridays-and there is not a Jefferson bus after that time)	No	I would consider not having one, I only use it for visiting family on weekends and driving to work when it is too cold to walk.
Graduate Student	Yes	Efficiency of getting to campus. The bus takes 45 mins	No	
Graduate Student	Yes	freedom	No	
Graduate Student	Yes	Convenience.	Yes	
Graduate Student	Yes	for transportation?	Yes	cost of gas, able to get to grocery, laundry, school and work (bus ride
Graduate Student	Yes	go to twin cities	No	
Graduate Student	No	I do not have a license. Also, there is not a lot of parking at the campus.	Yes	I currently do not have a car.
Graduate Student	Yes	I like to drive myself to school because the DTA bus system only shows up 7 minutes before class. If they would show up at least 15 min to the hour that would be perfect then.	Yes	Only if buses got to school 15 min prior to the hour.

Car Ownership

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Graduate Student	Yes	To get back home; I do not use it for activities within Duluth. I prefer to ride the bus or bike.	Yes	A safer method of ride-sharing to WI.
Graduate Student	Yes	I have to go to off site locations for school related internships	No	
Graduate Student	Yes	Convenience	No	
Graduate Student	Yes	need it for my rotations	No	
Graduate Student	Yes	To get to work, church, the store, etc.	No	
Graduate Student	Yes	I have had both but it is necessary for groceries, doing fun activities, and doing any traveling.	Yes	Money.
Graduate Student	Yes	Get to and from shopping in Duluth. Going home to Rochester	No	
Graduate Student	Yes	Need to get around.	No	
Graduate Student	Yes	Mobility	No	
Graduate Student	Yes	There aren't many people from my home area, and I preferred to have it for my job.	No	
Graduate Student	Yes	Need to drive to school, work, and to have my independence	No	
Graduate Student	No	Can't afford yet	No	
Graduate Student	Yes	I like being freely mobile. The bus times are not always good for me to get from place to place.	No	
Graduate Student	Yes	needed for transportation	No	
Graduate Student	Yes	conveinence and not having to rely on public transit.	No	
Graduate Student	No	Live with roommates that do and have bus access.	Yes	
Graduate Student	Yes	Being able to drive home to work on the weekends	No	
Graduate Student	Yes	So I can drive to work.	Yes	Better public transportation or more accessible biking routes (too man hills in Duluth).
Graduate Student	Yes	So my husband and I don't have to be reliant upon only having 1 vehicle.	Yes	If we were able to make due with one car. Also, if it would save us more money than the hassle would be worth.

Car Ownership

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Graduate Student	Yes	So I do not have to rely on the bus system, although I do use it whenever possible. Also so I can get home to my family, 3.5 hours away.	No	
Graduate Student	Yes	To get to campus after 6:30 to study at the library and to get groceries at the grocery store and to be able to have the freedom to go wherever I need to without relying on someone else.	Yes	Grocery store within two blocks of where I'm living and within 1/2 mile of **SAFE** and **LIGHTED** walking distance to campus.
Graduate Student	Yes	Duluth-Superior transport, routine trips to the Twin Cities, misc. cargo needs.	Yes	Gas costs, winter transit.
Graduate Student	No	I am fine without it, so am not going to get one.	Yes	I don't have one and haven't had one.
Graduate Student	Yes	Work and school; everything else one would need a car for.	No	
Graduate Student	Yes	the city is too big and i need to go places	No	
Graduate Student	No	From out of state (not really driving distance) and not enough money	No	
Graduate Student	Yes	I travel home sometimes which is 4 hours away. I travel to Superior for an Internship.	Yes	gas price increase. being in a more biker-friendly city where there are more bike lanes. commuter city.
Graduate Student	No	I can't afford it, and the car I owned was totaled.	Yes	
Graduate Student	No	I dont have a US driving license yet.	No	
Graduate Student	Yes	Must have for my program	No	
Graduate Student	Yes	Because there is nothing nearby in walking distance!! No restaurants or grocery/drug stores.	No	
Graduate Student	Yes	I have a car because: Convenience Flexibility travel is required for my school program outside requirements beside school	No	
Graduate Student	Yes	Needed for transport home and around Duluth. I didn't have a car when I lived on campus at Scholastica.	No	Not having bought a car a year ago. I do try to ride the bus to school.
Graduate Student	Yes	I drive to visit family and friends often. I also drive to school, volunteer activities, stores, and events.	No	
Graduate Student	Yes	I want the freedom to burn gasoline and reliance on buses is not acceptable.	No	
Graduate Student	No	Can not afford one	No	
Graduate Student	Yes	Work in Hermantown	Yes	

Car Ownership

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Graduate Student	Yes	Commuting to work	No	
Graduate Student	Yes	Convenience	No	
Graduate Student	Yes	To get to work, school, and travel anyplace else I need to.	Yes	Comprehensive public transport system.
Graduate Student	Yes	It gets me to all the Places I need to be in the quickest fashion. I like the idea of a bus but it is just too slow.	No	
Graduate Student	Yes	I live off campus with my husband, have a job, and a young child, so a car is a necessity to manage my busy schedule.	No	
Graduate Student	Yes	Had a car when we moved	No	
Graduate Student	Yes	Always have had one	Yes	
Graduate Student	Yes	Although I try to bike as many places as I can, Duluth is unfortunately not very well set up for bike commuting. It would be nice if there were more bike paths and bike lanes.	Yes	It would help if the city were more bike friendly. I especially don't feel safe biking in the winter as the streets are narrower and often icy. It would also help if public transportation was available later in the evening.
Graduate Student	Yes	I need a car to run errands and get to the twin cites every so often. It's more convenient than riding the bus everywhere.	Yes	If I lived in a place like San Diego where the weather is never an issue, I would consider biking or riding the bus everywehre. But It's just too damn cold in Duluth to stand outside and wait for the bus to go to the grocery store. I'd rather have a car for running errands.
Graduate Student	Yes	I have a job.	Yes	Lived in a city that REALLY supported transit commuters, not just to campus, but as a professional.
Graduate Student	Yes	transportation during off-peak hours	No	
Graduate Student	Yes	Drive to work/school	No	
Graduate Student	Yes	I usually take the bus. There are times I need a car to go to my job in Grand Rapids, when I miss the bus I have an alternate route of transportation. It is convenient.	No	
Graduate Student	Yes	I commute to school	No	
Graduate Student	Yes	It is too challenging to get to/from places in a timely fashion without a vehicle. Additionally where I currently live (Lakeside) does not provide adequate bus options to campus.	Yes	Sufficient public transit to/from my housing facilities to campus, downtown/canal park & the mall; being able to live close enough to walk to/from campus. The city tends to offer challenges, even with the DTA, in getting around the area quickly to those without vehicles. Getting to/from a place can take three times as long via the DTA than with a vehicle.

Car Ownership

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Graduate Student	Yes	Live too far from school to not have one.	Yes	If I lived closer to school.
Graduate Student	Yes	Getting to work, school, and having freedom to go where I want to go and when I want to go.	No	
Graduate Student	Yes	need a car...married with 2 kids	No	hell froze over
Graduate Student	Yes	transportation around town	Yes	price of gasoline
Graduate Student	Yes	Duluth is a city set up for cars... not very walkable.	Yes	Things grocery stores, banking, etc. was more walkable.
Graduate Student	Yes	need one in duluth	No	
Graduate Student	No	cost, not environmentally friendly	Yes	
Graduate Student	Yes	Easier to get around with a car and I do not have to rely on other transport schedules.	No	
Graduate Student	Yes		No	
Graduate Student	Yes	Transportation to family.	No	
Graduate Student	Yes	To get to my job	Yes	Good public transportation, especially down to the cities and up the north shore
Graduate Student	Yes	To drive home out of state and have the option to go places.	Yes	If there was a viable way for me to get home to visit family during holidays and a quicker way to go places off campus... maybe a few express buses from campus to 'hot spots' like target, the mall, etc.
Graduate Student	Yes	I have an internship in West Duluth as well as a job at the Miller Hill Mall.	No	
Graduate Student	Yes	To run errands or for long distance trips.	No	
Graduate Student	Yes	I purchased it long ago, and find it useful for travelling both in the city and when visiting other areas.	Yes	Poverty, availability of excellent and inexpensive public transportation within and beyond the city.
Graduate Student	No	Can't afford one. Terrible technology for the times, what with climate change. I have a bicycle. It is important to be close to college then.	Yes	...
Graduate Student	Yes	To go home on weekends: visiting family and boyfriend	No	
Graduate Student	Yes	Go where I want, when I want, on my own schedule.	No	

Car Ownership

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Graduate Student	Yes	I have a car	No	
Graduate Student	No	Can't afford	No	
Graduate Student	Yes	I need to get to work as well as school.	No	
Graduate Student	Yes	work	No	
Graduate Student	Yes	my husband & I share.	No	
Graduate Student	Yes	Transportation to school and work	No	
Graduate Student	Yes	Like to be able to get up and go on my time. Need to drive to work and social events	No	
Graduate Student	Yes	I work and no bus line would take me to work. My graduate school also requires rotations at the hospitals as well as LSC and so I need to be able to get to these places.	No	
Graduate Student	Yes	I drive between Rochester, Duluth, and the Cities about every other weekend to see my family.	Yes	If the public transportation system was reasonably priced (long distance, like between Duluth and Rochester) I would consider not having a car.
Graduate Student	Yes		No	
Graduate Student	Yes	I have different jobs on campus as well as off campus (at home). I like having a car so I can do my volunteer work.	No	
Graduate Student	Yes	Transportation to work and not having to rely on public transport for those things.	No	
Graduate Student	Yes	To commute to school and work	No	
Graduate Student	Yes	Being able to get to work within the hours I am scheduled. Being able to visit family.	No	
Graduate Student	Yes	i have 2 kids and we travel	No	
Graduate Student	Yes	I am able to afford it.	Yes	If there was viable, clean (as in not dirty), safe, TIMELY, reliable and readily available public transportation that was cost-effective for students.
Graduate Student	No	fitness/financial/sustainable	No	
Graduate Student	Yes		Yes	

Car Ownership

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Graduate Student	Yes	work	No	
Graduate Student	Yes		No	
Graduate Student	Yes	need for frequent travel out of the area for work and family. travel to rural areas.	No	
Graduate Student	Yes	So I can drive to school	No	
Graduate Student	No	New to city	No	
Junior	Yes	Able to get to and from places more quickly.	No	
Junior	No	Save on insurance, gas, and parking fees.	Yes	
Junior	Yes	To get around town.	No	
Junior	Yes	Car to drive to school.	No	
Junior	Yes	Work and able to drive anywhere at anytime	No	
Junior	Yes	To be able to travel at all times and not just rely on the bus or other people	Yes	Where I live, if the bus would be an efficient way to travel
Junior	No	Cost of car/insurance/gas/parking	No	
Junior	Yes	convenience and work.	No	
Junior	Yes	Accessibility to places around.	No	
Junior	Yes	Work	No	
Junior	Yes	easier to get around	No	
Junior	Yes	Because I do not want to wait for buses when I am in a hurry or I have been on campus all day. I want to be able to be independent and go to and from whenever I need to.	No	
Junior	Yes	My family lives 5 hours west of duluth.	No	
Junior	No	Too expensive and unnecessary because I have transportation built in: feet.	Yes	
Junior	No	No license and car is expensive	No	
Junior	Yes	need to get to and from work	No	
Junior	Yes	Having to drive to and from different schools for my education major.	No	
Junior	Yes	Buses take a long time to get anywhere in Duluth	Yes	Easier/faster transit options
Junior	Yes	Convenience	Yes	Because of the added cost burden
Junior	N/A		N/A	
Junior	Yes	to be able to go places and be on my own schedule	Yes	Living close to campus
Junior	Yes	work	No	
Junior	Yes	bus schedule cuts too close to class start times (ex: drops students off at 8:55 or 9:56) or over a half hour early for class	Yes	better bus timing, closer to school
Junior	Yes	Getting to school and work on time and in bad weather.	No	

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Junior	No	I do not have a car because of financial reasons.	No	
Junior	No	I prefer to take the bus. It is cost effective and better for the environment. This is a small city and we should be able to have reasonable bus service for more people to make that choice. (for people to make that choice, however, work has to be done to make the bus system less confusing and have the operators give correct information. People here don't take the bus because their have been some confusion in giving directions, bus numbers, location, etc. causing people new wanting to use the system to give up after one try.)	Yes	even better bus service as I go from student to working here. easier to figure out getting new places, confident I will get correct direction from the DTA.
Junior	Yes	Need it for work	No	
Junior	Yes	Needed one to get to my highschool/after school activites in highschool	No	
Junior	Yes	I work part time.	No	
Junior	Yes	I need it to drive to school and work	No	
Junior	No	Not enough money to purchase a reliable one. And also, gas is expensive. And there's a lot of public transit systems in Duluth so it's almost more convenient.	No	
Junior	Yes	Because if I want to go somewhere then I can just go when I want to go.	Yes	Mainly worrying about where to park.
Junior	Yes	transportation to and from school	No	
Junior	Yes	Necessary to get anywhere besides campus (Target, groceries, restaurants, any store in general)	No	
Junior	No	Too expensive.	No	
Junior	No	To expensive	No	
Junior	Yes	I work in Superior.	No	
Junior	Yes	Work in Cloquet	Yes	Not having to work. Ha.
Junior	Yes	It is easiest to get around with a car.	No	
Junior	Yes	The DTA bus system is not as convenient as everyone tries to tell you. It takes a very long time to get anywhere, especially up by the Mall and Target. The bus also feels alot less safe, so I feel more comfortable in the saftey of my own vehicle.	No	
Junior	Yes	Freedom	Yes	Gas Prices, Parking Costs
Junior	No	Don't have money to purchase one	Yes	
Junior	Yes	I work full time, have obligations around town that force me to drive back and forth, and I'm not a hipster that's too cool to drive. I'm a grown adult who can afford his own car. So I own one.	No	

Car Ownership

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Junior	Yes	I have to drive to work and school everyday because I don't live close enough to campus to walk.	No	
Junior	Yes	My job	No	
Junior	Yes	To go to and from work/volunteering, ease of shopping, go to friends houses, to go to my hometown	No	
Junior	Yes	I own a car but do not drive to school, I take the bus.	No	
Junior	Yes	Drive to UMD every day and I have a job.	No	
Junior	Yes	Convenience, able to go home when I want.	No	
Junior	Yes	Volunteer, go home	No	
Junior	Yes	I need to get to and from work and school.	No	
Junior	No	No money	Yes	
Junior	No	Too much to pay for as a student	No	
Junior	Yes	trying to find a job	Yes	a lot of money
Junior	Yes	Living Off Campus	Yes	Living on the bus line or very near
Junior	Yes	Because nothing I mean nothing is near campus. Other campuses are surrounded by food choices or places to get basic necessities but not here. The bus takes almost an hour one way from campus to mall area. So inconvenient	No	
Junior	Yes	To be able to go home (Twin Cities) and work on certain weekends without depending on someone else to give me a ride.	No	
Junior	Yes	wanting to get where i want, when i want	No	
Junior	Yes	Job	No	
Junior	Yes	More convenient than buses, traveling to Twin Cities.	No	
Junior	No	Unnecessary	No	
Junior	Yes	Travel, grocery shopping	No	
Junior	No	My sister has a job that is off-campus so she needs the car more then me and can always borrow it when I do need to get groceries.	No	
Junior	Yes	Getting to and from work.	No	
Junior	Yes	Ease to go home when I want to and get around Duluth	Yes	Increase in gas prices, wear and tear on my car on Duluth roads and not having a garage to park it in for protection.
Junior	Yes	It is my transportation between my apartment and school, as well as between my apartment and my home (parent's house).	Yes	Being close to where I work and a grocery store.
Junior	No	Affordability	No	
Junior	Yes	To get home and to buy living neccessities.	No	
Junior	No	Not enough money to buy one and for upkeep/gas.	No	
Junior	Yes	for getting around	Yes	Walking/biking distance to school
Junior	Yes	convinence	Yes	location to campus, ability to get a ride when i need one

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Junior	Yes	Needing to drive to work	Yes	If I worked within walking distance of my apartment. If the bus schedule wasn't so confusing.
Junior	Yes	I live 2.5 hours away from home and want a way to get home. Also I use the transit system to get to school but prefer driving my own car to get around the rest of Duluth.	No	
Junior	Yes	Work	No	
Junior	Yes	I work in superior	Yes	Impracticality and cost.
Junior	Yes	Need to get to work	Yes	If my job was on a bus line
Junior	Yes	Need it to drive to the Guard Base and back and forth between home.	No	
Junior	Yes	Getting around. DTA is inconvenient and shows up late A LOT.	No	
Junior	Yes	To be able to conveniently get places and to be able to drive back home some weekends.	No	
Junior	Yes	Getting to work and school in the winter. Going home on weekends.	No	
Junior	No	It costs less to use the bus	Yes	
Junior	No	Duluth roads are bad.	No	
Junior	Yes	I need one for work and it is very convenient. Its really not that expensive. I am from nearby so it is nice to be able to drive home.	No	
Junior	Yes	It is more convenient to rely on myself.	No	
Junior	Yes	I have a car because I live do not live near campus and I have to transport my children throughout the day.	No	
Junior	Yes	So I am able to get around without having to rely on others or the bus system.	No	
Junior	No	I do not have enough money to buy a car, gas prices are very high, and even if I had a car it is a lot of money to get a parking permit here at UMD.	Yes	
Junior	Yes	To get to places on my time and not waiting for the bus.	No	
Junior	Yes	To drive places.	No	
Junior	Yes	To get everywhere else I can't reach by foot, bike, or bus. And to carry my personal or recreational possessions.	No	
Junior	Yes	i live far away and i have to get to school and work	No	
Junior	Yes	So I can get me and my friends around and so we don't have to wait for the bus	Yes	If gas got to high and I didn't have a job
Junior	Yes	To get around places	No	
Junior	Yes	go to and from school at any time. no waiting for the bus.	Yes	

Car Ownership

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Junior	Yes	So I can get around Duluth without hassle and drive home whenever I want	No	
Junior	Yes	more independence, dislike having to ride the bus	No	
Junior	Yes	shops like groceries etc	No	
Junior	No	I haven't been able to afford one yet.	Yes	I don't have a car now, but the question was mandatory.
Junior	Yes	I have places to go.	No	
Junior	Yes	I need a car for the amount of stuff I do around town. The bus system is nice but I am busy 75 hours a week and cannot afford to waste time.	No	
Junior	Yes	I live in Superior , I drive to school.	No	
Junior	Yes	I need a car to get around and home.	No	
Junior	Yes	Even though I could use the bus system for free it is to clunky of a system, so I drive myself to get to places faster. In addition by driving myself I can get places when I want to, not when the bus schedule says I can. Also I work in a location in Superior, WI where the busses don't come anywhere close to.	No	
Junior	Yes	I drive to the cities frequently, and prefer to have my own car at school.	No	
Junior	Yes	Have to be able to get around	No	
Junior	Yes	Having the liberty of going home whenever and getting around places not around campus I.E. downtown, canal park, mall etc	No	
Junior	Yes	I have a car, because i bought it in high school and it is my primary way of getting to the twin cities as well as to see friends who live outside of biking distance.	Yes	If I could easily get to the grocery store, school, other parts of the state(light rail to twin cities and beyond or train) and other general shopping needs then i wouldn't have a purpose for a car.
Junior	Yes	Transportation	Yes	
Junior	Yes	Just in case I miss the bus and also for getting to my job	No	
Junior	No	No money, and the bus line is free to students.	No	
Junior	Yes	I have to get around	No	
Junior	Yes	get around	No	
Junior	Yes	Getting to school, driving home to the cities, and running errands. Taking the bus to run errands can be very difficult and inconvenient.	No	
Junior	Yes	To get to and from Campus	No	
Junior	Yes	not to have to depend on busses	No	
Junior	Yes	grocery shopping	Yes	
Junior	Yes	Transportation to and from home and to run errands	No	
Junior	Yes	work mostly	No	
Junior	Yes	Need to get to work, get back to the twin cities	No	

Car Ownership

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Junior	Yes	I work off campus and the bus doesn't come often enough for me to ride it there. It also stops sooner then I get off.	No	
Junior	Yes	To drive to school	No	
Junior	Yes	Easy transportation on the weekends/breaks.	Yes	Cost
Junior	Yes	get to school and other places around town	Yes	if there were more stores/ restaurants near campus
Junior	Yes	job	Yes	if my job was closer and if there was more around campus to do within walking distance.
Junior	Yes	necessity, however it is rarely driven	No	
Junior	Yes	i can go anywhere whenever.	No	
Junior	Yes	Campus is close to current workplace, but still too far for me to walk.	No	
Junior	Yes	Transportation	Yes	Distance to work, school, home, and food. Weather is a major factor as well so I would have to be near public transportation.
Junior	Yes	To go home to get around	No	
Junior	Yes	I live in Southern Wisconsin, and have two jobs that require driving to.	No	
Junior	No	The bus system can take me anywhere I need to go and runs 7 days a week. This year I am living on campus being a Resident Advisor which provides everything I need on campus. With this job I cannot have another one off campus so it would be silly to have a car and pay insurance for something I can easily live without.	Yes	The bus system and living on campus provide all everything I need.
Junior	No	too much money	Yes	
Junior	Yes	I have to drive to work. And when I work then I drive to school so I can leave school and go directly to work.	No	
Junior	No	Cars are expensive and I can take the bus tjo virtually where ever I need to go	Yes	
Junior	Yes	to go to work	No	
Junior	Yes	I work downtown, and have a lot of friends who live throughout the area.	No	
Junior	Yes	Transportation to Work	Yes	Job close, School close restaurants and stores close
Junior	Yes	Accessibility to go home, shopping, and recreational activities	No	
Junior	Yes	Off campus job	No	
Junior	No	I am an international student.	No	
Junior	No	family cant afforded one	No	
Junior	Yes	get around	No	
Junior	N/A		N/A	
Junior	No	I can not afford one.	No	
Junior	Yes	I can go home whenever I want to.	No	I need to go home

Car Ownership

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Junior	No	I have absolutely no money. I also have no need for it at the moment.	No	
Junior	Yes	Need to go from class to work and don't have time to wait for a bus	No	
Junior	No	Financial situation	No	
Junior	Yes	To drive to work.	No	
Junior	Yes	Makes it easy to go home when I need, and to work off campus.	Yes	Public transportation
Junior	Yes	I live 5 hours from school.	No	
Junior	No	My parents and I can't afford for a car as of right now.	No	
Junior	Yes		Yes	
Junior	Yes	I have to drive to work in Duluth Heights from Lakeside	Yes	Having a job w/in walking distance of my home.
Junior	No	Can't afford one	Yes	
Junior	No	Can't afford one and difficulty with parking on campus	Yes	
Junior	Yes	Ease to travel freely	No	
Junior	Yes	to get home for work	Yes	not having the finances, not having a reason to get home (work), having friends with cars
Junior	No	Don't have a license, can't afford car insurance.	No	
Junior	Yes	I work beyond walking distance, and I like having the independence of not relying on others for a ride home.	No	
Junior	Yes		No	
Junior	No	Too expensive, I will be bringing my car next year because I have internships next year.	No	
Junior	Yes	I live 4 hours away, and have to get to baseball practice at Wade Stadium, and it's nice to have my own car	No	
Junior	No	Just don't.	Yes	
Junior	No	-> Low on finances	Yes	-> Easy access by public transport
Junior	Yes	i frequently need to travel during the year for my job	No	
Junior	Yes	I drive it to work.	No	
Junior	Yes	to get to grocery store quicker and to visit friends off campus. to get home when I want to go.	No	
Junior	Yes	I enjoy the freedom of having my own car. I also go home quite a bit.	No	
Junior	Yes	I work full time at the mall and usually need to go straight from class to work on a daily basis. Public transportation and shuttles take too long. I don't like the idea of missing my bus and then being set behind at least another half hour to an hour.	Yes	If I didn't have to get to and from work almost every day I wouldn't even drive. Parking on campus can be really inconvenient. If shuttles or a bus came around more frequently, I would use those to get to and from school instead.
Junior	No	I cannot afford a car	No	
Junior	Yes	Work, Snowboarding, visiting home during breaks	No	

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Car Ownership

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Junior	Yes	I don't live close enough to CSS to walk and do not live on a transit line/near one. I also need a car for going to work.	No	
Junior	No	Didn't think I would need it...I can car pool or use the bus, also seemed like another thing to worry about.	Yes	see above
Junior	Yes	Get to work	No	
Junior	Yes	Convenience, transportation to education field experience, driving me and others to church, going home	No	
Junior	No	Cost	No	
Junior	Yes	long drive home - convenience	No	
Junior	Yes	Activities outside of school. Work, etc.	No	
Junior	Yes	Need to drive to school and work because I am not on a bus line and no one near by to car pool	No	I live to far out in the country and it is 5 miles to the closest bus stop
Junior	Yes	Freedom, getting to the different activities required for classes and visiting home.	No	
Junior	Yes	To get from point A to point B. I have a job in downtown Duluth as well as going to school full-time. Also, for going home.	Yes	If there was plenty of visitor parking where I lived so my family could visit (if not having a car means no parking then I wouldn't go for it). If the busline was within a block of where I lived or if I lived within walking distance of school.
Junior	No	Too expensive when one lives on campus	No	
Junior	Yes	Live in duluth and need to get home and to grocery store, target, etc.	No	
Junior	Yes	I travel home (to Kansas and back)	No	
Junior	Yes	cause i own a car	No	
Junior	Yes	I go home every weekend and do a lot of errands during the week.	No	
Junior	No	Parking at the College of St. Scholastica is not worth the hassle.	No	
Junior	No	Dont have access to one.	No	
Junior	Yes	Involvement in various student activities on campus; I am sharing a parking permit with my roommate-we are switching off quarters with our cars.	Yes	Better bus system! More accessible resources to students, more activities to do on campus-like more fan buses, more transportation to events.
Junior	Yes	Be able to go home in case of an emergency, freedom to get off campus when I need to.	Yes	If I new someone who lived near my hometown who had a car so I could get rides home. If the bus schedule was more convenient.
Junior	No	costs of gas and maintenance	No	
Junior	No	money	Yes	Transportation
Junior	Yes	Necessity for going home for the weekend and getting around.	No	
Junior	No	It's a cost that I cannot afford	Yes	Being Walking distance to campus

Car Ownership

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Junior	No	The car I use back home is my parents car. It's also pretty old and might have some problems during the winter.	Yes	If I did have a car up here I wouldn't mind not having mine as long as some of my roommates and friends had cars. As long as I have a way to get places outside of campus then everything is good.
Junior	No	The school takes all my money, therefore I have no car.	No	
Junior	No	I live right across the street from campus, where I work and attend classes, so there is no reason for me to have a car being so close to campus.	Yes	
Junior	Yes	Easy to get around when I want.	No	
Senior	Yes	Have a car because it would be very inconvenient to totally rely on the bus for everything (Work, groceries, appointments, etc)	No	
Senior	Yes	To get around when the bus system isn't running at the needed time.	Yes	My first 2 years of college I did not have a car and got around ok. I would use the bus system, friends, and taxis to get around when I needed to.
Senior	No	I can't afford the car payment or the maintenance, and with the DTA I can easily get around Duluth and to class.	Yes	
Senior	Yes	Transportation	Yes	
Senior	Yes	Working, able to go to school and back without taking the bus	No	
Senior	Yes	I travel to and from the cities, and i have two jobs as well	No	
Senior	Yes	For shopping, going home, and work.	Yes	If I had a moped or some sort of motorized vehicle.
Senior	Yes	I live over 4 hours away from campus and it is not on a bus/train route. It is for going home and a grocery getter.	Yes	I was within a block of a grocery store and I lived in the Duluth area permanently.
Senior	Yes	I require it to transport me and my equipment to and from my Army Drills.	Yes	If I ever leave the army and no longer need to be able to move large volumes of heavy items whenever I want.
Senior	Yes		Yes	
Senior	Yes	I like to drive	No	
Senior	Yes	I usually take the bus to and from campus, but having my car is just convenient	No	
Senior	Yes	It's very important to have a car to get around town and more flexibility in where I want to go.	No	
Senior	Yes	parents live out of town	No	If public transportation was more efficient
Senior	Yes	none	Yes	DTA Service
Senior	Yes	getting groceries and supplies, social reasons	No	
Senior	Yes	I want one	No	
Senior	Yes	I work off campus and need a car to get to and from work	No	
Senior	Yes	Get to school and work	No	
Senior	Yes	Going home	No	
Senior	No	It is cheaper to use the bus.	No	

Car Ownership

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Senior	Yes	I have to drive to my jobs and school	No	
Senior	Yes	Always had one, need a way to get around in the winter	Yes	living close to campus, paying for gas, parking at school
Senior	Yes	To drive to bank, restaurants, shopping, grocery store	No	
Senior	Yes	Practicality, work, travel	No	
Senior	Yes	I live in hermantown bus would take too long to get most places.	No	
Senior	Yes	get to work and school quickly	Yes	work, school, and home close to each other
Senior	Yes	Bus/walking is great for school, but going to the grocery store and other personal needs, working must have a car.	No	
Senior	Yes	I simply can not live without one	No	
Senior	Yes	I need to go quickly to and from school/work/internship.	Yes	Study Abroad. Insufficient funds.
Senior	Yes	It's easier to get between work (Miller Hill Mall) and school than taking the bus.	No	
Senior	Yes	I live in the cities	No	
Senior	Yes	My permanent address is out of state. I need one to get around.	No	
Senior	Yes		No	
Senior	Yes	It's handy to have in case I want to go to the grocery store or home but otherwise I don't use it much.	No	
Senior	Yes	Transportation to go anywhere at anytime	No	
Senior	Yes	work and commuting to school	No	
Senior	Yes	I am independent and want to go/do whatever i want when i want, I do not like riding the bus or relying on others for rides.	No	
Senior	Yes	like the freedom to be able to get off campus to go shopping, go volunteer at animal shelter, go see friends, drive home to see parents, nice if you are running late to school and don't want to walk,nice if there is bad weather and you don't want to walk	No	
Senior	Yes	to get around and travel home	Yes	ease of access to transit. Ie light rail to the cities
Senior	Yes	I commute from Two Harbors, I kind of need a car to get to school and back home everyday	No	
Senior	No	It is too expensive. Gas is spendy, and car insurance is expensive even for liability until I turn 25. Parking is another issue I would rather not deal with.	Yes	The proximity to campus and groceries. Other than that the buses can get me around.
Senior	Yes	To be able to get to the grocery store and other places I want to go.	No	
Senior	Yes	My car provides me with independence and the ability to get places fast and efficiently.	No	

Car Ownership

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Senior	Yes	transportation to work, for recreation, and sometimes school.	No	
Senior	Yes	The mobility it provides me.	No	
Senior	Yes	I drive to school most of the time and have a maroon parking pass.	No	
Senior	Yes	To get to school and to get to work.	No	
Senior	Yes	I have a car that I only use to run errands and to go to my job.	Yes	If the buses ran later into the night and more availability on weekends.
Senior	Yes	transportation to work	Yes	save gas $
Senior	Yes	I need one to get around duluth	No	
Senior	Yes	I visit my family and go hunting.	No	
Senior	Yes	When I go home. I'm not from the Twin Cities so taking a bus home is not an option for me. I also like to go to my cabin on weekends and taking public transit is also not an option for this	No	
Senior	Yes	To have the ability to enjoy the outdoor activities duluth has to offer. Also, to make off campus work accesible.	Yes	I rarely use my car, to travel in and around duluth. Public transit, my bike and my feet our my top 3 sources of transport.
Senior	Yes	I have a car for work and commuting home.	Yes	A DTA schedule that was more reliable and that ran more routes more often. Also, a high speed rail to the cities would keep me from needing a car to commute home.
Senior	No	Recently sold my car when I moved here... Bad roads in Duluth and I'm on the bus line.	No	
Senior	Yes	To get to school and to travel back to the twin cities	No	
Senior	Yes	convenient to get around.	Yes	close to grocery store, near good public transportation, near entertainment
Senior	Yes	I have a job by the mall, but live near campus. More convenient to drive.	No	
Senior	No	Boyfriend who I live with has one	No	
Senior	Yes	Need quick ways to get around without relying on slower public transit	No	
Senior	Yes	Cheaper than greyhound bus.	Yes	bus service to MKE < $120 roundtrip
Senior	Yes	I have my car because I go and observe in the public schools as part of my Ed degree program... makes it easier to get between the public schools and campus.	No	
Senior	Yes	Drive to work, grocery store, Target etc.	Yes	If roommates had cars, location to grocery store, and location to school.
Senior	Yes	I also work and need to get to work from school quickly.	No	
Senior	Yes	I enjoy the freedom a car provides. Freedom to go to see my parents and other events not close to school	Yes	no parking and no free time.
Senior	Yes	Duluth is hilly	No	Duluth is hilly

Car Ownership

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Senior	Yes	I used to have a job so I had a car to get to school and work. I also have a car because I live a long way from Duluth and it is nice to have a way home at my convenience.	No	
Senior	Yes	Convenient for grocery shopping and getting around	No	
Senior	Yes	To get to work, if something comes up, and it makes it easier to go home.	No	
Senior	Yes	To get to the store and be able to go home for visits one the weekends	No	
Senior	N/A	I need my car.	No	
Senior	Yes	I live an hour and fifteen minutes from campus. Also for convenience.	No	
Senior	Yes	I have a car because my hometown is 3 hours away and I like to go back and visit. I also like to be able to drive to the grocery store/gas station/etc. on my own and not have to rely on other people for a ride.	No	
Senior	Yes	To go shopping/run errands. Or got to appointments.	Yes	if mass transit is available in my area and has the ability to get me to the places I need to go.
Senior	Yes	To drive	No	gas
Senior	Yes	That stupid 200 foot rule made finding a place to rent near enough to walk impossible.	Yes	Finding a room nearby.
Senior	Yes	Ease of transportation to school and work.	No	
Senior	Yes	Just in case, driving out of city	Yes	Close enough proximity to work and school where a car is not necessary
Senior	Yes	Needing it for work.	Yes	It is expensive and so hard to drive on these roads in duluth. Unfortunately, the buses going to the mall from most off campus locations is absolutely not convenient.
Senior	Yes	"Home" is 4 hours away.	No	
Senior	Yes	I like to be independent	No	
Senior	Yes	I teach all around the Duluth area and need it to get to many of my teaching locations in timely manner.	No	
Senior	Yes	Have always had one. Need one to get to work in winter. Need to be able to transport things.	Yes	Proximity to work and ability to borrow a vehicle if necessary.
Senior	Yes	I bought it when I was in high school. It would be a shame to leave it at my parents' house where it won't be used.	Yes	Being broke because tuition has risen by 150% in the last 10 years. I will be a teacher, so I will be broke for the rest of my life. That's fine though, I can ride a bike.
Senior	Yes	So I can get to and from work and other places as well as driving back to the cities on occasion.	No	
Senior	Yes	I travel on the weekends	No	
Senior	Yes	I take the bus to and from school but it is nice to have a car for going other places or for going back home.	No	

Car Ownership

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Senior	No	cost	Yes	cost & convenience
Senior	Yes	I would drive my car into the lake if I didn't travel to the cities occasionally or didn't want to get to the Miller Hill Mall area in less than 72 hours via the bus system.	Yes	The bus routes are not idea for getting anywhere quickly, except downtown Duluth.
Senior	No	Costs involved (parking pass, gas, insurance, loan payment, maintenance, etc.)	No	
Senior	No	Don't really need one yet	Yes	I only answered it becuase it has a star, but I dont have a car.
Senior	Yes	Becasuse I can afford one	No	
Senior	Yes	Convenient	No	
Senior	Yes	I need to be able to get home.	No	
Senior	Yes	run errands	No	
Senior	No	No money	Yes	
Senior	Yes	To drive to work	No	
Senior	Yes	work odd hours	No	
Senior	Yes	Driving to school and work. Going to fun places.	No	
Senior	Yes	Can get where I want to go easily without having to depend on others.	No	
Senior	Yes	Commute to work.	No	
Senior	Yes	for my job	Yes	maybe if I found a job close to where i live
Senior	Yes	to and from home and work	Yes	saving lots of money and finding new ways to get around
Senior	Yes	Need it to go to work	No	
Senior	Yes	I Have a car because some of my work shifts end after the bus lines have ended at night.	Yes	Close to grocery stores, laundry facilities at my residence, on a transit line, close to school and work.
Senior	Yes	ConvenienceConvenience	Yes	Cost, if a car is not needed for transportation it would be far less expensive to not own one.
Senior	Yes	Have a car to be able to go places the bus doesn't. Also to go at times when the bus isn't running.	No	
Senior	Yes	Have one but do not drive to school. I do need it for getting to work, getting groceries, other errands and shopping.	No	
Senior	Yes	Need it to get to work	No	
Senior	Yes	To make getting to the store easier.	Yes	Public transportation that runs on a better schedule.
Senior	Yes	To get to work, get to school when I need to, get to shopping/grocery/friends	No	
Senior	Yes	Work, love cars,	No	
Senior	Yes	I need to drive to work and have a car to drive home and visit my family.	No	
Senior	No	cost	Yes	
Senior	Yes	to get places	Yes	if it were to be ruined I could certainly get around without it
Senior	Yes	I work part time downtown in between classes	Yes	If public transportation lined up better with my work schedule
Senior	Yes	I like to go where I want when I want.	No	

Car Ownership

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Senior	Yes	purely convenience, don't use it all that much	No	
Senior	Yes	Travel-ability.	No	
Senior	Yes	Go to work	No	
Senior	No	can't afford one	No	
Senior	Yes	Need it to get to work 15 miles away.	Yes	Too expensive.
Senior	Yes	I have always had a job in college. It has been easier for me to control where I go and when. I have enjoyed the freedom since I have moved multiple places during college so it has helped with moving as well.	No	
Senior	Yes	I like having one even though i live so close to school so that i don't have to rely on others to get places and to get home.	No	
Senior	Yes		Yes	
Senior	Yes	Work	Yes	If I lived closer to school
Senior	Yes	Grocery, golf, girlfriend	Yes	A blocked off community, now that Im graduated ill need one. I used public transportation and bikes for 4 years of school without a car.
Senior	Yes	Convenience in running errands and driving to school. Driving home to parents.	No	
Senior	Yes	It's Duluth, you need a car.	No	
Senior	Yes	work	Yes	if my currant car broke, work closer to where I live
Senior	Yes	it allows me to travel on the weekends and to school on occasion	Yes	the availability/price of parking, having a free transit pass, if all my needs: groceries and work as well as my entertainment: restaurants, bars, parks are within walking distance
Senior	Yes	Groceries, visiting home, getting to work	Yes	Good access for bike all seasons not only to school, but nearby business centers. Bus route direct to nearby business centers.
Senior	Yes	I've always had one. It's dumb not to.	No	
Senior	Yes	It's nice to be able to go home whenever I want to.	No	I don't like feeling constricted.
Senior	Yes	To get to work and to drive home to visit family.	No	
Senior	No	I don't own one and live close enough to campus that I can walk.	No	
Senior	Yes	Have a car to drive to work.	Yes	
Senior	Yes	don't live close to campus or work	Yes	moving to a more urban area that is warmer
Senior	Yes	Being able to live on my own so I can drive myself around	No	
Senior	Yes	Get to work and school.	No	
Senior	Yes	job- need car to get there	No	
Senior	Yes	I have many doctors appointments during week that vary in times. I am also on campus for very long periods of time and varied hours.	No	
Senior	Yes	distance of job	No	

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Senior	Yes	DTA is too slow, takes an hour to ride bus which takes 10 mins with car.	Yes	Better connections with DTA
Senior	Yes	I live off campus, so I drive to school every day.	No	
Senior	No	I can't afford on campus parking.	No	
Senior	No	Too expensive to own a car, not worth the hassal	Yes	Price of owning a car
Senior	Yes	To go places whenever I want. To go to work.	No	
Senior	No	Can't afford a car.	No	
Senior	Yes	I work two jobs one on campus and one off. Both jobs have early morning hours (beginning at 5:30am) and late night hours (closing between midnight and 1am) so the bus isn't always running when I need it. I also have to be at my off campus job within 30 minutes of getting out of class, and the bus won't get me there in time.	Yes	If I lived close enough to a job to walk/bike/or bus. I probably wouldn't consider not having a car while in school, but once I find a single job with regular day time hours where walking would be safe or the bus would be running, I would consider not having a car.
Senior	Yes	Job	No	
Senior	Yes	I need to be able to get back and forth to my apartment, school and job in a timely manner due to schedule constraints and lack of patience for the bus.	No	
Senior	Yes	To get to school and work.	No	
Senior	Yes	To get to and from work.	No	
Senior	Yes	To travel home and to work when necessary.	No	
Senior	Yes	I enjoy having the ability to come and leave campus whenever I need to.	No	
Senior	Yes	to get to and from school and also work if I find an internship.	No	
Senior	Yes	To get home. To work, and to Spirit Mountain. I take the bus to and from school everyday, Because parking at UMD is RIDICULOUS	Yes	Better parking at UMD. But its still not worth it during the winter. Ive become a bus rider.
Senior	Yes	I dont like using the bus system and I work 40 hrs while attending class and have a dog so My schedule is too hectic to use the bus system because I need to be able to get home quick to take care of my dog in between school and work.	Yes	if i lived and worked close enough to campus where walking time would match my drive time now. Also, not having to work so many hours to support myself.
Senior	Yes	Hate the bus system	No	
Senior	Yes		No	
Senior	Yes	Duluth is not an easy place to et around. Grocery and convenient stores are too spread out to be able to access often without a car, especially those stores up by Miller Hill. The condition of the roads and severity of some hills make it hard to enjoy biking.	No	
Senior	Yes	I have a job and responsibilities that require it.	No	

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Senior	Yes	To be able to get to school in a reasonable amount of time because I live so far from campus	Yes	Being closer to school, for walking/biking.
Senior	Yes	getting to work, school and for recreation	No	
Senior	No	They're expensive.	No	
Senior	Yes	#1 reason is for being able to drive to work and school then also it's nice to be able to drive over to the mall area and canal	Yes	The price of gas. A lot of my friends have cars and I'm sure I could car pool with them. The main issue I think I would have to face is getting to work.
Senior	Yes	Work	No	
Senior	Yes	To go where I want, when I want.	Yes	costs.
Senior	Yes	living off campus. Transit line takes too much time from where I live to reach UMD.	Yes	shorter transportation time on bus line to UMD.
Senior	Yes	job	No	
Senior	No	Cant afford a car	Yes	
Senior	Yes	To drive to school as well as work.	No	
Senior	Yes	shuttle/bus times aren't always most convenient; drive to work	No	
Senior	Yes	I have a job and like the freedom to drive around when and where i want.	No	
Senior	Yes	mainly so I can get to my job.	No	It is really hard to get to a grocery store or target on a bus it is a 5-6 hour affair to get to the mall area and back.
Senior	Yes	Need to get around	No	
Senior	Yes	Work	No	
Senior	Yes	To be able to go grocery shopping and other excursions during the week as well as to go home as desired. Also, to drive to school when there is not a bus to take to get back at night.	No	
Senior	Yes	Transportation around town and to be able to drive home.	Yes	Reliable public transportation, or close distance to campus and resources.
Senior	Yes	Being able to drive to work.	No	
Senior	Yes	Duluth is very spread out and it is not always conveinient to ride a bus. Also, I have tight schedules and the bus takes to long.	No	
Senior	Yes	I have a car to go to work and shop.	Yes	I would need to be close to the bus line.
Senior	Yes	freedom	No	
Senior	Yes	Working in the summer.	Yes	If I got a job in the summer where I didn't need one
Senior	Yes	I work and live off campus so it is important to have a car. I do not drive to school for class, but it is nice to have a vehicle for after school things on campus and weekends.	No	
Senior	Yes	Driving to get groceries and to go give plasma.	No	
Senior	Yes	My parents bought me a car.	No	

Car Ownership

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Senior	Yes	I need to drive to work on the weekends so I have my car.	Yes	If I could get everywhere I needed by walking and the bus.
Senior	Yes	I dislike relying on the bus to get to and from work. I would also rather have the freedom to go to Target whenever I want or run a quick errand and not have to wait another half hour for the bus.	No	
Senior	Yes	In a city as big as Duluth, having a car allows me to get to work, stores, and other places much easier and faster	No	
Senior	Yes	Enjoy the convenience.	No	
Senior	Yes	Convenience	No	
Senior	Yes	convience	No	
Senior	Yes	work	Yes	transit, locationof living if near work and grocery store
Senior	Yes	convenience	No	
Senior	Yes	So I can get around whenever I want and not have to wait for buses. It is more convenient and it helps to know I have a way of transportation right away if someone should need me or for an emergency.	No	
Senior	Yes	I did not have a car freshman, sophomore or junior year. I love the freedom of having my own car to go home when I want, go grocery shopping, etc.	Yes	I live at Boulder Ridge, so I can take the shuttle to campus (and usually do so). However, some days it's nice to go to campus for a few hours, and not have to worry about the bus picking me up.
Senior	Yes	I live 30 min driving distance away from campus	Yes	Weather being more consistent, living closer to campus, safe/more bike routes, bus line
Senior	Yes	I work forty hours a week in a company where it varies each shift where I work.	No	
Senior	Yes	Travel to work.	No	
Senior	Yes	to get from here to there	No	
Senior	No	Motorcycle/bike/take the bus instead. Owning a car is too expensive and the parking situation on campus sucks anyway.	Yes	
Senior	Yes	I have a car to get to and from my home town and work.	Yes	My car breaking down. I could not afford another car.
Senior	Yes	Work, travel	No	
Senior	No	useless expense with such great dta	Yes	
Senior	Yes	I need to get to work and events were mass tansit is not a good or available option.	No	
Senior	Yes	can come and go from campus as necessary. easier to get to work.	No	
Senior	Yes	necessary to get around duluth and the surrounding area	No	
Senior	Yes	I live 5 hours from home, so I would not be able to go home and back without a car, since it is in a rural, obscure area, ride shares often don't go to my hometown.	No	
Senior	No	too expensive	Yes	

Car Ownership

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Senior	Yes	I have a crazy school and work schedule 12 hour days most of the week and i go home a lot	Yes	If I didn't have such a crazy work schedule
Senior	Yes	My husband and I share a car and we feel it's important to help us commute to the cities to see our families.	Yes	Only if my husband and I had one car between us, which is the case right now. We could not be a no-car family due to family in the cities.
Senior	Yes	I work at the mall so I need a quick way of transportation. I also like the freedom of being able to go where i need to.	No	
Senior	No	Cost	No	
Senior	Yes	I don't like having to wait for the bus and transfer, and for driving home	Yes	Better DTA times, closer restaurants/activities to campus
Senior	No	Cost to high	Yes	Cost
Senior	Yes	I'm from IL and I need a way to get to and from home.	No	
Senior	Yes	I go home to work every weekend in the winter.	No	
Senior	Yes	Easier access and faster access to sites.	No	
Senior	Yes	Easier to get around.	No	It is hard to get around to get groceries, ect.
Senior	Yes	To get to and from the cities.	No	
Senior	Yes	With a car, I am able to drive to the grocery store, and to other stores to get the things I need, and also, being a nursing student I am required to go off campus to the hospital twice per week.	Yes	If there was convenient transportation to and from the mall. If I had a large meal plan, if I did not have to drive off campus twice per week.
Senior	Yes	Get to work and get around when I need to quickly	Yes	Friends having a caar
Senior	Yes	I have a tight schedule and prefer the convenience of flexible transportation timing.	Yes	Economic necessity
Senior	Yes	To go places?	Yes	High gas prices.
Senior	No	Parents unwilling to let me have it at school.	No	
Senior	Yes	work	No	
Senior	Yes	I have my own vehicle so I can get to school and work and not depend on others to get me there on time.. come and go as I please	No	
Senior	Yes	I have an employer who is not located on the bus line. I do not live close to shopping or a grocery store.	Yes	Located walking/biking distance to campus, and/or very near to a bus stop.
Senior	Yes	I like to have a sense of freedom and not feel like I can't go anywhere. Also, my clincials require me to drive to Carlton.	No	
Senior	Yes	I work in Duluth and ned it to get myself around living off campus.	Yes	more buses!!! living even closer to campus!
Senior	Yes	I need to use my car to get from my house, to school, to work, to practice, and to go home to visit my family.	No	

Car Ownership

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Senior	Yes	I've had a van for 25 years and drive as little as possible. It is very usefull when needed to move things. I have lived in it on the road.	Yes	If I never had to haul big items long distances or there was an easy and affordable way to rent or share the same sort of vehicle as needed, I would consider it. Until then, I will keep my vehicle in good running order as long as possible.
Senior	Yes	I have a car so that I can get to and from my job.	No	
Senior	Yes	so i can get places	No	
Senior	Yes	I have always had one, it's easier to get around so I don't have to rely on bus schedules or friend's schedules	No	
Senior	Yes	work	No	
Senior	Yes	I can drive to work/school	No	
Senior	Yes	I work in downtown Duluth and have to go home fairly often. I feel most comfortable having my own mode of transportation.	No	
Senior	Yes	I live 3.5 hours from "home" and I don't like to take bus to the cities and then get picked up by my parents. When buying groceries or shopping it means more that I can transport and more convenient time schedule. As opposed to taking the transit bus which has a set schedule to wait on.	No	
Senior	Yes	Need to drive home on weekends and live roughly 1.5 hours away.	No	
Senior	Yes	car=freedom	No	
Senior	Yes	I have work that is too far away from school to walk to and need to be there quickly after classes and don't want to walk to school because it'll take too long.	Yes	lived closer to school and having a job that is closer
Senior	Yes	I find the bus system unrealiable	No	
Senior	Yes	need to get to work and go to my cabin	No	
Senior	Yes	I like to have independence and go where I want when I want. Also, I work nearly full time and need a car to get there.	No	
Senior	Yes	to be able to get to school, shopping, home, and work	No	
Senior	Yes	To allow myself to drive to the Amsoil Arena for practice, mall, grocery shopping, and the ability drive to my hometown of New Prague or the cities if I'd like.	No	
Senior	Yes	I have a car because I am a Mother and the head of household for myself and a 2nd grade child. I use the Bus with my student ID because I cannot afford to park on campus. When I do buy 2.00 parking passes for the day I can't find parking. I actually bought a pass once and had to park in nearby church parking lot and walk to Scholastica. I walk home and take a bus to school usually. I walk 6 blocks to the number 12 DTA bus.	No	

Car Ownership

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Senior	No	Can't afford one yet	Yes	distance to school,work and entertainment. safety of the city and area. time of days that i need a car. if carpooling was available
Senior	Yes	Need to get around town for work, school, activities, etc.	No	
Senior	Yes	work/long distance travel	No	
Senior	Yes	Get to clinicals at the hospital.	No	
Sophomore	Yes	I have a job at the mall and want to be able to come and go as I please; I don't like depending on others or other ride options.	No	
Sophomore	No	Cost	Yes	
Sophomore	No	The only car I have access to right now does not have a good enough transmission to survive Duluth streets and hills.	Yes	It's expensive and I can take the bus.
Sophomore	Yes	I need it to go to work, school, and buy food. I also like to go home every once in awhile which is 90 miles away.	No	
Sophomore	Yes	getting to places I need to go and going home	No	
Sophomore	No	Cost	No	
Sophomore	Yes	I have a car & not being able to have my own transportation is very frustrating to me. I like going home on the weekends and things like being able to drive myself to the grocery store.	No	
Sophomore	No	Free bus, roommates with cars	Yes	
Sophomore	Yes	Option of going home and not relying on bus system	No	
Sophomore	Yes	off-campus job, can go home on weekends as I wish	No	
Sophomore	Yes	Getting to work	Yes	Bus transit having routes directly from campus to miller hill area. (doesn't have to go downtown first)
Sophomore	Yes	I need it to get to work.	No	
Sophomore	Yes	Job	No	
Sophomore	Yes	I live 6 hours away.	No	
Sophomore	No	live on campus and 2 roomates have them	Yes	cost
Sophomore	No	I got in an accident last semester...	Yes	
Sophomore	Yes	To get to work and to buy groceries.	No	
Sophomore	Yes	It is useful for getting to my friend's house as well as home	No	
Sophomore	Yes	It's very hard to get around without a car. Transit takes to long and activities are to far to walk or bike.	No	
Sophomore	No	Financial	Yes	
Sophomore	Yes	Job, convenience	No	
Sophomore	Yes	I have a car so that I can drive around to go do things.	No	
Sophomore	Yes	To get around town quicker than taking the bus if short on time	No	

Car Ownership

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Sophomore	No	Parking pass too expensive	Yes	
Sophomore	No	I do not personally own one since i use my parents car but i would like to have a car because it would be easier to get to stores since there are very few somewhat close to campus.	No	
Sophomore	Yes	So I can quickly get around town if need be and also travel home on various weekends.	No	
Sophomore	Yes	To drive to work	Yes	Gas and having to deal with a car during winter
Sophomore	Yes	Transportation when it is needed	No	
Sophomore	No	To much for gas and parking. I can get around with out it.	No	
Sophomore	No	I do not want to pay 200$ plus dollars for a parking pass.	Yes	
Sophomore	Yes	I have a car because it is makes it easier to get grocerys and to get around town.	Yes	Winter conditions and if I were to live closer to campus
Sophomore	No	Cost, for both gas and a parking pass	Yes	
Sophomore	Yes	Easy to get around when the bus is inconvenient.	Yes	Cost of parking
Sophomore	Yes	Driving home, driving to work, driving to the store.	No	
Sophomore	Yes	Getting to work	Yes	If getting to the mall was more convenient using the bus line from where I live
Sophomore	Yes	I need it to get to work.	No	
Sophomore	No	Prefer to bus, bike, or walk.	Yes	Better bus routes.
Sophomore	No	$	No	
Sophomore	Yes	It is easier and faster to get around Duluth when having a car; I don't have to rely on the DTA.	No	
Sophomore	Yes	Convenience. Driving to work and school.	No	
Sophomore	No	I am broke, and can't afford a parking pass and gas to drive places.	N/A	
Sophomore	No	too expensive for insurance	No	
Sophomore	Yes	Work requires me to travel around the twin ports area.	No	
Sophomore	Yes	Traveling at times that are convent for me, traveling in areas where public transit does not go, traveling to other cities, and I am a car enthusiast.	No	I am a car enthusiast and I nee my car to travel in areas where public transist does not.
Sophomore	Yes	It is a lot easier to have a car to run errands be it the grocery store, mall, etc. I currently live on campus, but next year I will not be. Parking important but I would want to be in walking distance of school so that I wouldn't have to drive everyday.	No	
Sophomore	Yes	Live too far away from campus where Duluth bus transit would take too long. Also, I have a job that is off campus. To make commuting easier (it is not on a bus line), I decided to have a car.	Yes	If the above reasons for having a car were resolved.
Sophomore	No	gas	No	

Car Ownership

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Sophomore	Yes	It's much easier to commute to a job and works better with my class schedule	No	
Sophomore	Yes	So I can go places when I need to. Whether it be to the grocery store, home, anywhere in case of emergency, to my job.	No	
Sophomore	No	money	No	money
Sophomore	Yes	To have the ability to return home to the cities and buy groceries, etc. when I need /want to.	No	
Sophomore	No	No money	No	
Sophomore	Yes	So I can get around when I need to.	No	
Sophomore	Yes	Have off campus job, don't have to ride the DTA and have to spend an hour getting anywhere	No	
Sophomore	No	I don't have to money to maintain it	No	
Sophomore	Yes	for driving	No	
Sophomore	Yes	Easier for me to go home since my parents live four hours away	No	
Sophomore	Yes	I have a car to get to and from my job this year in canal park	No	
Sophomore	Yes	to get to work	No	
Sophomore	Yes	I have a car so I can go to the store and drive to my job.	No	
Sophomore	Yes	I travel home and to another town to visit my boyfriend	No	
Sophomore	Yes	In-case the bus doesn't run at a certain time or go to certain place I have my car for packup. Also, when I go out with friends its nice not to have to rely on others to bring me because I do live far away from campus. (only place that was cheap and only looking for one person)	No	
Sophomore	Yes	If I get a job and to have more freedom.	No	
Sophomore	Yes	I like the freedom to come and go as I please	Yes	A very convenient way to get around such as being right on a transit line with a very robust schedule.
Sophomore	Yes	trasportation to and from campus and work	Yes	living close to campus and place of employment
Sophomore	Yes	To get to work	No	
Sophomore	No	I do not have the extra money to pay for it during the school year (gas, insurance, maintance). I keep it at home and use it during breaks only	Yes	I do not have a car now, but had to answer the question...
Sophomore	No	Have to pay for a parking pass, taking the bus is free, friends have cars	No	
Sophomore	Yes	For getting to work, shopping, traveling home, accessibility.	No	
Sophomore	Yes	To be able to commute home/grocery shop	No	
Sophomore	Yes	Grocery shopping, running errands, if needed to get home	No	
Sophomore	Yes	To get home.	No	

Car Ownership

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Sophomore	Yes	I like having the convenience of going anywhere when I want. I also live about 5 hrs away so its a nice way to get home instead of my parents having to come pick me up.	No	
Sophomore	No	Cost and environmental reasons. I appreciate having the bus so much!	Yes	Having had a car in other areas, Duluth's bus system set up with UMD is very important to mobility. Even when I have use of a car, I prefer to take the bus. If only there was better service to Canal Park!
Sophomore	No	can't afford one	No	
Sophomore	Yes	School is far away	No	
Sophomore	Yes	I volunteer at places that are not on the bus route. Also, I have class and meetings for clubs that start and/or end during the time when DTA does not arrive hourly at UMD.	Yes	If the DTA ran every hour instead of having a gap between 7:30 and 10:30
Sophomore	No	Too expensive	No	
Sophomore	Yes	I have a car so that I can go visit my hometown whenever I want. As well as travel to my cabin an hour away.	No	
Sophomore	No	No money.	Yes	Cost of maintenance
Sophomore	Yes	Convenient for transportation. Time management.	Yes	Lack of gas money and/or parking.
Sophomore	No	cost	No	
Sophomore	No		N/A	
Sophomore	Yes	Living off campus, for driving to school and after school activities.	Yes	Gas is expensive and buying a parking pass is expensive as well.
Sophomore	No	Can not afford a car at this time.	No	
Sophomore	Yes	I need a car for work but I don't take it to school. The parking is terrible so I chose to take the bus.	No	
Sophomore	Yes	I need to get to work and school in a timely manner and whenever I need to.	Yes	convenient bus schedule
Sophomore	Yes	Easier to be able to get to where I want to go when I want to go there.	No	
Sophomore	Yes	going to work, target runs	No	
Sophomore	No	Don't own one	No	
Sophomore	No	Cost	Yes	
Sophomore	No	unnecessary currently	No	
Sophomore	No	i can't afford one	No	
Sophomore	Yes	being able to get to a job	Yes	If I had an on campus job. Which is almost impossible to get without work study.
Sophomore	Yes	Live half hour away, go home on weekends. And to get around when i need to.	No	
Sophomore	No	Finances and able to use transit system and get rides from willing friends and family.	Yes	
Sophomore	Yes	Live 5 hours from home.	No	

Car Ownership

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Sophomore	No	can't afford to have one currently and a pain in the butt to have on campus	No	
Sophomore	Yes	Ease of transportation when I need it for times when the bus is not practical.	No	
Sophomore	Yes	So I can get around more easily.	No	
Sophomore	Yes	to drive and to get around Duluth	No	
Sophomore	No	Just had to scrap mine, will have one again soon enough.	No	
Sophomore	Yes	I am from out of state and am very active. I need to get places.	No	
Sophomore	Yes	get to school and work	No	could not consider because work and campus are too far apart
Sophomore	No	Too expensive for me to have a car, also the roads in Duluth are way too rough to have a car.	No	
Sophomore	Yes	I used to live in the cities, I like to go places on my own schedule	Yes	Great public transportation, closer locations, safer biking commute, no harsh winters
Sophomore	Yes	I work 10 minutes from campus, and my schedule is erratic, so the bus system is inadequate.	Yes	The cost of parking passes, gas, and the potential for on campus employment
Sophomore	No	I cannot afford one yet.	N/A	
Sophomore	Yes	To transport myself for place to place	No	
Sophomore	No	I have decided to spend my savings on tuition instead of on a car. Also, I am planning on studying abroad this spring so it is not the best time to buy a car but I am planning on trying to get one sometime next year.	No	
Sophomore	Yes	so i have my own form of transportation. the buses are nice, but i dont want to wait for them if i have a certain place to be on time (work)	No	
Sophomore	No	The cost of getting gas and my apartment is right by a bus stop	No	
Sophomore	Yes	to drive home to visit family to drive to work to drive EVERYWHERE	No	
Sophomore	No	I cannot afford to buy one and gas is expensive	No	
Sophomore	Yes	I need one to drive to work, kids to doctor etc.	No	
Sophomore	Yes	I have an off campus job that i need to get to and would not like to deal with the bus system.	No	
Sophomore	Yes	I have a car because I'd like to go home whenever I feel the need and also so that I can get to the grocery store because it is too far to walk in the winter.	No	
Sophomore	No	expense	Yes	expense
Sophomore	Yes	Flexible transportation	Yes	Living closer to campus.
Sophomore	No	No license, because I can't afford insurance, and no money	No	
Sophomore	No	don't want to worry about parking	Yes	I don't have a car.. but this question was mandatory to answer.

Car Ownership

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Sophomore	Yes	It takes too much time to go shopping to mall or grocery store. And without a car, I can't eat out.	No	
Sophomore	No	It costs too much	No	
Sophomore	Yes	I have a job, and am too far away to always walk	Yes	If I lived closer to the campus, and if I had a job in walking distance to the campus
Sophomore	No	The cost	No	
Sophomore	Yes	To go to school and shop.	No	
Sophomore	No	I am in the process of buying a van, but for right now I use our family van.	No	
Sophomore	No	cost	No	
Sophomore	No	Not worth the cost, don't want to drive in bad weather.	Yes	
Sophomore	Yes	I have a car to drive home to Bemidji now and then, but do not use it to get around Duluth. I walk and take buses.	No	
Sophomore	Yes	Good to get places like work, the mall, and school.	No	
Sophomore	No	Do not have one currently and cannot afford to buy one.	No	
Sophomore	Yes	I like being able to drive home to the cities and see relatives that live close whenever I want	No	
Sophomore	No	To much work	No	
Sophomore	Yes	Im not a freshman so I need to get places off campus such as friends houses, or work, or to the restaurants since none are really on campus	Yes	More things on campus like a typical University would have such as dinkytown
Sophomore	Yes	hunting	Yes	if i stop hunting
Sophomore	Yes	To get to the gorcery store, the mall, appointments, friends houses (everywhere but school) on my own time.	No	
Sophomore	No	High cost	Yes	
Sophomore	Yes	I can go do things whenever I want/need to.	No	
Sophomore	Yes	A lot of the places I need to be are hard to get to without a car, especially during the winter.	No	
Sophomore	No	All my friends have cars	No	
Sophomore	No	Uneconomical	Yes	More viable metro/general transit
Sophomore	No	Expensive Unnecessary	No	
Sophomore	Yes	Convenience for grocery shopping.	No	
Sophomore	No	Cost Wouldn't use it that often	No	
Sophomore	Yes	I need a car to drive to work, and then from work to school	No	
Sophomore	Yes	Transportation	No	
Sophomore	Yes	Work	No	
Sophomore	Yes	convenience, have an off-campus job	No	
Sophomore	No	I can't afford to have one in Duluth.	No	
Sophomore	No	I use the DTA, and the Jefferson.	Yes	

Car Ownership

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Sophomore	Yes	Work in the cities on the weekend. for transportation to practice and in general	No	
Sophomore	Yes	I live too far from home to have anyone come pick me up, no one from back home goes here to car pool with, work off campus.	No	
Sophomore	No	Can't afford car at the moment	No	
Sophomore	No	dont need one	Yes	
Sophomore	Yes	I live 3 hours away, to get home on breaks, and to be able to get to commitments off-campus.	No	
Sophomore	Yes	having a car makes it easier for me to get errands done, however I have been able to function without one	Yes	winter, parking convenience, availability of other transportation
Sophomore	Yes	work	No	
Sophomore	Yes	I use it for getting around the city, hunting, fishing, etc.	No	
Sophomore	Yes	My hometown is over 200 miles away and I want to be able to get up and go home whenever possible. Also, i like the convinience of it. I think it helps me feel less homesick.	No	
Sophomore	Yes	I like being able to go wherever I want whenever I want without having to worry about the bus schedule.	No	
Sophomore	No	Parents not wanting to pay	Yes	Insurance going down
Sophomore	No	Cost	No	
Sophomore	Yes	Non-traditional student- need car for work and family	No	
Sophomore	Yes	To drive home, and to transport around Duluth.	No	
Sophomore	Yes	Transportation to get groceries and run errands. Overall convenience.	No	
Sophomore	Yes	I need to be able to get to my job since it is not on a bus route	No	
Sophomore	No	parents won't let me	No	
Sophomore	No	Cost	N/A	
Sophomore	Yes	easier to get home/around	No	
Sophomore	No	Cost	N/A	
Sophomore	Yes	To go to work.	No	
Sophomore	No	I live on campus, so I feel that I don't need one yet.	Yes	
Sophomore	Yes	I have a car because I need to get to work.	Yes	Excellent and flexible transit lines between Cloquet and Duluth.
Sophomore	Yes	Easier access to off campus things such as restaurants, shopping, recreation	No	
Sophomore	No	My brothers have it	No	
Sophomore	No	Not a lot of parking, expensive permit, dont have a job to support gas money	No	
Sophomore	Yes	Field experiences	No	
Sophomore	Yes	Transportation	No	

Car Ownership

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Sophomore	Yes	I have a job	No	
Sophomore	Yes	It's just easier to get around. The bus lines are so confusing.	No	
Sophomore	No	because of health reasons I don't have a license	No	
Sophomore	No	Don't really need one yet. Will get one if I live off campus	No	
Sophomore	Yes	I have to work off campus	No	
Sophomore	Yes	To get home on weekends, grocery shopping, convenience.	No	
Sophomore	Yes	I have a car...	No	I'm a disable veteran... I need to be able to get around town ...
Sophomore	No	I don't own one.	No	
Sophomore	No	Cost, too much of a hassle for parking and walking far to lot 17.	No	
Sophomore	Yes	driving to school and job	No	
Sophomore	Yes	i like driving and i like having the ability to go anywhere i want when i want or need to go	No	
Sophomore	Yes		No	
Sophomore	Yes	getting to and from things such as baseball practice and grocery shopping.	Yes	cost
Sophomore	Yes	I have a car, I NEED transportation	No	N/A
Sophomore	Yes	I do not live on the bus line.	Yes	The bus schedule was convenient and timely.
Sophomore	Yes	I share my car with my older sister. I have a car because it is the easiest way to get to school since no buses go directly to C.S.S. from my house. If I took public transit i would have to walk many blocks.	Yes	If I was living close to my school and work.
Sophomore	Yes	Getting to work especially in winter	Yes	if the buses went from scholastica straight up to the mall area instead of needed to take two busses. this summer, it took me an hour and a half to get from campus to work on the bus system.
Sophomore	No	cost	No	
Sophomore	No	Just haven't had the need for one	No	
Sophomore	Yes	Saves me the trouble of finding a ride if I need to go somewhere.	No	
Sophomore	No	expense maintenance	Yes	expense maintenance
Sophomore	Yes	I make money and need my car for my off-campus job.	No	
Sophomore	Yes	Get to sports	No	
Sophomore	Yes	Work and frequent trips home.	No	
Sophomore	Yes	I have a job, so I need to drive to my job. Also, I would feel so trapped without having a car on campus.	No	
Sophomore	Yes	Work and traveling to home	No	
Sophomore	No	I don't have a car	No	
Sophomore	Yes	Transportation	No	
Sophomore	No	cant afford it	No	

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Car Ownership

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Sophomore	Yes	need to drive myself to and from school because i don't live on campus	Yes	if i lived on campus
Sophomore	Yes	To drive to work.	No	
Sophomore	Yes	Travel out of town, drive to work, more convenient to be able to go somewhere, grocery shopping	No	
Sophomore	Yes	Work on weekends at home	No	
Sophomore	Yes	To be able to grocery shop and so I don't feel stranded in one spot	No	
Sophomore	Yes	I live in North Dakota so I use as my transportation home on breaks or when necessary to go to work off campus.	No	
Sophomore	Yes	Church, activities, means to get to and from home.	No	
Sophomore	Yes	I am a non-traditional student; I live in my own house w/my spouse and children and need the car for other reasons.	No	
Sophomore	Yes	Work	Yes	
Sophomore	Yes	To drive around Duluth, have some freedom and not be stuck on campus.	No	
Sophomore	No	I'm already paying way more than I should be for college, I do not wish to also pay for gas.	Yes	
Sophomore	Yes	If I need to go home for an emergency I am able to easily.	No	
Sophomore	No	I cannot afford it	No	
Sophomore	Yes	Wanting to be able to go home whenever I want to.	No	
Sophomore	Yes	I wanted to be able to get around Duluth.	No	
Sophomore	Yes	I need a car for timely transportation to work.	Yes	The bus schedule is inconvienent sometimes, and I need a reliable ride.
Sophomore	No	Don't really need one. Not enough parking available at St. Scholastica. Too expensive and people always want to use your car or want a ride from you.	Yes	
Sophomore	No	i dont have a car to bring to school	Yes	
Sophomore	Yes	didnt want to depend on city transportation	No	
Sophomore	No	no parking availability on campus.	No	
Sophomore	Yes	I like having the ability to go somewhere if I need to.	Yes	The variety of safe and efficient transportation available.
Sophomore	No	Too expensive, don't know how to drive	No	
Sophomore	Yes	Easier to get home	Yes	I don't like having to depend on others to get home
Sophomore	Yes	easy transportation and convenience	Yes	another form of reliable transportation
Sophomore	No	I don't have enough money to buy one and I live within walking/biking distance of every place I need to get on a regular basis.	Yes	I don't currently have a car.
Sophomore	Yes	I gan get to my job and class when I miss the bus	No	
Sophomore	Yes	I have a job and need to be able to get from place to place fast.	No	

Car Ownership

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Sophomore	Yes	My hometown is far away so it's more convenient to have a car here at school.	No	
Sophomore	Yes	Far away from home	No	
Sophomore	Yes	I like to have the freedom to go where i want and when I want. I like to be able to drive home and have the security of having a car.	No	
Sophomore	Yes	no reason	No	
Sophomore	No	cant afford to have it at school	No	
Sophomore	No	No need.	Yes	
Sophomore	Yes	I have a job that I need to be able to get to.	No	
Sophomore	Yes	I leave town frequently.	No	
Sophomore	Yes	I travel back home every weekend and it allows me to get to where I want/need to go.	No	
Sophomore	Yes	To be able to get around and home.	Yes	more direct transit
Sophomore	No	Since I am paying for all of my schooling it is difficult for me financially to afford a vehicle.	No	
Sophomore	Yes	I have a car so I have more freedom to leave campus for a nice break.	No	
Sophomore	Yes		No	
Sophomore	No	I cannot afford one.	Yes	The cost of gas and insurance.
Sophomore	Yes	I have an off campus job, and when I go home on weekends to visit my very ill younger brother, I need to have dependable trasnportation.	No	
Sophomore	Yes	Drive to school	No	

Additional Comments

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1. Bus frequency should increase in peak hours.

3 dollar taxis for St. Scholastica Students/

A city that has been on the decline as long as Duluth has, should really embrace the college population. Here you have a couple of excellent learning institutions full of energetic young people taking a risk, paying exorbitant tuition costs in order to gain the skills needed to succeed and contribute to the economy. Why try to force us all into a little insular community? Welcome us into your community and allow us to share the beautiful city of Duluth. This will encourage the best and brightest to consider staying around and raising a family, building and expanding on the current industries, and ultimately bringing in valuable tax dollars. Duluth is a fantastic city with a rich history. I am proud to call this my adopted home. I know that I will one day make Duluth home for my kids. The people of Duluth look foolish when they complain about the poor economy or the declining school system in one breath and then turn around and gripe about how all the college students are ruining the neighborhood with their cars parked all over the place.

A full Caribou near campus would be nice as well as more restaurants like Bulldog grille, someplace not super expensive. Please bring in a Chipotle, it is the only fast food restaurant that I would like near campus. More campus parking closer to the building would be fantastic because finding a parking spot as a student is not fun, especially when you pay $147 for a parking pass but cannot find a spot and have to pay the meter! Please fix that!

A lot of my peers have mentioned that it would be nice to have a Dinky-Town type area in Duluth. We'd like the campus and college housing more centralized. Also: the ordinance about having only a certain number of college houses per block is ridiculous. Now we have residential houses sandwiched between college houses, and nobody wants that.

A parking ramp near the campus would be excellent.

A place for graduate and professional students to live that is off campus. Most of classmates were not from the Duluth area originally, so we all had to find housing in an area we were not familiar with. It would have been nice to know where to look for housing that is affordable and in a safe, quiet neighborhood.

a place to stop and eat between UMD and CSS on college street would be really awesome!

A private bathroom and bedroom are most important to me as well as the cost of the facility. It is hard to work full time and go to school full time (as I do) and if I wasn't worried if I was going to make my next month's rent then I'd be able to spend much more time on school.

Actual bike lanes on major road arteries around campus! Make the Complete Streets actually complete.

Add a parking ramp for students to park in. This would eliminate the parking woes felt by the students of both colleges and the residents in the area.

Add more bus lines.

affordable housing for students that want to live alone and have a quiet place to live would be nice. its hard for non traditional students that don't want to be around the younger students that haven't gained their responsibility yet.

Allow local businesses to compete in this small area plan.

Although I like where I live I would like to see a community for off-campus college housing and I think residential Duluthians would like this better as well therefore they didn't have to worry/complain about their college student neighbors, and vice versa.

Any off campus housing will fail if it is far away from UMD/Scholastica. We need to buy the houses around UMD and turn it into a Dinkytown kind of area with the campus, housing and resturants/bars all close. If the off campus housing is far away and everyone has to take the bus (like at campus park) it feels childish and no one takes it seriously.

As a long time resident and home owner in Duluth, I would like the city to consider the needs of both "permanent" residents and students. As an undergrad renter off of N 10th Ave E, my neighbors were rude and looked at us like we were a nuisance, despite our and our landlords' (who were also my roommate's parents) many attempts to reach out to them and let them know it was okay for them to call if they had a problem with us. I also had a HORRIBLE landlord while living on N 18th Ave E, and was lucky to escape that particular apartment building alive (literally--bad electrical wiring, bedroom windows painted shut, water leaks coming through the light fixture in the kitchen, oven that leaked gas, etc.). Students need housing that is SAFE, affordable, available year round (i.e., don't get kicked out over holidays/summers), and in an area that is surrounded by like-minded/like stages of life individuals. The primary reason I decided to find my own place to rent as an undergrad, rather than living someplace like Campus Park, was that I wanted to be treated like an "adult" and not live someplace with rules mandated by the University at relatively high prices. As a home owner/graduate student, I hav

Additional Comments

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As a student who has studied abroad I think it is critical to offer full year & 1/2 year leasing options in any new housing facility to make it an attractive and a good option to many students. This can also benefit students who graduate part way through the academic year, study abroad, transfer in/out of UMD (or other area college) and will only require a 1/2 year lease. Additionally it would be helpful to integrate domestic students with the international students that are attending area campuses to foster an opportunity for intercultural learning opportunities outside of the classroom. Some international students attend university for their full degree, others are on campus for just 1 semester thus reinforcing the need for 1/2 year lease options.   Although I understand the reason behind having UMD established as a "dry" campus, it would be wonderful to have housing that respects students (undergrad/graduate) as legal adults and allows those who are of age to enjoy an adult beverage responsibly. There are many students in college that are responsible and respectful even when it comes to drinking. In addition offering housing options for visiting scholars/delegations or family members would be wonder

Available on or off parking in crucial, it is very difficult in my neighborhood to find parking after a certain time of night, usually meaning I have to walk a few blocks which as a college girl carrying quite a few pounds at night can be a little frightening.

Bar/restaurant or general commerce area close to campus is needed! An alternative place to study and relax. Public transportation NEEDS to have better coverage to encourage people to take bus! It's very hard to get around without a car.

Be more aggressive in bringing favoring business and industry in the city. Lower taxes. Abolish the city sales tax. If more business and industry can be attracted to the city, their taxes, even if low, and those of the people employed there, will bring in revenue so that roads can be repaired, alleys can be cleaned, decrepit buildings can be razed to make room for business and residence, etc.

Be respectful of neighbors who aren't students and need to get a good night's sleep so they can go to work in the morning, can find a spot to park their cars too, etc.

Better on campus parking*******

better public transportation it takes to long to get to any shopping center. it is not even worth the time it takes to get to target.

BIKE LANES WOULD BE REALLY NICE. You also did not ask if I have a pet or if I have kids. This is a huge restriction on available rentals, including dorms.

Bring business options for dining and drinking, up to the students housing area. Duluth seriously lacks a fun, exciting campus district. Similar to a "dinkytown" you could say. Campus is extremely boring, and the sleepy neighborhoods surrounding it don't help either. Liven it up around here, and give students somewhere to walk to and hang out with their friends and watch the game, or work on schoolwork in a social setting. The student body would happily support some activity on top of the hill here....

Bring the downtown vibe up to the hillside.

Build a Dinkytown!

Build it and they will come!! Make it nice, safe and convenient for students.

Build more apartment like housing near the campuses!! Along with a amenities nearby. BE FLEXIBLE DULUTH!

Build more off-campus housing for people looking to rent houses.

Build recreation rooms in the community for apartment residents to avoid noise from gathering together of students but provide them a place for reasonable hang-out.

Cleanliness is definitely a major thing. People don't want to be living in a living area that has unkept halls etc. Most people come to Duluth to experience nature with the city, so, personally, I think people would want to have somewhat of a nice view (be it a forest or over-looking the city)from their home.

Consider requiring larger dumpsters per block or house rather than each house having one regular sized garbage can and one regular sized recycling can. When you have 5+ students living in a house, the amount of waste generated cannot be contained in one regular sized garbage can. Then the whole neighborhood pays because it gets tipped over, rummaged by animals, and spread all over the street. Ick. If a house has that many people living in it, then it should be treated like an apartment building with larger dumpsters for the residents. The number 11 bus needs to run more often up into Woodland, rather than only in the a.m. and p.m. If so, students could more easily live up towards the Woodland neighborhood and still use the bus to commute to campus.

Consider the tight budget students are normally on.

continue with the encouragement to bring students and permanent residents together for neighborhood gatherings

Cost and safety are the two biggest things.

Additional Comments

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Create a place where there is covered parking (not underground or garage. Just covered), and a clean, respectful structure. The existing housing options (apartment complexes) are full, dirty, or old. Look at a model with Equity Residential. http://www.equityapartments.com/ Manage the site well (plowing, apartment maintenance, painting, etc) If you are going to allow this site to be built, assure Duluth that you aren't inviting anther blight into the community.

Create an area near UMD that has non-chain restaurants, a few bars, and some alternative options for buying books for school. We should have some housing nearby these new businesses as well. The area should be bike and pedestrian friendly as well. Make UMD a campus where the students actually want to hang out instead of paying for cabs to Canal Park and other places. Please.

Create some co-op houses on the campus of UMD or get a group to start them. They could be themed houses like diversity, community service, organic, etc. they would give back to the community.

CSS has grown faster than they can keep up with the growth. They are adding on right now to the science building to attract even more students, but they haven't added anymore on campus apartments or parking lots/ramps to accomodate for this growth, and these were already issues before the addition started, and are even worse now and are going to continue to get worse. I would recommend building more apartments closer to CSS because CSS requires students to live on campus for their first 2 years, and there isn't much housing left over for upper classmen to accommdate all of them that would like to stay on campus.

Do away with ANY plans for additional parking meters off campus grounds. Fire the engineer who designed the parking areas and whoever predicted change in student population over the past 10 years. UMD has a mess on it's hands and students who commute are paying for it. Build a ramp, dig a hole. Do something besides asking students to give up their cars even if they live within walking distance. The money from our tuition should cover parking. The meters and parking tickets alone could pay my tuition a second time. The pay lot isn't cheap, but if you want to wait in line for 45 minutes and then walk across campus, it's worth the savings. I understand UMD is a huge financial and cultural asset to the City of Duluth. I'm just disappointed that a university with such high regard for culture, self determination and providing impeccable education, won't be accountable for their bad planning.

Don't be dicks about giving out parking tickets, you pricks.

Don't know if I'm talking to the right people or not, but some how if duluth can get bars not in canal that'd be great. Kids don't come here because of the lame night life and the fact you cant walk any where. Not saying that Grandmas and the old R bar weren't fun, but the majority of other colleges have bars close to students. Cut down on drunk driving and great attraction for students.

Duluth is a college town. There are many different schools up here, so there is nothing that can really be done about that. However, the ordinances that have been created in the past few years regarding the creation of new rental houses is borderline against the law according to state rental laws. These laws govern the entire state and going above and beyond the state's ordinances to make it more difficult to create new rentals is absurd and it will only take one person who has the money and the time to fight this battle to overturn these ordinances which have gone into effect over the past few years.

Duluth should stop the rule about not having rental properties in same block as others. Stop telling the owners what to do with their properties. TOO MUCH GOVERNMENT IN THIS CITY!!!

efficiency should come first Have pride in our campus! I sense that some people UMD is relatively mediocre due to some factors on and off campus.

Even though I am a grad student who is already working in my profession I think the idea of creating a dinky town type place for Duluth would be a wonderful idea.

Finding an apartment that is both not run down and not too expensive is very difficult in Duluth. In part, this is due to unorganized and unprofessional landlords. Compared to several other cities I have lived in, it was very frustrating and difficult to find good apartment housing in Duluth that is remotely near campus.

fire pits. get em here

For college students, the more affordable housing costs are the more money they will be able to put back into the Duluth economy.

For students without cars, we rely on others driving us and when that's not available, on the busing system. Many of us therefore find it inconvenient that the routes don't always allow easy access to places we like to go on weekends, especially later on weekends.

For the international students, I think let them work outside of the campus too.

For UMD- more parking! (maroon lots) the lots get pretty busy and I feel like there's never quite enough space

Free visitor parking all week (not just on weekends), more restaurants within walking distance, more parking spots available near dorms so we don't have to park on the other side of campus.

Additional Comments

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Get a Chipotle in Duluth.
GET BETTER INTERNET. There needs to be a more direct bus route from CSS/UMD to the mall area. It shouldn't take as long as it does.
Get rid of the 50 foot ban. Trust me you would rather create housing districts instead of having the crazy spread out around the city
Get rid of the tax increase on landlords if they improve their rental units... too many slums for college kids. Duluth can be a beautiful city don't let rules and increased fees stop it. Nothing wrong with having an area around the campus that is college friendly, more people would walk or bike to campus rather than having to park which is hard to do as they over sell parking permits. How many people have been late to class because of that!?!? Increase job opportunities for college graduates. So many people would love to live here but are forced move because there aren't enough high paying jobs. Brain-drain!
Get things right the first time! i got a meal plan and it took them 3 weeks to finally fix it!!!!! And be more freshman freindly i had no clue where anything is and teachers were telling me to go get this and do that...
Have a diversity of options of DIFFERENT restaurants. Don't bring in another subway or Micky d's. I want a Noodles & Company or something local that's going to be innovative. Also, if there are apartments, which I think there should, make them really nice and expensive to keep the rift-raft out. I want this new development project to be clean, sophisticated, and ultimately an area that pulls in major revenues.
have a graduate housing option that is only for graduate students
Have one area for College age kids, like dinkey town. Problems happen when College age kids 'invade' 'permanent resident's streets', regardless of everything the schools bring to Duluth.
Have the 18 bus run on the weekends as well as the week. It is a good resource during the week to get around, but people still want to go places over the weekend too.
have wireless internet in all the dorms
Help the universities grow and become nationally known however you can.
Housing for graduate and professional students would be amazing. I am a medical student and I am lucky I found the place that I did. Finding housing seemed like kind of a nightmare for someone that lived on-campus all four years of undergrad.
Housing should be able to be one semester for those student who study abroad or only need to live there for half a semester. With limited on campus housing, off campus housing should be as affordable or cheeper than on campus housing. When you factor in the cost of gas to drive to school that should be a factor in price of apartments cause if you live on campus you don't have that cost.
I am a home owner in this area and have been for the past 13 years. It has been very painful for the campus neighbors who have children to have lost 1) our schools - chester park and woodland - this due to the vast number of people not buying in this area due to decreasing housing values, drunk college students and run-down properties. I want to see the universities help to re-vitalize the area for the year round residents who have endured through all of this. Let's not just do for teh students but for the year round residents who are students and are planning to stay. Let's make this area one to be proud of not like Woodland Ave and surround areas have become.
I am in a unique position as a staff member and student of UMD....I also live in the neighborhood. I FULLY SUPPORT the development of this area to be more of a "Dinkytown" type of place. Commercially, this area is dying on the vine while Miller Hill is becoming the hot spot.
I am originally from Duluth. I love it here but there isn't very good student/community relations. Students want to live closer to campus. This puts us in the same neighborhoods as long time residents. I consider myself a good neighbor and talk to some of them regularly. Young people, away from there parents are going to misbehave and make mistakes. I know I did. You cant change that. I am strongly opposed to more apartment, boulder ridge style apartments. I think they have no character and are for rich kids from the city spending their parents money. I enjoy spending time in the woods that will be removed for the buildings. That being said there is a high probability that they will be filled with those kids. They will still walk the streets all weekend to house parties and be loud and messy along the way. Respect gets respect. College students spend lots of money, all of their money, to live and attend school here. In a place where we don't necessarily feel welcome. Duluth went about it completely wrong with the 300 ft. rule, why spread us apart? into more neighborhoods? A neighborhood with more college housing makes more sense, let us bother each other. My landlord lives in the cities and co
I believe the constant flow of students to UMD/Scholastica should be taken into the highest consideration when doing construction on any of the main roads we take.
I don't know if this exactly falls into your plan but I think implementing park and rides around duluth for students it would cut down on the amount of kids trying to drive onto campus and keep that area a little less congested and buses would get people spread out back to their park and rides.

Additional Comments

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i dont know if this is just for campus parking, just for car related issues or what this I mainly about but It would be nice to get the neighborhoods more focused like neighborhoods of just college students and neighborhoods of just Duluth citizens.

I don't know if this the place where I should make this comment but I would like you to consider getting the overall cost of attendance lowered. Looking at the University of Wisconsin Superior their overall cost of attendance is about $6,000 dollars cheaper per year than it is at the University of Minnesota Duluth. I understand that a degree coming from UMD may be 'worth' more but I can't be sure that it is worth a total of $24,000 more ($6,000 for four years) than the same degree from the University of Wisconsin Superior. Please keep this in mind when making your decisions, thank you.

I don't take the bus because the routes are confusing and I want to be able to come home when I am done with my school stuff on campus, maybe if there was more times to get a bus ride.   I would be willing to pay more for parking if a parking ramp was constructed where the "library" maroon parking lot is currently.

I feel as though there needs to be cheaper apartments. The off campus student apartments are ridiculously expensive for one person each month and the apartments that are cheap are run down and do not have a lot of services (fitness center, enough washing machines/dryers) and the should definitely be within walking distance (1 mile) or right on a bus line. I do not like relying on a bus or someone else to get me to school ontime, which is why I chose to live within walking distance and I just cannot afford to bring my car up here for 9 months. I know that many students are in my position also.

I feel that it would be worthwhile to geographically group all the students together in one area of the city, preferably near the campuses. This would create a stronger feeling of community, unique business opportunities, and would serve to separate the students from all of the other residents in the city and diminish the number of noise complaints etc. that are made. A good model for this plan would be Dinky Town at the Twin Cities campus.

I feel there needs to be more housing options that allow pets. I am a single girl who has a small dog and the only places to live around here are for the elderly. This is a college town i feel like more apartments need to be built but affordable. Also i think i would prefer more of an updates apartment because the ones around here are all old and run down.

I guess a lot of students both graduate and undergraduate come from muslim background or countries, because it is a mandatory to LEARN in Islam. The biggest problem we muslim feel is that we are unable to get HALAL meat(Slaughtered with accordance to Islam or Kosher) and HALAL food. Many of us have to travel to CITIES to get HALAL meat and stuff. It would be a great help for us muslims if we could able to get HALAL food easily. Like in big cities in US and in lot of Europe, there is HALAL food available on KFC and McDonalds, why it can't be arranged in DULUTH as well??? Besides that people of Duluth are really kind and good hearted, they should be appreciated for there hospitality more often.

I have a car, but I take the bus to school. I use the car to get to work, etc.

I have an additional comment to represent all the College of St.Scholastica students that live in the area I live in. On 4th Street we have many buses that have this as their route but none that go directly to our campus. Since the student population has increase drastically, I think it would be a wise decision for Duluth Public Transit to have a bus route up to the Scholastica. The area I live in has a majority of college students and every time I walk to school I see many UMD students taking advantage of the bus system. My roommate attends UMD and many students have to be denied bus access because of the limited space. If there was a bus that went up to Scholastica on the main road, then it may prove to make it available for all the students that had to be skipped. It would be a good opportunity for both school populations and would make more parking available for the students on campus. Soon I will have to walk quite a distance to my bus stop for the winter because I attend Scholastica. Even though the city views us as small, there is an increase happening. I hope something can change about this and I thank you very much for looking at feedback from the students in the area.

I live in a college student centered building and feel very safe. I pay more than others but feel that it is worth it. We have RAs on duty and think that this is very beneficial for those student's who feel their academics are important. We have a shuttle to and from campus and this is how I get to school. I think this is really economical and saves me money. Take some tips from Summit Management. They do an amazing job.

I live in a two-bedroom apartment with my husband. Our apartment building is nice and quiet, and I feel safe in this neighborhood. It's affordable and isn't falling apart too bad. I bike to school quite often, not only to save on gas money, but also because parking on campus is difficult. I think affordable apartment buildings for one to four people would be a great thing for students.

Additional Comments

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I must say there needs to somehow be a better parking system in the area of UMD. Also, consolidating with the university, there should be two entrances into Parking Lot B from College Street-- one entrance for eastbound traffic, and one entrance for westbound traffic. It gets too jammed up in that area, and it is kind of dangerous for pedestrians! I believe this would keep the flow of traffic constant. Those coming from the east have to wait in the middle left turn lane until a huge line of cars turn left onto University Drive. Something could be done here.

I often feel that student are being over charged to rent a house. I would be intrested in knowing the average cost for a landlord to keep the house up and running.

I preferred living in the apartments when I lived on campus. I liked to get to cook my own food and having the space to relax.

I really enjoy living on campus at the College of Saint Scholastica. I live in one one of the apartments which are really nice, but I feel like I got "shafted" with my apartment. The apartment that I live in is located on a bend in the building so instead of having a nice open square living room, mine is long and skinny and not very ideal for arranging the furniture provided in the room. Also, directly above the apartment is the building's only laundry room. I have no idea what prompted the architect to put the laundry on the top floor but whenever someone does laundry and the washer goes a little off balance the whole apartment shakes and it feel kind of like an earth quake. I also don't like that there is a foosball table right above my bedroom which makes it difficult to go to bed early when people are playing because the sound of the banging from the table travels through the floor to my ceiling and into my room. So a word of advice to CSS freshmen who will be living on campus their sophomore year: go check out some of the rooms in the apartments since not all of them are the same. When I looked at the apartment layout online the one I ended up with was not what I was expecting it to be like.

I really recommend parking at the college of St.Scholastica, in the 4 weeks I have been on campus there has been too many days were I have had to park across chester creek and walk up hill... I had knee surgery done about a year ago and I'm a Disable veteran ... This is not going to work out for me in the winter months... I can not be going up hill in the snow... then you have all these younger 18 through 24 indivduals taking up parking near the buildings, there should be a parking arrangment for the elder students and faculty... There should be designed lots...

I really think we need more activities to bring both colleges together. i don't party much so i don't really meet people from the other college that way, so i know very few people from UMD. Also the bus systems need to be easier to navigate. There needs to be a bus from UMD, and CSS that goes to like miller mall or whatever(the area where the target is located). It is really frustrating trying to figure out which buses to take to get to target if you don't have a car. I know super 1 is within walking distance, but when i have to buy a case of water or something, that is really heavy and difficult to carry 1 mile back to The College of St. Scholastica.

I suggest NOT building housing facilities like campus park/boulder ridge. I feel that these sites in particular are not what most college students want. I believe that none really needs tanning, pool, games area. However, many students live there during their second year of college because they feel that it is convenient and everything is included--BUT at a high price. I prefer being close to restaurants and bars. I like being in neighborhoods with other college students, it feels safer.

i think a small dinky town is in order. right? dont mess with the parks mountain bike trails

I think it is a good idea to have housing options available near UMD and CSS. Being close to school is very important to me because that is the main reason for me being here. There does not seem to be much room for developing additional housing around campus. As for transportation, I did buy a parking pass at school this year. While the bus comes relatively frequently, I have to stay later for studying at least once a week. After 8PM, the bus does not run past my apartment and I am not comfortable walking in the dark for half an hour to get home if I miss the bus, therefore, I need to plan ahead and drive to school.

I think it is very important to include ample parking when deciding on a design plan. I have attended school at the Twin Cities campus and it is a huge problem there. I also feel that having businesses that are open late is very important to student to accomodate late studying.

I think it would be a good idea to create a neighborhood where the houses were predominantly college houses as I believe this will create a more unified college community and also help avoid having a bunch of college kids around the houses of families and other citizens of Duluth.

I think it would be smart for housing to be offered that is reasonable to students during the school year and during the summer. If they have a lot of options and are at a low price it will be a great place for a college student to reside.

Additional Comments

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I think it would better serve the community if student houses were clustered together and separated from non-student residential areas. This would avoid a lot of disturbances. Unrelated to the question, the legitimacy of a questionnaire is greatly lessened when there are typos and mis-worded questions. Quiet was spelled as "quite" and when asked to rank your top 3 priorities, you are actually expected to rank all of them. Why should I even bother to answer or take a survey seriously if those asking the questions can't even be bothered to take time in writing it? Annoyed!
I think living off campus in Duluth can be very off-putting. There are articles in the paper quite often, as well as stories you hear from friends or co-workers, about the slum-like conditions or slum landlords in this town. At my last job, I worked with one such land lord and he didn't see any reason why he should make sure the stairs had a railing or why he should fix the path up to his house. He was also pretty upfront to the office on not renting to non-Caucasians.
I think more parking needs to be added, perhaps a parking garage.
I think that given the fact we have to higher education institutions right on top of each there should be some sort of thought given to having a college area or a "dinky town". Somewhere that college students can hang out, enjoy, and partake in college life in a non-partying way. It would be nice if the community thought of as part of the city of Duluth as well...rather than just a bunch of drunk college students.
I think that St. Scholastica can and should build another apartment building. They can build underground tunnels so why not build another apartment to accomodate more students and make Scholastica more accessible!
I think that the cost of living is quite high for a student paying for their own tuition. I think it would be interesting to see a comparison between what the landlords and paying and what the student are paying for.
I think that the lack of student entertainment surrounding UMD is rather embarrassing how can a major university not have general student entertainment in its area. Where are the bars, nightclubs, and other forms of entertainment. If we want to see a musical performance we have to travel to ironclad, fitgers, or pizza luce. While UMD does offer free concerts at the beginning of the year which is nice students of age to drink alcohol don't want to come because its a dry campus. There should be some kind of bar/club within walking distance of campus that students can go to. Think of in the movies there is always some type of local hangout that is lacking here at UMD. If Duluth had even a small portion of the entertainment options that the twin cities campus offered through dinkytown then there would be more students and more money being put into the local economy.
I think the campus would benefit from a parking garage. It would de-clutter the streets, allow for more grass/wooded areas instead of parking areas, and ultimately, it would alleviate parking problems.
I think the City of Duluth needs to centralize student housing and appenities like grocery stores and restaurants in one area close to campus (within walking distance) so it is more convenient.
I think the college of St. Scholastica should get the same privileges as UMD. For example, CSS should be able to get the $3 taxis to anywhere in Duluth. It's unfair that UMD can get them, but Scholastica can't. Also, student discounts would be very much appreciated at restaurants, businesses, etc.
I think there needs to be some improvement wit the overall college claps living an college student living. There are not really restaurants of food options available nearby unless you are willing to travel to go out and get it. This is very inconvenient if you are very busy or are constantly on the go.
I think they should have more restaurants or other food places with walking distance from the colleges. We have absolutely no restaurants that students/faculty (and locals) can go to that is close. We always have to go to the mall area or down in Canal basically.
I want to see a designated area for college students to rent houses. The college student housing area is so wide and spread out that it is hard for students, landlords, and police to have a functional mutual relationship. An area close to campus that is designated for college student housing would be so so so much better! Repeal the renters permit law!!
I wish there was more enforcement of loud vehicles on the streets along with more enforcement of drunk undergraduate students being loud while walking around late at night.
I would jsut like to see more public parking put in because if you don't have a permit or money there is very limited space to park anywhere near the campus.
I would like to see parking on and around campus improve. There is very little parking around campus. I know that this often deters the Duluth community from coming to the events that are on campus.
I would like to see some small amount of commercial space zoned for nearby restaurants. It is also very important that the Chester Park nature area be maintained and preserved.
I would love if they had the option for on campus living for graduate level students here at UMD. At this point, I am spending far more time on campus than off, and it would be convenient for me to not have to waste anymore time in transit than I had to.

Additional Comments

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I would love to live closer to campus than I do. If there are places that become available that are easy to get to UMD, the mall and other places by bus as well as affordable. count me in! Having affordable one person apartments would be nice too. There are non trad students that would love to be here more and be more involved but they are not going to live, usually, in an 8 person house in most cases.

I would not prefer to have a bunch of apartment buildings around campus. One or two small to medium sized ones but otherwise I would prefer actual houses.

I would really enjoy being able to leave school some afternoon to hunt and then come back at night and study, but there is no place we can keep our firearms or bows. What I am trying to say is if we had a gun vault within walking distance of campus it would make my stay even more enjoyable. An average 24 gun safe runs around 900 dollars. If you rent people a spot for $20 a per gun per semester the safe will be paid off in no time at all. I would strongly look into it.

I would suggest that shuttles run on the times that are compatible with student classes. The last shuttle of the day leaves at 4:51, leaving student with just one minute to make it to the bus. The bus is scheduled to leave at 4:57.   To make students feel safe, I would like to see buses that are just for students. I never take the bus at night because it strikes me as being very unsafe.   Create enough parking for everyone! ..and have garages available at housing facilities.   Maintain buildings.

Ideally, there should be more on street parking. UMD sells far too many parking passes per parking spot. It is very frusterating not being able to find a spot on the street. Also, every other side parking is not efficiant.

If people are worried about not being able to raise a family a block away from UMD because there are too many college students, then they and Duluth forget where a lot of their money comes from.

If responsible on-campus drinking is more tolerated then less young students will be acting irresponsibly in surrounding neighborhoods. Also, quiet was spelled incorrectly on the ranking question.

If schools are wanting to grow and expand, the parking and housing does as well. Every student should have housing at least their first year. Other housing and apartments should be made available for students. College is already expensive enough, students should not have to worry about housing too.

If there was anyway to make most of the area around the campuses mainly for the student population for housing, that would be better. I would rather walk to campus but with the limited number of houses/apartments near campus, I could not get into one.

I'm an exception to the student rule. I failed at my first attempt at Higher Education 8 years ago. I'm now back in school and working full time, as I have responsibilities outside of my GPA and social calendar. I drink at home and in bars with my friends, not on my front lawn at 3am on a Wednesday. I don't play music at obnoxious levels. I sleep between 9pm and 4am, rising early to go to work at 5am. I feel that if the slumlords in the Woodland/Hillside/Endion/Kenwood areas were replaced with GOOD housing (by this I don't mean newer residences, simply standards for tenants and landlords), much of the "Oh it's just a party house" mentality that many students (and ignorant or irresponsible landlords) have about most of the student housing in the area would disappear. I have sympathy for the students that don't want the dorm atmosphere, and choose to live responsibly off campus. I have little tolerance, however, for the students that think puking in my front lawn twice a week is acceptable behavior.   I should note: I pay extra for off street parking. My landlord provides garages and parking spaces at an extra fee for (continued)

(continued from above) tenants. I don't feel like I should be entitled to such a space, it should be an extra privilege. I use off street parking as convenience, but suffered no hardship having to park a block or more from my front door prior to having such a space. (I've rented in the 18th- 19th avenue east area on 1st, 3rd, and 4th Streets for over 5 years, and have only recently begun using off street parking.) Students who insist on bringing cars to school should actually drive them. We do have ordinances in Duluth requiring vehicles move every 24 hours when parked on the streets.   The parking issue- as well as the previously mentioned party/noise issues- would go away if landlords and tenants were actually held to standards equal to those of University housing.

I'm an RA on campus so I choose my living choice is already made for me. I'm within 10 minute walking distance to all of my classes, don't have to go outside if I don't want to, it's paid for, and I get free food. It's a given choice for me.

Improve roads for winter. Have more scholarships. Have my volunteering opportunities for college students.

Improve the sidewalks and roads

Improve your roads. Do not have the police unfairly target college students living off campus in homes. look into changing your social host policies, the police came to our house when we are all 21 and had just our roommates home and threatened us with a ticket.

It is far less stressful to be able to live very close to campus.

It is nice if we have places/ options to get fresh food/ shopping in Duluth, without having to go to Mall area, which is really farther to the college living area.

Additional Comments

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It is really hard to find out which houses are for rent, or to find a landlord.

it might be great if the campus becomes larger with great looking buildings and all. there are not specific things that people would love to go to UMD

It would be a great idea to have a specific area of concentration of college students so that there aren't college students spread all over the city and causing disturbance in the city.

It would be great to live on a street where every other house wasn't rented out. In my one block I think there's at least 4 homes that are rented out, but, not necessarily to just one person or one group of people. Parking is ridiculous, especially when I get the emails from the school "kindly" telling me, a tax payer, to not park in front of a house that isn't mine. I live on a block where you have to search for a spot and sometimes walk a block or two from your car to your house. Had I known that, I would not have moved here and just lived further away and drove everyday. Also, it would be nice if one guy didn't own half the houses for rent in Duluth. Gregg Schmaedeke is not a nice landlord, it was very difficult to find a house this guy didn't own. Boardwalk Realty should not be allowed to treat people in such a poor manner. I may be a college student, but I refuse to be treated like a second class citizen; especially when I'm 25 years old. Starting treating the 30% increase in students like people who have helped Duluth become what it is today, not the people you can step all over.

It would be much easier if college students were able to live in designated areas off campus that are closer to school. The way that the off campus living is set up now, is not easily excessable for everyone and is very inconvient. Consider putting a gas station or some place to easily access food and other small necessities closer to junction apartments, in other words, within walking distance.

It would be nice to have more apartment buildings geared towards college living. Also, have some newer apartments available with more bedrooms per apartment (4,5 and 6).

It would be nice to have more options as far as off-campus housing goes. It's really difficult to find a house to rent unless you/one of your friends is already living there.

It would be really nice if everyone could have their own private space. I am in the Stadium Apartments. 4 girls three bedrooms. I am sharing and it would be nice to be able to shut a door and have entire privacy the other two girls get. My roommate has VERY different sleeping patterns and makes being in my room difficult.   Lower the cost of parking and I am sure you would have more people buy tickets unless the schools are going for the lesser cars more public transit ideas.

It's a small detail, but it bugs me to no end. If you are planning on doing any road construction/other construction projects within a vicinity close to UMD, then DO NOT start the projects a month or less before the fall semester begins!!! Get them done or close to completion before an additional 13,000 bodies and vehicles are on the roads.

It's important to be able to provide affordable university provided housing to all students who want it.

it's none of the city's business what people do with their private property. Rental property is big business in Duluth as tenants are the only people who still want to live in the city limits with all of the city's funding issues after decades of DFL rule. stop interfering with all of these stupid ordinances.

It's very difficult to find places to live when you haven't ever had to do it before. After Freshman year, finding apartments or houses that were reasonably priced and available close to campus were difficult. You drive down the road and see a lot of apartment buildings and houses, but how do get a hold of the person renting it? I feel freshman are not well equipped with the tools to find that out.

I've heard rumors of a dinkytown-esque area being placed where the current Woodland Middle School is. While I'm aware this is a housing survey, the name seems to fit. I fully support this and feel that both the Mt. Royal area and the city would feel a large boost in spending with an area like this- college centered entertainment in its own district.

Keep convenience above cost, keep cost above luxury, and forget aesthetics.

Keep in mind that you can never have too much green space.

less strict rules about hosting parties.

Let us rent where we will! If some one wants to rent let them we need the market to get affordable housing! And Better houses.

Like it or not, this is a college town. The more you resist, the worse we seem. Let's be friends!

Limit parking on the road and number of people per home that are not related or you will destroy the family neighborhoods.

Additional Comments

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Localizing the student community (rather than dispersing it as the '300 foot rule' sought to do) is a good idea. The area near many urban campuses is dedicated to student housing and activities (such as Madison, Wisconsin). This is usually driven by free market pressures, not necessarily local or state governance. If the market is the driver in these other communities, perhaps adopting a new philosophy about concentrating students near campus would be an economic boon in Duluth as well.
Lower the cost of living. Not all students have parents that help them out with school and housing and it gets to be very spending. I live with family/family friend off campus because it is cheaper and they understand I am in college and can not afford expensive housing since my parents are not helping out. I work for my rent.
Make decisions that will create a better experience for students to want to come here or even stay in Duluth that students support.
Make it clear what the rental rules for renters and landlords are. I have no clue what the rules are and I can never find any information online either.
Make more affordable living for off campus
Make more on street parking spots
Make parking more easy. There are too many rules or credentials in parking. It's not fair for my friend to park 5 miles away from where I live just so they don't get a ticket. Weekends should be more lenient on parking due to this reason. I know WAY too many people who have been ticketed who were visiting in Duluth for parking in a wrong designated over night parking spot in different places in Duluth.
Make sure all landlords are abiding by the rules and not taking advantage of college students.
Make sure security is a top priority.
Make sure there is adequate parking and accessbility!!
Making sure people are aware that some houses may not be legal. For example a goth bedroom that would not pass as a bedroom. I think there are many houses out there that students are living that would not be considered safe, and they are only living there because it's all they can afford.
Maybe the premises could have a sort of courtyard. Nature is always nice.
More affordable housing near campus in safer neighborhoods, more restaurants and bars near campus that are more convenient for students who do not have a vehicle.
More affordable off campus building complexes near campus. More restaurants and shopping near campus.
More affordable student housing closer to campus. The only off site student housing available is overly expensive and requires full time employment in order to survive.
more apartments in a closer area with access to internet, fitness, ect.
More busing around the campuses and at actually convient times. When class is done at 1:50, and the bus leaves at 1:50, and then I have to wait another hour for the bus, there's no point trying to take it home. Also, have the bus out later at night, and put more street lights around the neighborhoods. Also, the street lights need to accomodate pedestrians more.
More commercial areas closer to campus.
more discount food options
More free parking on side streets. It is already a cost thousands of dollars a year. Give some benefits to help kids who pay for college on their own.
More frequent and appropriate bus times: sometimes we have to choose whether to take a bus that gets us to class 30 minutes early or 2 minutes late. Also service to downtown areas so we can support the community by spending our parent's hard-earned dollars at cafes!
More frequent buses. Instead of hourly buses, half hour buses.
More housing needs to be available to students IN THE AREA OF UMD. It is very hard to live so far away (Campus Park and down town) while trying to study/attend school. The housing could be UMD ran or privately ran. Also, resources available for those renting houses. Possibly a website helping you find housing, the do's and do not's of renting, knowing rental building codes. For example, my stairs did not have a railing. Is this against a building code or not? A website to answer all of the questions would be wonderful.
More housing within a 5-10 minute walk is a NECESSITY for students. Also, parking is an issue for both students and families, so that would need to be addressed by landlords, the city and university. A local bar near campus, while possibly having some drawbacks, would foster a better community atmosphere for students.
More local campus restaurants, bars, shopping areas, and coffee shops. Its all neighborhoods around campus so in order to do anything you have to drive to Canal. The area should be more like Dinky Town or State Street.
More lower cost facilities, ie restaurants, shopping, etc
More off street parking near campus especially for residents near the school.

Additional Comments

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More options for bus routes! It is difficult to get smoothly to many places in Duluth. Also, more bus options on Sundays. There are very few buses that go to various churches on Sundays.
More overnight parking
More parking
More Parking
more parking and preferably free parking. It costs close to 40 thousand dollars with no deductions so I would hope we can have parking free.
More parking at school, when I lived off campus last year far away from campus, I still had to park far away because I could not get a parking permit, couldn't find a spot anywhere on the street, and pay-lot everyday gets a bit ridiculous
More parking at the college of st scholastica ... It takes me approximately 10-15 mins to walk from the Chester creek parking area to tower and it's all up hill... I don't live on a bus line... So taken a bus is not an option unless they do like cloquet an put in a park an ride some were ... Even then with the added crime increasing in the area I would not feel comfortable leaving car somewhere... At least on campus you have the security patrolling ...
More parking availability! A kitchenette would be nice because it would be nice to give students on option whether they want a meal plan or not.
MORE PARKING LOTS AT UMD!!!!!!!!!
More parking!
More Parking! More hours for the DTA on nights and weekends! CHEAPER RENT 4th street DTA bus runs more frequently (at different times) to accommodate how many students live on and use this bus line
More recreational facilities needed.
More rental units within walking distance to campus; more frequent buses to campus & later buses (for those of us with night classes). Suggestion...transition to more pedestrian campus through use of a VERY large, free, off-campus parking lot with frequent shuttle buses into the heart of campus. Parking in the current lots is very crowded and expensive, reserve parking lots on or near campus for those living in dorms and/or staff and special needs. Example: Iowa State University's cooperative agreement with CyRide transit. Swiping the UCard for bus fare is great, KEEP THAT!
More restaurants, bars, shops etc. closer to campus--like Dinkytown
more rooms at scholastica. im currently in the basement with 6 other people in a small room. also if there better ways to get back to the cities.
MORE SECURE, WELL MAINTAINED, AFFORDABLE APARTMENTS WITH PARKING/GARAGES! Also increased pet friendliness. This towns rentals hates animals.   Basically take a look at the Twin cities options for students and the surrounding area....way better
More space for parking would be very nice!
More stores around the Kenwood/Arrowhead area. More and safer sidewalks/trails in the 55811 area.
More visitor parking.
Multiculturalism was a major factor that contributed to my choosing of this institution!
Multilevel parking structures to keep the campus somewhat green instead of a sea of sprawling impervious concrete or blacktop based parking lots, which add negatively to aesthetic appeal.
n/a
need more affordable housing that is in good condition in safer parts of town.
no
no
no
no
no
No cops in the dorms.
no cops.
no RAs! We won't burn the city down so settle down and give us some freedom.
None at this point and time.
None.
None.
nope
nope
nope sorry, if you are reading this I hope you have a great day!
Nope, thank you for trying to help us. Have a great day!

Additional Comments

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Nope.
Not all of us are partiers.
Obviously this survey was not intended for a non-traditional student living off-campus. None of the rankings work from a smart phone. Fix your useless survey!
One thing to make sure of is that there is enough dorms and *nearby* apartments for students as the population continues to grow. To me, price and being close to campus seem really important. Can't say much about the dorms except that they're awesome. They're soundproof, have enough room, and have nearby laundry. Transportation is super easy for Duluth students, there is literally no need for a car. You can go anywhere and everywhere, at anytime, between the buses, the bulldog taxi, walking and biking.
Park is a huge problem!!! Whether it be downtown or in rural areas. The sidewalks are absolutely horrendous when biking on. The tiles are even lopsided and you can easily hurt yourself
Parking for members of family that are within walking distance to the dorms for those unable to walk long distances, as well as separate rooms or medians for dormitories, and more power outlets(or at least better locations) that aren't a fire hazard with the bed sitting on or against the outlet and plugs.These are more specifically for Vermillion hall on campus. Also for anyone who reads this you misspelled quiet for quite studying in the priorities list, and the same question is state the top 3 priorities, however you must match up all priorities including those added then removed from the question before it.
Parking is always an issue; for example, UMD sells far more parking passes than there spots and only cares about the profit. Ample parking space is very important.
parking is horrible in this city, the streets are full everywhere, if you build new living spaces make sure there is enought parking!
Parking is really awful at UMD, and it is very frustrating that the street parking is allowed to be overnight for the first two months of school. I leave for school at 6:30 every morning, and there is almost never a parking spot when I arrive 10 minutes later. It is also frustrating that a ticket is nearly twice as much as anywhere else in Duluth, something I think is particularly unfair when you consider that it is a college campus. Not all of us have our parents pay for everything.
Parking is terrible at UMD as well as the surrounding area where there is resident permit parking.
Parking is terrible on campus. In such cold winters, it doesn't seem safe or smart to park so far from campus and have to trudge through the snow and cold. It is also difficult to find affordable housing that isn't falling apart in Duluth. Campus Park and Boulder Ridge etc. are far too expensive for a college budget. We don't need work out facilities/tanning/etc in the complexes. Also, top of the line finishes aren't necessary. I think it's great that there are shuttles to and from these places and that people living there get to experience a close-knit feel with other college students. However, some of us are unable to afford living in these places.
PARKING RAMP FOR UMD!!!!!!!!
Parking!!
People from Duluth should be welcoming the college students and be little nice. Thank you for letting me share with you my opinions and thoughts.
Place community kitchen in dorms,would be helpful alot
Place trash/recycling receptacles around campus housing area to cut down on street pollution (e.g. empty beer bottles, cigarette packs, aluminum cans, etc.)
Plan for bikes, bike lanes shared with cars are not a safe alternative for neither bikes nor cars. More affordable housing with in walking is key. Bus routes are ok (considering we can use our ID's in lieu of fare), but the buses are too in frequent and not punctual to be relied upon.
Planning development near bus routes, or making sure other forms of transportation could be used in development site is key.
PLEASE BUILD RESTAURANTS WITHIN WALKING DISTANCE OF CAMPUS!!! Every college/university I have been to has had cafes and restaurants right on campus.
Please consider so me fast-food style restaurants/sports bars close to campus. It would be nice to not have to get in your car to go get a quick lunch. The model in Mankato, MN by MSU is great. Apt style housing (2-3 stories) above a level of shops/restaurants. They have cold stone and chipotle, noodles and a sports bar, laundry, kinkos, salon etc.
Please do not screw this up like you have the rest of the way that this city is being ran.
Please don't discriminate against college students - not every college house will party. At the same time, Duluth has two major colleges and a few community colleges nearby so where do Duluth resident's expect college students to live? Far away from these campuses?

Additional Comments

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Please lower the cost of rental licenses. Please keep the neighborhoods clean and with nice aethsetics, upkeep the roads. Driving on roads with large bumps and potholes to school every day wears on everyone's cars. Work to ease transportation congestion along the woodland Ave. corridor, College Street, and Junction Ave. Provide better lighting along streets to allow better safety, especially along College St. Woodland Ave, and 21st Ave. E. Allow shopping and restaurants closer to campus.
Please try to understand that while a few students do cause problems in the community, a similar percent of local residents also cause problems. College students seem to be convenient to pick on in this community and I find that to be unfair and unvalided.
please!, please!!.... If you ever try to build more dorms or apartments please try to make more private rooms for students. Also I wont mind the price even though it would be more expensive.
pleeeeease get more buses going!
Possibly having the area/housing around the campus' to be students, not as residential.
Public transportation is not an issue for me. However I know that our school could use more housing. Thank you for your time!
put more restaurants/shops/bars that are walking distance from campus so it is safer for students to do things around campus and not disturb other people in the city.
Remember that not all students are 18-23yo.   Keep the areas mixed so that the 18-23 year olds can learn how to live among people other than themselves. They need to learn how to treat others with respect. Its a normal part of growing up. DOn't stunt their growth by creating student dominated neighborhoods.
Repair the streets!
restaurants and shops near campus would make the area feel much more like a college; it would also be nice to have an alternate coffee shop, and yes, even a close bar (we never know where to go for happy hour after work/school! it feels like we live in the middle of nowhere!)
Rezoning the city to allow bars/alcohol around campus. This limitation restricts what types of establishments can succeed around campus. Duluth is not a prohibition town and should stop acting like it. If it wants a "Dinkytown" then it needs to accept the fact that young people drink and want those types of places near their facilities. It astounds me that Duluth thinks it is so progressive but cannot find the courage to fight this silly rule. THe old bitter people of this town will be gone someday and when that time comes im certain the city will have done everything it can to shew away any prospect of young professions from the community.
School's need more places to park!
set up stores and restaurants that are more for students. be sure to try and eliminate the regular duluth residents student residents interaction as the duluth residents seem to resent student population.
Sidewalks, better parking, minimizing blind spots on some of the streets. I want a biking/walking path or street across the College of St. Scholastica campus to my apartment on Rice Lake Road (by Campus Park & Boulder Ridge apt). I would consider walking during spring-fall if there were better routes to campus.
Since I have been in college since the fall of '07 I have been to other colleges to visit friends. I have been to places where there are fun bars and restaurants close to campus and student housing. It has been easy to get around, more fun and I feel like almost more safe because they are within a walking distance. I find that in Duluth it is the same thing, different weekend because everything is located downtown and it is almost impossible to find a cab and sometimes hard to find other things to do. Yes, college is not about drinking, so it would be nice to have a place to grab a bite closer to campus or places that UMD students are living.
Some graduate students are in cohort programs that meet on weekends. I feel there needs to be access to affordable hotels in Duluth. I understand that Duluth is a tourist town in fall semester, perhaps the university could create a connection with an area hotel/motel that could have a block of rooms for weekend graduate student commuters. I'm willing to coordinate this. We are in this doctoral program for four year. Please help us! I'm sure there are Master's students that could benefit this as well. Thanks, Tracy Peterson - trpeters@umn.edu
Some landlords are absolutely terrible! Possibly create a portion of the city's website where people can create a review on their previous landlord to warn future tenants?
Speak to someone about getting the construction (like Arrowhead Road's) done BEFORE classes start. I've seen them working on it all summer and they still didnt finish before school so it took 30 extra minutes to get anywhere.
-spread out the UMD campus, beginning to feel a little too crowded between classes. -add resturants that are on-campus/within very close walking distance to campus for students to choose for meals -add more parking spots

Additional Comments

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STOP GETTING INVOLVED IN OFF CAMPUS AFFAIRS!!! WHAT STUDENTS DO OFF CAMPUS IS OF NO CONCERN TO THE UNIVERSITY. ONLY RESIDENTS LIVING ON CAMPUS GROUNDS SHOULD BE SUBJECTED TO CAMPUS POLICY. ANY OFFAIRS OCCURING OFF CAMPUS IS THE BUISNESS OF THE PARTIES INVOLVED AND THE LAW, NOT OF THE SCHOOL THEY ATTEND. ANY DECISION THE UNIVERSITY MAKES AGAINST A STUDENT SHOULD BE SOLELY ACADEMIC BASED AND NOT ON MORALS OR CONDUCT.

Student Housing should be a top priority. The three hundred foot rule is a big problem and I think that this needs to be addresses because the area affected is within close proximity to UMD and this is very difficult because its hard to live so far away from campus and get to school.

Students are already very poor, have lots of loans, and need an affordable place to live and all options currently through the school cost at least 600 dollars a month and sometimes thats to share a room. I am renting a 2 bedroom apartment for 500 dollars a month. I think something is a little off if I can rent a two bedroom apartment for less than most people are paying for 1/2 a bedroom.

Students have a limited amount of money to spend on housing and also need to feel safe in the place that they are living. Many students I know say that they want to live off campus but have not been able to find an open apartment they can afford or that is convenient. These are some of the things that I feel need to be worked on the most. Thank you

Students need parking. It isn't safe to walk all the time. However, since both UMD and St. Scholastica have limited parking, the need for students to be either walking distance or on a bus line is immense. Creating an area near a bus line, also near stores, restaurants, etc will undoubtedly benefit Duluth as a city as well as the colleges.

Students would explore Duluth more with more offcampus student housing, more student apartments and places to eat/socialize around campus.

Thanks for your consideration!

The "no student housing" ordinance, I was trying to rent a house last year and was told that a student could not rent the house due to the recent law passed about how many student houses could be on a block or something.

The 300ft rule is a nuisance. You are spreading out the student population to different, further areas of the city making it harder and harder for students to travel. Also, i realize that thsi would be a campus decision but an ergonomical parking lot is needed to boost the capacity of parking.

The bus line should be improved. The times are usually not reliable, and when we call the company they sometimes tell us the wrong times. I think another bus or two would really be helpful and also a direct route to the mall so it doesn't take as long as it does now to get there.

The bus routes need to be addressed. It should not take me an hour and a half to get to a mall that by car takes 15 minutes to get to. I also do not think the bus routes are very clear.

The bus schedule at St. Scholastica is very limited, and sometimes the bus won't even stop at the school if it is running late. Emphasizing timely and frequent stops at St. Scholastica to the DTA would encourage more students to use the bus.

The bus system could be improved with more routes and increase number of bus so it ran more than every once an hour. Also, there could be more available parking on campus even if it is a pay lot.

The bus system is incredibly unreliable and have inconvenient hours. Plus the sidewalks are terrible and there are almost no bike lanes, so it makes it extremely difficult to bike around safely. Basically if you don't have a car there is no reasonable way to travel.

The bus system needs to upgrade. There aren't enough busses running to accommodate public transportation as well as student transport. It should not take me an hour to be transported 2 miles between my home and school.

The bus system should be more efficient. There should be a direct shuttle to and from the mall area. The way the bus system is now it makes it very hard to get anywhere if you don't have a car and I have had to wait almost two hours for the next bus.

The buses are very important. Expanding the lines and run times would be extremely helpful.

The buses should have regular routes from the colleges to the shopping area by the mall without transfers and in a timely manner. Students rely on the buses and they should be more dependable.

The campus community needs to have a place that gives them closer access to the city. There are students right now that are forced to live in the West side of Duluth and commute all the way across due to the cities rental ordinances. The Twin Cities campus Dinky Town is an absolutely great area and would be fantastic to have in Duluth as well.

The changes to parking policies on campus within the last few years have made it significantly easier for commuter students to find parking, but parking still is and will continue to be an issue unless a long-term plan for more parking is made.

Additional Comments

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The city could be more considerate of college students. I get the distinct impression that the city would prefer not to have the colleges in town yet when going out in town it seems a large majority of the people at the local businesses are students. A better attitude from city works and police would go a long way to improve relations

The city of Duluth needs more free parking in my opinion. I only have a few minutes to come home inbetween school and work, and I can never find a place to park in front of my apartment near downtown. So what I do is, park at a meter. 7 times out of 10 I don't have a pocket full of quarters to stuff into the meter. Then I get a 12 dollar parking ticket, which is the last thing I need when trying to afford college and all.

The City of Duluth should try and lower the cost of housing. There is no reason for the increase in rent every year or so when there are no additions being added to a building or new developments within a building. The fact is that apartment complexes or housing units take what little money a student has left after paying tuition and leaves them close to broke or in debt. If the Plan can lower housing rates, it would not only increase student enrollment but quite possibly the University's academic standing. Since the cost of living would be reduced, students would have the chance to study more than having to work another job just to stay in school. I don't know if this is a possibility but I know personally that it would be an immense help to all students, especially since tuition keeps going up.

The college of Saint Scholastica should improve their dining facilities which are lacking when compared to other top private institutions

The College of St. Scholastica should add more on-campus apartments for students who can't be able to work to afford for off-campus housing.

The community should be support diverse and multiculture. If the City of Duluth want to have more educated people in this city you should support diversity. I did not feel safe in this city because of YWC. You should work with multicultural instution.

The current sidewalk system in the immediate area surrounding UMD could be vastly improved by resurfacing and widening if at all possible. In many places it is damaged severely and is far too narrow along the roads.

The Dinky town proposal sounds like a positive. Also, later/earlier bus time availability would increase ridership. Perhaps a Campus area specific route that would begin earlier but especially run later during the school year. Most students that work are not off until midnight as well as school events that run late. A shuttle to and from Amsoil would be popular.

The DTA is the most amazing service that UMD provides, in my opinion. Without it, I have no idea how I could get around.

The food court and cafe in UMD are too expensive. We want to eat out because of both variaty and cost.

The housing here in Duluth was somewhat disappointing. I looked at about 20 different homes before finding the one I live year round in presently. All the housing except the house I currently live in had water stains on the walls and ceilings, stained carpet, and the housing seemed to to have been built before or during the depression. I guess what I'm trying to ask is why is most of the housing here in Duluth available to college students run down? How is it that the housing passes inspections to be rented with stained carpets, water stained ceilings and walls?

The residential roads need work

The restaurant/food situation here on campus is pretty crappy. UMD needs something more like the twin cities has with lots of healthy options.

the sidewalks are crappy by my house

The University of Minnesota-Duluth needs something like a Dinky-town. There are no close restaurants for students to walk to, the nearest are on Arrowhead and the majority of the time that students are in Duluth is during the school year, during the winter months so it's too cold to walk to them. If a restaurant such as an Erberts and Gerberts sub shop was put on campus or on one of the blocks running near it, I can guarantee you that they would make a good profit. The Restaurants also need to be affordable for college students, so i wouldn't suggest anything too fancy. If you have any other questions, I would very much enjoy giving you more student input. E-mail me at brunn132@d.umn.edu and perhaps we can discuss this more.

There are a lot of people that are constantly struggling to find parking, housing, etc. It adds to the stress of our schooling.

There are many houses that are in very poor condition and landlords should be held more accountable for the quality of the house.

Additional Comments

Comments are taken verbatim from survey responses given by UMD and CSS students. Please note that some language may be offensive.

There are not enough available houses in safer neighborhoods. Where I currently live the rent is cheap and it has everything except enough parking and a safer neighborhood. Since moving in in June we have had 3 incidents. 2 of them being drunken people banging on our door in the middle of the night, and the other being someone trying to break into my car. Last year I lived on 10th st and 12th av and as I walked one night to my friends house on 11th av and 9th st I was chased by man who had gotten off the bus. I have lived in Duluth my whole life and am used to feeling safe in this city, however now whenever I walk alone, especially at night, I feel uneasy.

There needs to be more affordable housing available.

There needs to be more enforcement on landlords, there are too many slum lords that let properties look awful, yards are unkept and way too many cars which are on lawns and trash everywhere. I wish there was a designated area for college students because the mixture between college kids and families makes for a difficult enviornment in neighborhoods

There needs to be more housing closer to the campuses. I know that last year there was a whole big thing about fees and such for students renting houses. Duluth has become a college town and students are a big part of the economy. If you keep talking about doing things like that, it makes the students feel as though they are not wanted, so we will leave.

There needs to be more parking. Whether it is on-campus parking or park-and-ride areas there needs to be more. I have had trouble finding spots to park and some people do not live very close to convenient bus lines.

There really isn't any affordable one bedroom housing anywhere. If students choose to live off campus, then they are almost forced to find roommates.

There should be a direct bus route to the mall area for college students from UMD and CSS. The bus is a main way of transportation for college students and it should be readily available to them.

There should be more places for guests to park and more accessible for them. It makes it very hard to keep ties with off-campus friends if they cannot find a place to park or they have to pay to park everytime they come over. Also, I have known friends with siblings who share a car, and it is not fair for them to buy two separate parking passes in order for both of them to use their car.

There should be more recreational areas for college students that are alcohol free. The majority of students are under 21 and would appreciate somewhere fun to go without the pressure of drinking.

There should be outdoor paths from the Griggs dorms that go right through the middle of both halls Vermillion and Burntside. I live in Griggs N and I would love to be able to walk straight to the Kirby store and food court instead of going around to the main hallway that goes past the DC.

There should be some places students can go to other than a bar on weekends/Friday nights. A dance club would be awesome.

They should have more housing available for students that arent ridiculously expensive near campus. Utilities should be included in rent and not separate like most rental proprieties.

They should work on better parking situations, both off and on campus.

Think "Dinkytown" -- students need a more concentrated area of their own, near campus.

Think reasonably about what college students need/can afford versus what we want/cannot afford. Help us be sensible.

This is a really poorly written survey clearly targeted to a certain demographic of undergrads. In the future, please consider that not all college students are 18-22 years old and live in giant party houses or high-occupancy housing. Many of us are older, and have families of our own.

To attempt to lower the cost schooling and cost of living.

Transportation, more fun things to do.

Try to meet as many wants/needs as possible.

UMD never has enough parking spaces. This is a problem, not because we need more parking spaces, but because Duluth needs to take further steps in our transit system. Duluth has a lot of potential and I hope to see more students and community members using public transportation. In order for that to happen, however, bus routes and times would need to be altered. I know many students who drive to campus because the bus system currently does not suit their needs.

University-owned houses near campus would be nice - in which a bedroom would not have to be shared.

We are college students, we are not made of money! Plus no one will live in it if it is rundown or smells funny.

Additional Comments

Comments are taken verbatim from survey responses given by UMD and CSS students. Please note that some language may be offensive.

We certainly should have a dinky-town type area in duluth. My only hope is that it would be completed before i graduate in 2014. :/ I think that we need the close housing so students can walk to class instead of driving. that would solve 2 problems: student housing and the UMD parking situation. it would also create more jobs, which there is a demand for.

We need more affordable housing near campus.

We need more FREE parking spaces. I have paid enough money in parkin stickers and i think its ridiculous that there are permits for parking close to campus AND that they are so strict. I understand that residents need their space for their cars and their visitors as well. But we should have a parking ramp or parking that doesn't require meters. As a student paying for his own education, I feel as though I am paying enough money to go to school and live up here...Students contribute to the Duluth economy, and I think we deserve better treatment and appreciation.

We need new streets!

We need Noodles and Company, Chipotle, and Panara really badly! :)

We need our own Dinkeytown and more off campus, low cost, close to campus, housing

We really need cheaper places to live that do not charge an arm and a leg for all the extra stuff.... internet, phone, heat, ect...

we should be able to park on junction ave and st. marie street all year. otherwise our guest have extremely limited parking, and thats not ok.

We shouldn't be treated as second class citizens of Duluth. We bring in tax dollars just like every other citizen of the area and boost the local businesses just as much as other residents.

Well, parking is always an issue. I know this might be more of an issue directly with the school, but it's tough when you live off campus and are not able to get a parking pass to park in the school's lots. In order to get free parking, you need to be on campus by no later than 7:15 am in the morning... which is not fun when your first class starts at 10 am. If I get there later than 8, then I might not even find a spot in the pay lot. I'd suggest letting more students by the parking passes and/or maybe building a parking structure within the next few years.

Why is this called the "Higher Education Small Area" plan? Are we to be cordoned off in some packed area not allowed to interact with the rest of the Duluth community like we were leapers?

Ya, make more parking and post signs saying when and where to be for alternate parking. Everyone who moves here is confused. It's very upsetting being ticketed when I park on the same side everyone else parked.

Yes, It is important to address some type of Greek housing. I believe that it is a vital part of any college community! Unfortunately there is non here at UMD or St. Scholastica. PLEASE THINK ABOUT GREEK HOUSING!

Yes, although I didn't list it as a top priority. Duluth should focus on adding more shopping / coffee shops for students near campus.

Yes, stop whining about undergraduates and embrace the fact that Duluth would be nothing if it were not a college town. US Steel left decades ago, without the hospitals and universities this city would be a ghost town. It's high time city officials realized this. It is a simple choice really, you can keep the status quo (consisting of a highly migrant and destructive rental population and old retirees hollering about some stupid parking "rights") or you can invest in smart public transit solutions and even smarter neighborhoods and stop the hemorrhaging of young people, young couples, and young families. NOTE: Successfully doing this might involve upsetting elderly voters and a tax increase. Get over it.

You are doing a fantastic job with what you have been doing. You do may want to consider construction to be totally done before any student arrives though.

You are encouraging the students to be "better neighbors", and I really like this idea. That being said, I think you need to encourage the same out of non-student residents.

You should definitely provide gun lockers for students. A lot of freshman would like to hunt, but they can't have guns up here. In turn, they resort to storing guns and bows at houses of off campus students that they barley know. They also have to give up their passions because they don't have anywhere to process animals they harvest. It would be great to see a minority, hunters, welcomed on campus. Have areas for archery, this might be a stretch but archery is a very safe sport if handled correctly.

Higher Education Small Area Plan

1. I am a...

	Response Percent	Response Count
Resident	**93.5%**	87
Student	4.3%	4
Landlord	6.5%	6
Business Owner	0.0%	0
Other (please specify)	7.5%	7
answered question		93
skipped question		0

2. What is your address?

	Response Count
	91
answered question	91
skipped question	2

3. How long have you lived at your current address?

		Response Percent	Response Count
Less than 2 years		10.8%	10
2-5 years		14.0%	13
5-10 years		21.5%	20
10-20 years		**31.2%**	**29**
Over 20 years		22.6%	21
		answered question	93
		skipped question	0

4. What do you like about your neighborhood?

	Response Count
	83
answered question	83
skipped question	10

5. What types of amenities would you like to see in your neighborhood?

		Response Percent	Response Count
Sidewalks		38.6%	34
Bike lanes		**53.4%**	**47**
Multi-use trails		37.5%	33
Restaurants		43.2%	38
Shopping		31.8%	28
Increased transit availability		29.5%	26
Better snow removal		39.8%	35
Better street conditions		46.6%	41
Other (please specify)		42.0%	37
		answered question	88
		skipped question	5

6. Where do you think student-oriented development (housing, dining, retail) should occur?

		Response Percent	Response Count
Woodland Middle School site		**68.5%**	**63**
Along 4th Street corridor		29.3%	27
Kenwood/Arrowhead area		43.5%	40
London Road corridor/Plaza/Armory		34.8%	32
Mt. Royal		53.3%	49
St. Marie Triangle (southwest of Woodland Ave. and St. Marie St.)		30.4%	28
Rice Lake Road		16.3%	15
Other (please specify)		20.7%	19
		answered question	92
		skipped question	1

7. Do you have any other comments we should consider as part of the Higher Education Small Area Plan?

	Response Count
	58
answered question	58
skipped question	35

Q1. I am a...		
1	Employee of one of the Colleges	Oct 19, 2011 9:26 AM
2	Property Manager	Sep 22, 2011 12:01 PM
3	UMD Employee	Sep 22, 2011 10:37 AM
4	senior citizen who goes to school	Sep 22, 2011 8:42 AM
5	non-profit partner	Sep 21, 2011 11:26 PM
6	Community Development Specialist	Sep 21, 2011 11:47 AM
7	UMD employee	Sep 21, 2011 11:33 AM

	Q4. What do you like about your neighborhood?	
1	Chester Park, shopping, central location	Oct 20, 2011 9:31 PM
2	families live here, parks and green spaces, location to Lake Superior	Oct 20, 2011 3:07 PM
3	Lively, walkable, trails, activity.	Oct 19, 2011 9:26 AM
4	Not much. Too far from campus.	Oct 17, 2011 4:52 PM
5	The older houses, most houses in my immediate area are coming up on their 100 year anniversaries. The history of each home & its past owners is very interesting. Its almost impossible to build a house in the same manner today.	Oct 11, 2011 3:30 PM
6	Potential for most walkable/bikeable area in the city, access to Downtown, Lakewalk, buses.	Sep 30, 2011 1:50 PM
7	Centrally located, views of the Lake, family friendly	Sep 30, 2011 9:26 AM
8	Convenient location, Close to a park, our lovely neighbors.	Sep 29, 2011 10:12 AM
9	wooded views, easy access to downtown, accessible to food and drug stores	Sep 28, 2011 9:34 PM
10	Quiet, near a park. Good neighbors and stable community - most of us have lived here for 30+ years. Garden spaces, lots of green space and play area - E. 8th street	Sep 28, 2011 9:31 AM
11	Its safe.	Sep 27, 2011 4:07 PM
12	Close to Chester Park Hiking Trails - full of energy due to proximity to the Universities. Very walkable	Sep 27, 2011 2:33 PM
13	location, walk-ability, proximity to the University	Sep 27, 2011 2:19 PM
14	Calm, peaceful, quiet, safe, clean, nice.	Sep 27, 2011 2:13 PM
15	The neighborhood is quiet, convienant and well kept. It attracts many long term residents that value good neighborhoods. So, far the number of college rentals have been small but I'm concerned that in the future there will be many college rentals.	Sep 27, 2011 11:54 AM
16	neighbors, proximity to parks, central location	Sep 27, 2011 11:51 AM
17	diverse, chester creek natural areas, some 4th ave businesses, near umd and woodland shoping feels pretty safe	Sep 26, 2011 9:53 PM
18	I liked the residential characteristic it had when I moved there in 1985. Friendly, helpful neighbors; quiet; little traffic; abundant nature; good smelling air. Today, the people are still nice, but the noise has increased, the traffic has increased, there's somewhat less wild life, and the air quality has diminished from the cars, people having backyard fires, and from SuperOne cooking donuts and chicken, etc.	Sep 26, 2011 3:44 PM
19	Residential, Dynamic, Classic, Old Homes, Access to parks	Sep 26, 2011 2:55 PM
20	family-friendly, houses close enough for connections and community, easy	Sep 26, 2011 12:35 PM

	Q4. What do you like about your neighborhood?	
	access to Mount Royal, kids can walk to school, close to UMD	
21	I like the proximity to UMD. The student bring life to the neighborhood. (Sometimes a little too much life.) I love Bagley Nature Area. We use it every week. We are very close to some of our neighbors.	Sep 26, 2011 12:07 PM
22	It's close in to my work, shopping, the lake.	Sep 26, 2011 12:02 PM
23	Living next to the natural beauty of Chester Park. Our caring neighbors. Our old house we have restored. Good bus transportation. Sidewalks! Central location to medical care.	Sep 26, 2011 8:43 AM
24	The diversity of people, many business's & parks within walking distance & affordable homes.	Sep 25, 2011 6:14 AM
25	Great atmosphere ,,,,lots of activity	Sep 24, 2011 1:22 PM
26	location, park, neighboring families	Sep 23, 2011 2:02 PM
27	I love the relative quiet, the easy access to Chester Park, At Sara's Table, and the architecture of (many) the old homes.	Sep 23, 2011 1:10 PM
28	quiet, nature-parks	Sep 23, 2011 11:11 AM
29	Great neighbors, who know each other, help each other; the ability to walk to shops, restaurants, post office, movies, etc downtown; the view!	Sep 23, 2011 10:16 AM
30	Quiet, lovely views, great neighbors, diverse neighborhood	Sep 23, 2011 10:10 AM
31	Our yard	Sep 22, 2011 9:21 PM
32	The neighbors that I have met since the start up of the NOLCP organization	Sep 22, 2011 5:24 PM
33	Mixed income, variety of residents (owner-occupied, group homes, students, for example)	Sep 22, 2011 3:36 PM
34	Rustic, woodsy, usually peaceful. Close to Lower Chester Hockey Rink, and Chester Bowl Ski Hill. Can get "out of town" by crossing the street. I hope you ask what I do no longer like about the neighborhood. Including the excessive taxation placed on us by the City Government and School Board.	Sep 22, 2011 2:58 PM
35	It is close to downtown and medical facilities. View of the lake at every avenue intersection. Bus transportation. My longtime neighbors. Familiarity.	Sep 22, 2011 1:11 PM
36	My tenants like the convenience of living close to campus.	Sep 22, 2011 12:01 PM
37	It is a mix of students and residents. The area is pretty, and it is close to the lake.	Sep 22, 2011 11:22 AM
38	I like that it is very quiet with lots of families. I especially like the low traffic aspect so my kids can play and ride their bicycles without worrying about speeding traffic.	Sep 22, 2011 10:19 AM
39	It's near Chester Creek, so there's lots of green and places to walk, and it's a quiet, residential neighborhood.	Sep 22, 2011 10:07 AM

	Q4. What do you like about your neighborhood?	
40	Great views. Quiet. Wonderful neighbors. Walking distance to the grocery store.	Sep 22, 2011 9:49 AM
41	Mix of homeowners and renters, access to downtown and UMD services, lake view, walkability and convenience for parks and trail usage.	Sep 22, 2011 9:07 AM
42	My neighbors are great - like a family and it's close to work (UMD).	Sep 22, 2011 8:58 AM
43	It is close to downtown, Canal Park, Lake Walk, and beaches and is serviced well by the buses.	Sep 22, 2011 8:42 AM
44	diversity of people. close to downtown and colleges	Sep 22, 2011 8:23 AM
45	Access to parks, quiet most of the time - family orientated mostly	Sep 22, 2011 5:44 AM
46	The view and close to many parks and stores	Sep 22, 2011 12:10 AM
47	Close access to downtown, views of the Lake and mix of people, housing types, income levels, ages, etc. Also access to music, concerts and events and some retail businesses- although we need more.	Sep 21, 2011 11:26 PM
48	close to most of my needs, the beauty(can see lake from porch), some long time neighbors,my house and yard	Sep 21, 2011 10:19 PM
49	Great views, close to downtown, family friendly neighborhood	Sep 21, 2011 9:47 PM
50	We thought we were moving into a more stable neighborhood with less renters. When had lived in East Hillside for 5 years. We did like East Hillside, but didn't think it was a good neighborhood to invest in a home to live because of all the rental property. Shortly after we moved into this neighborhood we found out that several of our neighbors are student rental houses too. We like it here because it is close to everything.	Sep 21, 2011 9:29 PM
51	Central location and close proximity to colleges	Sep 21, 2011 9:28 PM
52	centrally located/diverse/family/community and the view of the lake. It is a walkable area and close to downtown. and people can bike to many areas and catch the bus. I know my neighbors and like to be involved in community events. art and music have begun to enhance the area.	Sep 21, 2011 9:27 PM
53	it's proximity within the city... the parks... the diversity...	Sep 21, 2011 9:08 PM
54	Less and less. It WAS a VERY good neighborhood to live in for 12 of the 22 years I've lived here, but the quality is deteriorating as are property values as more and more homes in the neighborhood are turning into poorly kept rentals. Students have no pride or investment in where they live and houses are looking more and more trashed. Many students have motorcycles, or cars needing mufflers - it used to be a very quiet residential neighborhood, but that, too, is diminishing. There is much unneccessary revving of engines.	Sep 21, 2011 8:48 PM
55	Views, easy transportation, access to shopping, affordability, diversity.	Sep 21, 2011 8:36 PM
56	I love my neighbors. We have had several new families buy houses in Kenwood who are looking at raising their families here. We are located close to schools,	Sep 21, 2011 6:52 PM

	Q4. What do you like about your neighborhood?	
	shopping center, banks and churches. I am only one block away from the DTA bus route. I live 2 miles from work and 5 minutes from the hospitals.	
57	It's quiet with mostly middle class homes.	Sep 21, 2011 6:32 PM
58	Great neighbors; mature trees; mostly single family homes; close to UMD, walking distance to Mt. Royal. On a bus line.	Sep 21, 2011 5:53 PM
59	Green space, lake view, fewer student issues, more residential neighbors of varying ages	Sep 21, 2011 5:35 PM
60	It is a nice quiet neighborhood close to shopping, parks and schools.	Sep 21, 2011 5:22 PM
61	Location, lake, close to downtown and shopping, diversity, lakewalk, biking and walking.....	Sep 21, 2011 5:09 PM
62	close to UMD, central to Duluth, single-family dwellings.	Sep 21, 2011 4:09 PM
63	Proximity to campus and downtown.	Sep 21, 2011 4:02 PM
64	Quiet with close proximity to parks, services and transit	Sep 21, 2011 3:40 PM
65	Old beautiful homes, very very quiet, Granatoid/historical elements	Sep 21, 2011 3:38 PM
66	Close proximity to downtown.	Sep 21, 2011 3:24 PM
67	Neighbors know each other and care about each other and keeping up the properties; great location with parks and university close by; good bus service	Sep 21, 2011 3:13 PM
68	Quiet, slow-paced, low-crime.	Sep 21, 2011 2:57 PM
69	Peaceful, diverse population, green space and parks, some access to DTA (could be better)	Sep 21, 2011 2:10 PM
70	Close proximity to everything (businesses, hospitals, etc.), yet still close to green spaces/parks that have lots of trails, streams, etc. Also, houses are affordable in this neighborhood for middle income. People are friendly and you can get to know your neighbors.	Sep 21, 2011 1:50 PM
71	The Easy access to everything. The views. Skyline. Enger Park. The Lake	Sep 21, 2011 11:47 AM
72	Natural beauty and accessability to the Park. Many families raise their children in this vibrant yet stable neighborhood, including myself. There was a great sense of homeowner pride for most of my years.	Sep 21, 2011 11:47 AM
73	Close access to all areas of town. View of Lake! Close to Chester Bowl and Bagley natural areas. Like UMD's open spaces.	Sep 21, 2011 11:35 AM
74	walkability, mixed uses, friendly neighbors, housing stock, natural beauty	Sep 21, 2011 11:33 AM
75	Different character of both the houses and the residents	Sep 21, 2011 11:15 AM
76	Convenient location, scenic view, good mneighbors.	Sep 21, 2011 11:09 AM

	Q4. What do you like about your neighborhood?	
77	The neigbors and families, the quietness, the safety/security, the friendliness	Sep 21, 2011 10:56 AM
78	close to work/park	Sep 21, 2011 10:53 AM
79	100-year homes with views of Lake Superior.	Sep 21, 2011 10:43 AM
80	Quiet, low traffic and good neighbors. Within distance of hiking, biking trails.	Sep 21, 2011 10:41 AM
81	Proximity to downtown and canal/lake, parks	Sep 21, 2011 10:37 AM
82	Location, neighborhood amenities	Sep 21, 2011 10:28 AM
83	It is a diverse mix of families, retirees and young adults. Close to shopping and nightlife.	Sep 20, 2011 6:27 AM

Q5. What types of amenities would you like to see in your neighborhood?		
1	keep green spaces, add playgrounds and family/community indoor spaces	Oct 20, 2011 3:07 PM
2	The traffic patterns are suited to automobiles, not walkers and bikers. Sixth Ave. has funneled increased traffic on Second with no enforcement of speed on Second St. and no provision for safety of pedetrians. There is ever increasing light and noise pollution since I moved to this location. As a City that claims to want to attract people (tourists and residents), Duluth City Govt. should be attending to these issues.	Sep 30, 2011 1:50 PM
3	Better pedestrian access to cross the major corridors. 8th/9th street has nothing to slow traffic down between 10th ave and 19th ave. Traffic is going increasingly fast. 4th street is also difficult to cross between 10th and 14th ave. If you choose to walk on the less auto traveled streets it is difficult to cross the major corridors. With sidewalks in poor repair - even if they are shoveled - the freeze thaw cycle often creates ice and walking in the street is a better option - hence we choose to walk on the quieter neighborhood streets.	Sep 30, 2011 9:26 AM
4	More green space needed in the 19th avenue E. neighborhood. WE lived there for a year, and with a small child, I had to walk several blocks - to Portland Square, to access play area for my child.	Sep 28, 2011 9:31 AM
5	Shopping only if it was small businesses like coffee shops, noodle houses etc.	Sep 27, 2011 2:33 PM
6	mature trees planted in the city road easement (ROW) on Clover Street.	Sep 27, 2011 2:13 PM
7	LESS CARS!!!!!!!!!!!!!!!!!!!!!!!!!!!!	Sep 26, 2011 3:44 PM
8	Student focused bars and coffee shops, a small pharmacy, though i don't suppose anyone builds those anymore.	Sep 26, 2011 12:35 PM
9	seperate parking for Apt. dwellers. Very few single owner homes left in my neighborhood and those of us who own homes must fight with renters for parking on our streets.	Sep 26, 2011 12:02 PM
10	A smaller GROCERY store/fresh meat-fish market. Make the trails Boomer friendly - more hand rails, more sure-footed stairs gettting up and down to the creek trail system.	Sep 26, 2011 8:43 AM
11	enforcement of slower traffic	Sep 23, 2011 11:11 AM
12	local restaurants and shops are much more preferable than chains; give an area a more interesting, unique character; make the local economy stronger	Sep 23, 2011 10:16 AM
13	Snow plows which are no wider than the alley. Alley wall damaged almost every year by too wide a snow plow. Smaller plows do exist. I have seen them coming from the Bowl.	Sep 22, 2011 2:58 PM
14	I'd like to see some incentives for better snow removal from sidewalks in front of rental houses in winter. This is a very busy street for pedestrians, bicycles and all kinds of automotive vehicles. I fear for the bicyclists and the children who walk from the Central Hillside to the current Middle school. There are no convenience stores for staples such as bread and milk closer than the Plaza Super One. Many elderly people used to walk to the Whole Foods Coop when	Sep 22, 2011 1:11 PM

	at 14th and 4th. Some still walk to 6th and 4th. When I moved here in 1964 there were 5 small grocery stores within 4 blocks of my home. The condition of E. 4th Street is very bumpy. Try riding to the hospital in an ambulance if you don't believe it. There are four grooves in the asphalt worn by vehicles traveling east and west. The sidewalk above 4th St. on the east side of 18th is my nomination for one of the worst I've seen.	
15	We currently have nice sidewalks as many of the streets have been redone - so also street conditions are good. There are already trails nearby and I do not require any additional restaurants or shopping - unless there is an ice cream shop!	Sep 22, 2011 10:19 AM
16	Although I am a bit outside the college neighborhoods, I walk into them often. I would love to see areas like the Mt. Royal shopping area become more pedestrian oriented. Once you hit the shopping area, it is a bit of a parking-lot dash to move between the different amenities. Also, I WISH wish wish there was some kind of enforcement of snow-removal policies in this city. It's rediculous that we can't walk down the sidewalk because someone is too lazy to shovel. I watch both adult-students and kids facing traffic because pedestrian lanes are impassible. And I grow weary of the city's response of politeness. I can't personally talk to every person on my route to beg them to shovel their walk. If there is an ordinance on the books, perhaps it should be either enforced or removed.	Sep 22, 2011 9:49 AM
17	The City people with green vests to come to Fourth Street to clean up trash on a daiily basis. The City to cut back shrubs and bushes so that people can walk on the sidewalks. The City to edge the sidewalks that are covered with sod. The City to provide trash cans on Fourth Street and other streets. The Fourth Street Business Association should come back into existence. Fourth Street businesses should sweep and shovel their sidewalks and pick up trash. The City should plant more trees in the easements and Central Hillside Community Park. We need a group of volunteers to take care of the gardens and grounds of Central Hillside, Liliput, and Cascade Parks. We need a Citizen Patrol for the lower part of Central Hillside and more volunteers to join the Sport Court Citizen Patrol to help Community Officer Jason McClure. We need for the Washington Pool to be fixed and re-opened. We need to organize the youth of Central and East Hillsides to help take care of their neighborhoods.	Sep 22, 2011 8:42 AM
18	Less college rentals and rentals	Sep 22, 2011 12:10 AM
19	The arts and cultural events , Coffee shops, well kept parks, and better kept homes and businesses	Sep 21, 2011 11:26 PM
20	credit union in our neighborhood, when the new CVS store comes into our area we will loose a lot of our small shops	Sep 21, 2011 10:19 PM
21	Pedestrian and bike friendly restaurant/shopping zone with transit	Sep 21, 2011 9:47 PM
22	jobs for our youth to stay here/more businesses,activities for youth and families.	Sep 21, 2011 9:27 PM
23	Any future developement and street improvement need to consider bikes and pedestrian traffic. We missed a great opportunity with woodland in that aspect.	Sep 21, 2011 9:23 PM

	Q5. What types of amenities would you like to see in your neighborhood?	
24	downsize 6th avenue east from four to two or three lanes that includes a bike lane.	Sep 21, 2011 9:08 PM
25	I am happy with the Kenwood Shopping Center. Just needs a little updating and we are good to go.	Sep 21, 2011 6:52 PM
26	The amenities are mostly fine but the "square" at the intersection of Woodland and Cavalry leaves something to be desired. The city probably cannot afford to properly maintain block sidewalks and the nearby business owners haven't even bothered to chip in and kill the weeds poking out everywhere.	Sep 21, 2011 6:32 PM
27	crosswalk on London Road at 16th or 15 ave east	Sep 21, 2011 5:09 PM
28	limited street parking-enforced	Sep 21, 2011 4:09 PM
29	Less roving bands of underage thugs.	Sep 21, 2011 3:24 PM
30	We have some very nice sidewalks up the hill that need general care. Shrub removal, mowing, snow removal	Sep 21, 2011 11:47 AM
31	More police patrols, especially for speeding enforcement on uncontrolled side streets. Less rental property. Stricter rules requiring landlords to keep up rental units and be responsible for tennant's long range behavior.	Sep 21, 2011 11:35 AM
32	existing sidewalks are in awful shape and need repair. Many sidewalks are not shoveled in winter pushing pedestrians into dangerous streets. There are also few pedestrian crosswalks for major thoroughfares like College Ave. and Woodland.	Sep 21, 2011 11:33 AM
33	better traffic routing....ours is a shortcut from both the East End and Lakeside to get to the mall and UMD. Up 21st, across Woodland then down 6th St either to 19th or 20th at often high speeds	Sep 21, 2011 11:15 AM
34	there is no buffer between street and sidewalk, hence every snow plow heaps snow on walk.	Sep 21, 2011 10:53 AM
35	Resident permit parking. Quaint streetlights up and down Woodland Avenue and 19th Avenue East. This would go a long way to make the students feel like they're living in a residential area versus a student slum.	Sep 21, 2011 10:43 AM
36	Better response to blight. A couple of problem properties really impact the whole block.	Sep 21, 2011 10:37 AM
37	A store that sells basic hardware items	Sep 20, 2011 6:27 AM

	Q6. Where do you think student-oriented development (housing, dining, retail) should occur?	
1	It is time to re-develop the Kenwood Mall - we need rest. where we can sit outside.	Oct 19, 2011 9:26 AM
2	I question the inclusion of a specific building (Armory) in this survey. London Rd and Plaza center would have covered it, unless there is another agenda here.	Sep 28, 2011 9:34 PM
3	I lilke keeping th ebusiness district in the Superior street area for convenience and because it is already established as this.	Sep 28, 2011 9:31 AM
4	The closer and denser the better as long as it goes into the existing business zoned areas. The most likely would be around the Kenwood Shopping area - its seems so under utilized.	Sep 27, 2011 2:33 PM
5	8th Street and 19th Avenue East area where there are already commercial uses.	Sep 27, 2011 2:13 PM
6	Woodland Avenue already is commercial - expand it - since UMD is already buying up and removing single family property on Wdland Ave. Woodland Middle School is a perfect indoor setting for mixed use housing and shopping. Include parking on site in the design and make the access off Woodland Avenue, leaving the neighbors alone.	Sep 26, 2011 8:43 AM
7	Concentrated student housing should be placed so it doesn't adversely affect residents/ families in neighborhoods, so possibly armory or london rd could work------shopscoffeehouses, and restaurants should ideally be near campus, so mt royal or woodland site might be preferable, to create that kind of concentrated vitality.	Sep 23, 2011 10:16 AM
8	Does not matter to me where ever they would like to	Sep 22, 2011 11:24 PM
9	In an undeveloped real estate area. The Woodland Middle School Site has already been purchased for Student Development	Sep 22, 2011 2:58 PM
10	The discussion group I attended at UMD suggested the possibility that student housing could be provided in an upper story over the UMD parking lots and the stores in the Mt. Royal shopping center. If our country is truly interested in reducing petroleum usage, keep the consumers as close to the source of their desire as possible.	Sep 22, 2011 1:11 PM
11	The closer to the colleges, the more likely the students will go there (and the less we have to worry about parking). I know the DTA offers free transport to students; free regular shuttles to these spots are key.	Sep 22, 2011 9:49 AM
12	Nettleton Elementary School	Sep 22, 2011 8:42 AM
13	Downtown and possibly in the Lincoln Park business district to serve LSC and UWS students and create neighborhood services and small businesses there.	Sep 21, 2011 11:26 PM
14	All of the above locations have something to recommend them, might make more sense for the survey to offer to rank the options. Expansion around Mnt Royal makes good the most sense, whether down to WMS or across to SMT. But that clearly serves UMD better than CSS, so still not perfect.	Sep 21, 2011 9:47 PM
15	I'd hate to say.	Sep 21, 2011 9:29 PM

Q6. Where do you think student-oriented development (housing, dining, retail) should occur?		
16	closer to down town a mix pf people. When I traveled to Montreal,colleges,young people,shops, elders all living together	Sep 21, 2011 9:27 PM
17	NOT Rice Lake Road	Sep 21, 2011 5:35 PM
18	Only use Rice Lake road if adequate sidewalks can be implemented.	Sep 21, 2011 2:57 PM
19	I think it is important to try to keep it close to the campus, but not disrupt the quiet, family neighborhoods surrounding the University. Would be nice to see it developed in areas where there are already businesses, etc.	Sep 21, 2011 10:56 AM

	Q7. Do you have any other comments we should consider as part of the Higher Education Small Area Plan?	
1	Make sure to include resident input. Hold meetings, send fliers, go door to door if necessary to include all residents including those that may not be aware of the changes being considered in their neighborhood.	Oct 20, 2011 3:07 PM
2	This is a great - underutilized area. Lets make it more dense with walkable shops and public transport.	Oct 19, 2011 9:26 AM
3	CHIPOTLE, more restaurants, Mesa Pizza Duluth...	Oct 17, 2011 4:52 PM
4	I strongly suggest you listen to the neighbors who will be living close to any changed areas. I would even suggest that YOU reach out to them...since many people don't have time to follow the planning events & stages; most are working hard to support their families, I believe the hired planners have the duty to go out and talk to these people.	Oct 11, 2011 3:30 PM
5	Thanks for your work. I read all your reports but don't usually come to meetings	Sep 30, 2011 9:26 AM
6	Much of the tension between renters and owners would be reduced if the city enforced rules already on the books regarding parking on lawns and too many people living in a home. Also, landlord upkeep of homes is not enforced.	Sep 28, 2011 9:34 PM
7	College students can be a nice addition to a neighborhood. I have no problem with mixing them in, here and there. Some have helped with snow shoveling and care of my elderly parents in the past. I think the U is doing a better job on preping the kids on "how to behave" in a residential area. As long as this is kept in check, I think it is advantagious for the students as well.]	Sep 28, 2011 9:31 AM
8	Duluth's student population has grown dramatically over the past ten years as have Duluth residents frustrations with students. Creating new zones for students housing as close as possible to campus, will make both stakeholder groups happy. As will the development of new shops and restaurants. In order to handle traffict flow better the city should look at adding better walking/bike lanes and more frequent/efficient DTA service. I think the all the sites listed are great places for new development sense they are very close to campus or on a busline, and are relatively isolated from mainly family areas. I think along Woodland Ave/St. Marie/Mt Royal are the best areas, with a close second being Kenwood/Arrowhead area. These areas are as close to the campuses as possible, residence really should expect their to be a lot of college kids in the area.	Sep 27, 2011 4:07 PM
9	Thanks for your efforts . . . its time to look at the universities as one of the cities greatest assessts. Embrace it - and lets develop the area to serve us all!	Sep 27, 2011 2:33 PM
10	Having Urban Traditional proposed rezoning that allows for single family rental only next to Mixed Use rezoning is not fair to the single family home owners and would only benefit the developer. Students in my area are respectful of the residental nature of the neighborhood. There is more control over the activities in the area when rentals are single family homes rather than multi-use (housing, dining, retail).	Sep 27, 2011 2:13 PM
11	work at making transit central. get around the area, walking, bike, two wheel scooter, skateboards and public transit---of course still need to drive to my house, but would love to be able to go shopping at mt. royal, go to dining spots	Sep 26, 2011 9:53 PM

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	and others by public transit on way back and forth to U.M.D.	
12	I would like to see less cars in the neighborhood. Some rental houses seem to have 5-6 cars per house. I hope the business that go in will also cater to locals.	Sep 26, 2011 3:44 PM
13	please keep it safe for walking and biking. Don't let cars rule	Sep 26, 2011 12:35 PM
14	I believe the city should pay closer attention to the development at single homes used for rental. At the end of Carver Avenue, a landlord was allowed to put a double wide home on a very small plot of land, adjacent to a sidewalk. This happened the same year we were not allowed to build a larger garage on our property. It is such an eyesore now. It used to be 16 old growth pine trees. Also, all the houses on Arrowhead Road allowed to turn the lawns into black topped parking lots. It's very sad. There should be a re-forrestation of the neighborhood. I also think street lights would be beautiful. It's very dark at night when students are walking home from class.	Sep 26, 2011 12:07 PM
15	Recycling, garbage, and furniture recycling depots. So many landlords do not provide sufficient garbage service to their properties.	Sep 26, 2011 12:02 PM
16	Parking on the streets around the campus must be considered in some way, shape or form. The student population at UMD (don't know about CSS) is largely from outside the area. These out of town students don't have a clue about parking laws and courteous car behaviors. They park their cars in one spot for the entire week and bus to campus. Good for UMD that they don't have to deal with the cars. UMD needs to take responsibility and built an on-site parking ramp to accommodate this unspoken bi-product of their students: student cars-boats-motorcyles-4 wheelers. And if four students live in a house near us, all four drive and then if their girlfriend/boyfriend stays regularly, add more cars that park and sit all week making access to drop anyone/anything off in front of your own home all week. Bring UMD to the table to talk seriously about moving these cars on campus. Thank you for the survey.	Sep 26, 2011 8:43 AM
17	I don't care how much money students spend in the community. What concerns me is, am I being woken up at 2:00 AM because partiers are walking the streets being loud.	Sep 25, 2011 6:14 AM
18	Any development near the university is certain to affect traffic, parking, road conditions, noise levels, historic neighborhood integrity (if there is any integrity remaining at this point), and property values. Please, in addressing development, give residents predictability and by that I mean carefully obligate developers to build as they promise to build. And, obligate the university to be responsible for students needs. If developers say they'll build in buffers and sufficient parking, make it stick through legal requirements. If the university wants to continue to grow, remind them that they're not just a commuter school any longer and they need to build and maintain an appropriate amount of on-campus housing. I didn't choose to move to Duluth and buy where I did so that I could end up living in a college ghetto in a few years. Let's plan smartly so that doesn't happen to residents nearby.	Sep 23, 2011 1:10 PM
19	The colleges need to get involved	Sep 23, 2011 11:11 AM
20	Please make sure that any development encourages walking, pedestrian zones,	Sep 23, 2011 10:16 AM

	Q7. Do you have any other comments we should consider as part of the Higher Education Small Area Plan?	
	and mass transit (remember that dinkytown is mostly pedestrian traffic!). Make sure that development does not diminish the quality of life for people in neighborhoods, doesn't ruin the view of the lake, doesn't create massive parking lots, and this is very important--is not allowed to be of poor quality so the developer makes a quick short term profit and then leaves a deteriorating wreck for the community to deal with.	
21	I have never had a problem with any of the college kids (and there are many) over the last fifteen years. I would like to see some of the parking issues related to having many cars connected one household, dealt with. It may be nice to encourage the kids to get to know and help out their occasionally as a way to ease concerns of some neighbors.	Sep 23, 2011 10:10 AM
22	Students moving into the area need an overview of the laws that govern our City...parking, noise ordinances...for example, I think that there needs to be six feet clearance on either side of a driveway. Many drivers seem to think that they may park right up to the edge of a driveway, causing accidents. Perhaps some PSAs on TV in the autumn would be good for all the residents of our City!	Sep 22, 2011 3:36 PM
23	The "family neighborhood area" we moved into is no longer a "family neighborhood area." It is almost commercialized. One neighbor has a midwife booming business. Then there many students on adjoining streets. The hockey rink does not exist for neighborhood use. I know, some one is trying to make it go. It won't with out the families.	Sep 22, 2011 2:58 PM
24	In the 47 years I have lived here, my neighborhood has changed very much. There are hardly any children left. The schools on the lower hillside are nearly all closed. My neighborhood has always had apartments and that has been fine. Years ago most of us had one or no cars so onstreet parking was not a problem. There were 10 homes with single family occupancy. Now there are 5. I think it will be an eyesore and lead to blight to allow any more whole blocks to become rentals to immature individuals who have little knowledge of home maintenance and are only beginning to form ideas on how to live in community with others of varying ages. I also think that if Woodland Avenue is to become the entry point to UMD, landlords on Woodland and 21st Ave. should be encouraged to buy into the idea, screen their tenants with this in mind and encourage their cooperation with the effort. I have a master's degree from UMD and both of my children have bachelor's degrees earned there. I have rented rooms to foreign students and I attend classes there at the University for Seniors at least 3 times a week using the DTA or walking. I have taught at the College of St. Scholastica. I am very pleased to live in a city with so many opportunieis for higher education. I have been disappointed that past city planners in Duluth have not paid attention soon enough to avoid the conversion of single family homes to student rentals with a densely impacting effect. Surely this could have been foreseen better by simply looking at the area around the main campus in Minneapolis as well as many other cities.	Sep 22, 2011 1:11 PM
25	I think there are lots of opportunities for development that could benefit boths students and residents. A more walkable area with close amentities would be ideal.	Sep 22, 2011 12:01 PM
26	There needs to be an active plan to help the institutions of higher ed and the larger Duluth community interact with each other more often, and in positive	Sep 22, 2011 11:22 AM

ways.

27	I hope that if development is done near the Woodland Middle School site that there will be an effort to separate the neighborhood area.	Sep 22, 2011 10:19 AM
28	The paper says the developer wants to develop the Woodland site, but that just pushes more into residential neighborhoods. It makes more sense to me to develop Mt. Royal more - or the St. Marie triangle. If the goal is to attract other students besides the ones at UMD, then Kenwood makes sense.	Sep 22, 2011 10:07 AM
29	More efficiency apartment complexes need to be built to house students so that they can get out of individual homes in our neighborhoods and into the apartment complexes. The homes should be returned to families.The apartment comoplexes will have management, rules, and supervision. Most students do not know how to be good tenants because they have not been taught. They need rules and supervision as they mature.	Sep 22, 2011 8:42 AM
30	It only makes sense to develop near the college that is where the students are and where any development will get mostly used by the students - developing away from the campus puts neighborhoods at risk for more college rentals and decreases the probability of surronding arease to remain in tact. - ie Dinkytown and Stadium village are right next to the main U - as a student there for 4 years - I did not go to downtown Mpls simply because of the transportation issue even when I had a car my last year - there was no need bacause everything I needed was within walking distance of where I lived and spent my day.	Sep 22, 2011 5:44 AM
31	I think that Duluth has enough higher ed students and young professionals that we could could have several stdent oreiented developments in various neighborhoods. I would prefer that this be a redevelopment approach rather thatn any new green fields or sprawl.	Sep 21, 2011 11:26 PM
32	I'd have to have more details as to what this would entail.before I can comment.	Sep 21, 2011 10:19 PM
33	People think some residents are against students. We aren't against students, we just think people should respect a neighborhood lifestyle.	Sep 21, 2011 9:29 PM
34	classes from the main Universities downtown or at another central site would be great.	Sep 21, 2011 9:27 PM
35	Please keep the integrity of the neighborhoods intact.	Sep 21, 2011 9:08 PM
36	Students need to live in a campus setting, not in redential neighborhoods. They may think they are grown up enough to live on their own in a neighborhood situation, but research has shown that the brain is not fully mature until at least age 24, much less at 18-22. In a neighborhood situation with few or no student rentals there is little to no late night loud music and yelling at parties, no beer cans or litter in front yards, no urinating in the neighbor's yard or on the street, no drunken student knocking at the front door at 2:30 AM , no random fireworks going off at 1 AM and again at 2 AM. Even though the Niagra/Juction intersection is blocked, E Buffalo St and Brainerd Ave are overused as shortcuts; the No Through Traffic signs are useless as there is no enforcement, nor is there enforcement of a 30 MPH speed limit in residential areas. Students like to drive fast with loud music. They also have no cognizance that residents in the	Sep 21, 2011 8:48 PM

neighborhood have jobs that may require them to work on weekends with shifts starting at 6 or 7 AM and that the loud parties on Fri. and Sat. nights are very disruptive. That is a given; they are young and most have not yet matured to be respectful of others' needs. Who is to take responsibility for these young peoples' guidance as they continue their journey to be responsible citizens, contributors to society? If they live off campus, the colleges say the students are not their responsibility. The parents are not present. It should not be the primary responsibility of the police or of the neighborhood. As students are they not wards of the colleges? Someone has to take ownership of the responsibility - they are STILL students who are learning. Alternatively, perhaps the Plan should consider having UMD and CSS buy up all the residental properties surrounding the campuses to house students and take over what is actually their responsibility. The entire issue could then be resolved. Thank you.

37	The 300 foot rule violates homeowner's rights. Focus instead on enforcing existing laws and codes. I've had good neighbors that are renters and bad neighbors that are owners. Let's hold everyone to high standards rather than discriminating by ownership status.	Sep 21, 2011 8:36 PM
38	I feel Mark Lamert and UMD/St. Scholastica should buy up Aspenwood town homes and make this student housing. Students have access to the Miller Hall Mall by bus, driving etc. We have to remember, THINK OF THE MANY RESIDENTS AND FAMILIES WHO HAVE LIVED HERE FOR SO MANY YEARS. We not only are attracting student, but families as well. Students live her only 9 months of the years. Think of many of us who are homeowners and tax payers who LOVE DULUTH! I am one of them.	Sep 21, 2011 6:52 PM
39	I think any student housing areas should be concentrated in the UMD/St. Scholastica area and not in other areas where long-term Duluth residents currently live.	Sep 21, 2011 5:35 PM
40	continued and enhanced party and drinking enforcement in small area	Sep 21, 2011 5:09 PM
41	Small area plan should include safe sidewalks, bike routes, expanded bus routes, well-lit street lights	Sep 21, 2011 4:09 PM
42	Keep neighborhoods family friendly...not over run with college houses	Sep 21, 2011 4:01 PM
43	Improve alternative transportation options - ped bike transit	Sep 21, 2011 3:40 PM
44	Please don't put student housing in quiet neighborhoods	Sep 21, 2011 3:38 PM
45	The Woodland School site is ideal for mixed use development, with a good buffer afforded by the woods to the east of the property. The reconstruction of Woodland Avenue was a real lost opportunity to make a complete street. It's not comfortable to walk along and dangerous for cyclists. Absolutely *no* provision was made for bicycles, none whatsoever, yet it would be ideal for that purpose and it goes right by the University. The road should be restriped like Grand Avenue or 21st Avenue East (3 lanes) with a parking/bike lane. If 21st Avenue East or Grand Ave. can go 3 lanes, then Woodland, which has similar traffic counts, also could be 3 lanes.	Sep 21, 2011 3:13 PM
46	Make all areas easily walkable, we don't need a repeat of the kid that got mowed	Sep 21, 2011 2:57 PM

down by the drunk woman. Don't let the NIMBYs stop this!

47	Plan for increased non-motorized transportation and that's what we'll get. Make it so much easier and convienient to walk, cycle or take the bus that cars become the 3rd or 4th choice. Encourage business development within 1 mile of the campuses and give business owners incentives to make their locations attractive. Let's create a canal park-like area so that students and permanent residents all have a happy reason to live in the college area. People are attracted to areas with people - not to the areas with parked or fast-moving cars.	Sep 21, 2011 2:10 PM
48	I think the Woodland Middle School site, if done carefully and properly, is a good site for the students. However if it is not done properly, alot of residents in that immediate area are going to suffer. I feel that Mark Lambert can bring that type of development to that area and it appears he is on track to do so. I am glad to see this study being done and ALL voices need to be heard (not just certain groups who have a vested interest). The area right around Woodland Ave & Clover needs a through plan so that traffic does not overwhelm the neighborhood. It is still a neighborhood and the University, along with the City of Duluth. should be sensitive to listening to residents in this area so that families can feel like their needs matter too.	Sep 21, 2011 1:50 PM
49	Established single family neighborhoods deserve protection. If already saturated, opportunities for the remaining families should be worked out. The housing market is already very tough to navigate for those looking to make changes.	Sep 21, 2011 11:47 AM
50	PLEASE draft a plan that supports single family homeowner OWNED housing and discourages conversion to rental. WE bought our house in 1994 and totally renovated and expanded it in 2000. But since 2000, our street has been overwhelmed by rentals! We went from 2 to 15 along just 4 blocks of Brainerd Ave. Please support taxpaying, wage earning, child rearing families over landlords who, no matter what they say, DO NOT keep their property up as owner-occupied homeowners do. Thank you.	Sep 21, 2011 11:35 AM
51	promote walkability and mass transit by making it more desirable (e.g., safer) in all seasons. Developing housing and retail without planning extensively for pedestrian/bicycles/mass transit would be a huge mistake. Also....MAKE NO LITTLE PLANS - cookiecutter apartment buildings and convenience stores would be a shame.	Sep 21, 2011 11:33 AM
52	Encouraging the City to follow up on rental rules. I can show you 50 rentals within 2 blocks, none of which have the mandatory contact information posted on the outside. Or was that rescinded?	Sep 21, 2011 11:15 AM
53	Protect the quality of life for permanent residents.	Sep 21, 2011 11:09 AM
54	I'd like to see housing and development of businesses stay out of the quiet Chester Park neighborhoods and maybe stay in the areas where there are already businesses and near the University (ie, Woodland, Mt. Royal, Kenwood). I would like to see them kept out of the single-family neighborhoods - despite the desire of the city to welcome students, it is difficult to be happy that they are overtaking the neighborhoods. No matter how tolerant the neighbors are, things change. The houses tend to not be kept up, the parking becomes an issue, the	Sep 21, 2011 10:56 AM

	student presence changes the family nature of a neighborhood. (Behavior, schedules (comings and goings), etc.).	
55	colleges have to build student housing on campus	Sep 21, 2011 10:53 AM
56	Multi units need to be attractive and not just big boxes. They need to compliment these historic neighborhoods, not decimate the character. Woodland Avenue is a central artery for all of the Eastern side of Duluth. Slum housing, garbage cans, couches and general bad behavior is an embarrassment to our community. It needs to be cleaned up.	Sep 21, 2011 10:43 AM
57	Yes, better control over zoning. The student housing complex in the 2400 block of Vermilion Road is totally inappropriate for a residental neighborhood. Two buildings with 18 bedrooms and associated cars is not in line with a residential neighborhood. The 300 ft. rule was the only ordinance saving our neighborhood. The old couch siting on the curb for the last three weeks is also inappropriate. The proposed development at the Woodland Middle School site makes good sense - connect with a walking bridge across Woodland Ave. to campus.	Sep 21, 2011 10:41 AM
58	Housing for students should include options for students with families, be one block or less from the bus, have places for smaller cafes and coffee shops. Every student is different and there is not just one option that is best.	Sep 20, 2011 6:27 AM

Higher Education Small Area Plan
Public Meeting, January 19, 2012

Comment Sheet

Below and on the reverse page are the draft goals and recommendations for the Higher Education Small Area Plan. We need your input! Please leave your comments in the spaces provided.

Goal 1: Strengthen single-family neighborhoods through appropriate zoning tools and neighborhood stabilization efforts.

- Make sure zoning in neighborhoods is consistent with comprehensive plan
- Implement a neighborhood stabilization program in East Hillside

Goal 2: Minimize impacts on single-family neighborhoods from noise, light pollution, and visual impacts of student housing.

- Create a Higher Education Overlay District
- Enhance code enforcement for city ordinances
- Utilize the rental code to ensure housing is maintained properly and suited for the number of tenants

Goal 3: Promote mixed-use development and student housing along transit corridors and within walking distance to campus.

- Amend the comprehensive plan to Neighborhood Mixed Use at Boulder Ridge
- Make sure zoning in commercial areas is consistent with comprehensive plan
- Amend the comprehensive plan to Urban Residential north of St. Marie Street between Midway Avenue and Oakland Circle
- Establish a Commercial-Planned district
- Reduce the minimum lot area required per family in the R-2 (apartment) district to 750 square feet

Goal 4: Increase use of alternate modes of transportation

- Woodland Avenue Corridor Improvements
  - New main entrance to UMD, narrower lane widths, bike lanes, intersection improvements, pedestrian crossings
- Sidewalks and trails
  - Snow removal, trail from Boulder Ridge to Kenwood Avenue, pedestrian connections to/within shopping centers
- Transit
  - Assessment of schedules and need, add route to mall area, campus circulator, extend route 13 to CSS

There are several proposed ped/bike trails in the Trails/Bikeway Master Plan that would will connect the campuses, the Community which would link to Boulder Ridge, the Mall, several public schools + cross city trails other student housing. Coordination with Higher Ed Plan is most important.

Goal 5: With leadership from UMD and CSS, integrate the colleges and students into the community

- Ongoing committee to coordinate/communicate between colleges and city
- Welcome students to Duluth
- Build attachment to Duluth; encourage city exploration
- Provide education and resources as students transition to off-campus life
- Create stronger connections with the local business community
- Physically integrate campus
- Down payment assistance or low-interest loans for faculty and staff to buy homes in neighborhood
- Expand furniture/debris removal

General Comments:

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There is already a huge surplus in Housing what will happen to the local neighborhoods when hundreds of new housing units / beds are built in the immediate neighborhood.

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Same demand + more housing = empty homes or likely Problematic occupants — — —

Oversupply + more supply means issues for our neighborhoods

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General Comments:

Name: _____ Address: _____

Phone: _____ Email: _____

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MARRIED W/O CNILDREN EXCLUDED FROM FINDINGS

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ACCENT ON WHAT TO DO FOR STUDENT

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- Reduce the minimum lot area required per family in the R-2 (apartment) district to 750 square feet

THE 300' RULE ELIMINATED. NOW TODAY MORE NAVE) MOVED INTO NEIGNBORNOD. ACCENT ON NOW TO SERVE STUDENTS. WANT TO MAKE ALL OF AREA COMMERCIAL

Goal 4: Increase use of alternate modes of transportation

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  - Snow removal, trail from Boulder Ridge to Kenwood Avenue, pedestrian connections to/within shopping centers
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Handwritten annotations:

WHY NOT REPAIR EXISTING SIDEWALKS

PEOPLE WALK IN STREETS ANY WAY. SIDE WALKS CLEARED

CITY SHOULD GET BACK TO CITY BUSINESS

WE HAVE ENOUGH LOW INCOME HOUSING

AT UND FRESHMAN MUST LIVE ON CAMPUS FIRST. WAS UND SURVEYED?

→ Neighbors?

General Comments:

Name: JOHN Address:

Phone: Email:

Higher Education Small Area Plan
Public Meeting, January 19, 2012

Comment Sheet

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- Make sure zoning in neighborhoods is consistent with comprehensive plan
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VERY IMPORTANT!

HRA is prepared to assist with developing programs and channeling resources to achieve this goal

Goal 2: Minimize impacts on single-family neighborhoods from noise, light pollution, and visual impacts of student housing.

- Create a Higher Education Overlay District
- Enhance code enforcement for city ordinances
- Utilize the rental code to ensure housing is maintained properly and suited for the number of tenants

CRITICAL —
Enforcement efforts are very important and will have a significant impact on neighborhood stability over the long term.

Goal 3: Promote mixed-use development and student housing along transit corridors and within walking distance to campus.

- Amend the comprehensive plan to Neighborhood Mixed Use at Boulder Ridge
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Excellent Goal — forward thinking and transformational — this will serve the City as a whole in achieving a desirable and diverse community with a stronger campus presence.

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Very progressive
This will promote a
healthier community with
pedestrian and alternative
transit friendly modes of
transportation

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Finally – long overdue.
Both the colleges and the community
need to recognize the value
of following through on this
goal & objectives – We are a
strong campus community – its
a great asset and an economic
"engine". Together we can achieve
so much more.

General Comments:

Good job! Lots of good ideas and strong goals
developed through a thorough and participatory
process. The HRA is looking forward to playing a
strong role in the implementation of these important goals.
I am concerned with potential impact of new student housing development
creating deterioration and vacancy in aging hillside neighborhoods
that has partially served student housing needs historically

Name: Brick Ball, HRA   Address: 222 E. 2nd ST –

Phone: 529-6341   Email: bball@duluthhousing.com

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The definition of who wants / uses single family homes is really skewed. I know when I see something that is really slanted. I recognize that the demand for single family home has changed but in your definition of who uses it, you've put the whole plan in jeopardy because if you've slanted this what else have you slanted (toward businesses + not the renters + homeowners) What if we get the "high speed" rail in - will Duluth end up as a bedroom community?

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- Expand furniture/debris removal

General Comments:

Narrowing Woodland is a really bad idea; I don't drive it that much but if you narrow the lanes, especially on that curve right before Elizabeth (as youre going up).

Name: Pam Eiure

Address: 1735 Carver Ave

Phone: 726-8586

Email: penrici @ doumn, edu

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- Create a Higher Education Overlay District
- Enhance code enforcement for city ordinances ← YES!
- Utilize the rental code to ensure housing is maintained properly and suited for the number of tenants ← YES!

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same "family" as 52¿. 2. of Duluth households

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- (Down payment assistance or low-interest loans for faculty and staff to buy homes in neighborhood   ← SOUNDS GREAT! MAKE IT RETROACTIVE! (so we can afford to stay)
- Expand furniture/debris removal

General Comments:
- THE SLIDE SHOW WAS NOT IMPRESSIVE. PLEASE DEFINE TERMS, ESPECIALLY WHEN ASSOCIATED W/ NUMERICAL DATA (SUCH AS "FAMILIES").
- THE PROPOSAL FOR MIXED-USE / URBAN RESIDENTIAL (RE)DEVELOPMENT (commercial) AT MT. ROYAL, KENWOOD, 9TH ST, + 4TH ST SOUNDS GOOD.
- GOOD LUCK!

Name: JOSEPH BAUERKEMPER   Address: GRANDVIEW AVE

Phone: _____   Email: JKB@D.UMN.EDU

Higher Education Small Area Plan
Public Meeting, January 19, 2012

Comment Sheet

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→ what about student housing *on* campus?

How is spot zoning (around every closed school) helpful to neighborhoods that are already stable? (example: neighborhood surrounding Woodland Middle School)

→ *and destabilize another one*

you are simply moving the problem not solving it

Goal 2: Minimize impacts on single-family neighborhoods from noise, light pollution, and visual impacts of student housing.

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→ *.7 spaces/bedroom is NOT enough*

→ *note: if police don't respond, there is no record of a problem and they are not responding.* Police MUST *respond and prosecute.*

→ *and enforcing behavior conducive to good citizenship*

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continual problems with rental → problems here

There is an existing shopping center on woodland & we already have trouble filling commercial space in Duluth. Why more commercial?

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- Provide education and resources as students transition to off-campus life → *why does UMD & CSS not require Freshmen (under age 21) to live on campus? and require off campus living education? This would go*
- Create stronger connections with the local business community
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→ the students who participate in these committees are the least likely to be problems. The problem kids do not participate.

I say hello to my neighbors & introduce myself. I am rewarded with poor citizen behavior.

a long way in moving people towards good citizenship.

General Comments:

How about UMD purchasing my property? I will happily take my property tax dollars to another city. One who honors and respects stable, long-term residents who care for their property and are already good neighbors.

Name: *Shannon Szymkowiak*   Address: *2323 E 8th St*
Phone: *218/206-3944*   Email: *shenanegans63@msn.com*

Higher Education Small Area Plan
Public Meeting, January 19, 2012

Additional Comments

The question I continue to ask is this - Why, if UMD doesn't have space for student housing or enough parking already - why would they choose to have a "Grand Entrance" through an area that will then require them to find space for athletic fields?

Also - why would you choose to ~~compete~~ encourage competition with businesses already existing on Woodland avenue and who have been serving UMD for years

Also - why should the City continue to displace tax-paying home owning citizens of Duluth for people who live here *in my neighborhood, Duluth residents of 10, 15, 20, 30 & 40+ years* 1, 2, 3, 4 or 5 years, then leave (vast majority)

Also - why are you bothering with meetings when it is clear this is a done deal?

If UMD wants to be a good neighbor, why do I have (on average) 6 students urinating in my backyard every saturday night throughout the school year? Duluth Police do not respond. How can, with our current city budget issues, can the Police improve response?

Why did you send surveys to students individually but not to home addresses of impacted neighborhoods?

- Students will live where it's least expensive. Right now, that is East Hillside. Rezoning simply devalues yet another neighborhood.

Name: Shannon Szymkowiak   Address: 2323 E 8th St

Phone: 218/206-3944   Email: shenanigans63@msn.com

Additional Comments

Seems like a comprehensive plan. good job balancing a broad range of ~~different~~ perspectives on a very divisive issue.

One critique:

The use of "14% of Duluth is married couple with children families" (paraphrased)

This statistic disregards non-traditional families who are seeking similar residential amenities. It uses very normative + exclusive language. I'd like to know how many domestic partnership (with or without kids) Gay + lesbian couples (with or without kids), single-parent families, couples w/out kids, etc.

I'm just not sure why this was framed as ~~it~~ was. The significance of the ~~number~~ was lost in the narrow definition + ~~this~~ exclusive language.

Name: Danny Frank   Address: 130 Charlotte Place
Phone: 340.7015   Email: dufrank@ d.umn.edu

Additional Comments

Please, don't use stereotypes as examples.
(i.e. 14.2% families)

Relying on these to provide a frame of reference for people serves to reinforce stereotypes.

(And also derails the conversation, as evidenced tonight.)

Language is powerful. Please be clear with when/why you are using it.

I know Duluth is more progressive than this so it really just misrepresents what the commission + city stands for.

Thanks for considering this feedback!

Name: Danny Frank   Address: 130 Charlotte Pl.
Phone: 218.340.7015   Email: dufranke d.umn.edu

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Improved sidewalk access throughout the city is critical

Please better coordinate bus schedules from Lakeside to campus (now the bus downtown from Lakeside just misses the connection at 24th Ave E. to campus)

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General Comments:

generally good goals & recommendations — thoughtful process some might be a reach, but worth striving for

Name: *Betty Greene*

Address: *4015 Dodge St*

Phone: *525-7581*   Work *726-6140*

Email: *bgreene@d.umn.edu*

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use of Kenwood mall should be explored more thoroughly.

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the idea for trail from boulder ridge to college ave is deeply flawed and will not serve or be used by enough people – they will drive & take shuttles still

other walk/bike ways for many more people would be wise IR neighborhood & student access to Kenwood mall

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✳ how about student volunteers to assist elderly w/ snow, lawn care –

General Comments: explain the shift better: do not over state the need/desire to (or lack thereof) for single family living over stating (14%) is only going to make folks angry
it is nuanced & people can figure it out.

Name: _____   Address: _____

Phone: _____   Email: _____

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*preservation "zone" behind woodland; I hope that the pines will be preserved as well as the full integrity of the site; no roads, development, etc.

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Thank you for this impt effort!

General Comments:

Goal 4 is my priority! The trail res'd fits beautifully w/ other city of Duluth planning documents (Trails + Bikeways master plan)

A bikeway from CSS + UMD to Boulder Ridge could continue and link to downtown.

Name: Tom Beery

Address: 224 W. 6th St

Phone: 391 8553

Email: tbeery@d.umn.edu

Higher Education Small Area Plan
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What is considered the East Hillside are, 6th avenue east to Woodland avenue

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← a plus a plus :)

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← a plus :)

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General Comments:

Our community, neighbors and school district Need concrete clear answers on what will be done with woodland middle school? Will there be construction and what from 2012-2013. Please come & talk to Staff / Parents at congdon Park school. We Need to hear from Mark Lambert.

Name: Judith McKeever

Address: 1202 Missouri avenue

Phone: 390-3051
724-3051

Email: judithmcKeever @ gmail.com

class is in session while

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What are current people who own single family rental homes going to do?

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General Comments:

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→ Enhancing + enforcing rental code is essential

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— great idea!

Ideal to fix these before the 2012-13 academic year. It's easy to do and can make a profound effect quite quickly

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About changing culture, particularly of older Duluth residents. UMD & CSS should find ways to incorporate them more in students' community efforts to break down

DON'T FORGET GRADUATE STUDENTS stereotype

Will this potentially include refinancing loans for faculty/staff that have already committed to living in this neighborhood? It may be wise to include these individuals as well...

General Comments:
THANK YOU, FOR ALL OF YOUR WORK!! :)

Name: Amy Brugge

Address: 1122 Chester Park Dr.

Phone: (218) 269-5448

Email: abrugge.hotmail.com

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a) • Make sure zoning in neighborhoods is consistent with comprehensive plan
b) • Implement a neighborhood stabilization program in East Hillside

a) Good idea - make sure input is secured from neighborhood orgs, community groups & businesses.
a-1) I support the idea of urban residential on 9th but make sure it doesn't compete/cara
b) Good recommendations! Encourage TIF also inclusion of At Home in Duluth & Med Dist/College/University reps

Goal 2: Minimize impacts on single-family neighborhoods from noise, light pollution, and visual impacts of student housing.

a) • Create a Higher Education Overlay District
b) • Enhance code enforcement for city ordinances
c) • Utilize the rental code to ensure housing is maintained properly and suited for the number of tenants

a) This is not clear to me where this will be + what the purpose of this is. Clarify??
b) Good suggestion - make sure. Still to do, you have come a long way in this - congrats!
c) Enforcement is key! Could UMD/CSS contribute to cost of code enforcement

Goal 3: Promote mixed-use development and student housing along transit corridors and within walking distance to campus.

a) • Amend the comprehensive plan to Neighborhood Mixed Use at Boulder Ridge
b) • Make sure zoning in commercial areas is consistent with comprehensive plan
c) • Amend the comprehensive plan to Urban Residential north of St. Marie Street between Midway Avenue and Oakland Circle
d) • Establish a Commercial-Planned district
e) • Reduce the minimum lot area required per family in the R-2 (apartment) district to 750 square feet

a) OK as long as limited scale
b) Agree w/ this - involve At Home partners & businesses in planning process
c) OK
d) Yes - this would be helpful (helpful) City wide
e) OK - illustration is very helpful!
f) Include incentives/program support
Try for small business/mixed use development on 4th St. & Plaza Armory Area. Add to TIF.

f) Any recommendations for the lower area to promote this?

Goal 4: Increase use of alternate modes of transportation

a)
- Woodland Avenue Corridor Improvements
  - New main entrance to UMD, narrower lane widths, bike lanes, intersection improvements, pedestrian crossings

b)
- Sidewalks and trails
  - Snow removal, trail from Boulder Ridge to Kenwood Avenue, pedestrian connections to/within shopping centers

c)
- Transit
  - Assessment of schedules and need, add route to mall area, campus circulator, extend route 13 to CSS

d) Where are recommendations for lower HEA?

Goal 5: With leadership from UMD and CSS, integrate the colleges and students into the community

a)
- Ongoing committee to coordinate/communicate between colleges and city

b)
- Welcome students to Duluth

c)
- Build attachment to Duluth; encourage city exploration

d)
- Provide education and resources as students transition to off-campus life

e)
- Create stronger connections with the local business community

f)
- Physically integrate campus

g)
- Down payment assistance or low-interest loans for faculty and staff to buy homes in neighborhood

h)
- Expand furniture/debris removal → Yes – Coordinate w/ neighborhoods

General Comments:

a) Good recommendations – make sure to look at off-street bike trail options & connections

b) Good suggestions & very proactive way to promote

c) Good recommendations & much needed esp. 4th St. connection to CSS & increased service

d) Would like to see recommendations for 6th Ave improvements, bike/ped connections to 4th St & enhancements for neighborhood residents including bike trails, safe crossings, complete streets

a) On-going committee to coord/communicate & strengthen campus, community & neighborhoods. Make sure includes neighborhoods & businesses

b) Good – Like to ensure on-going engagement & connections to neighborhoods & downtown

c) Soul of the Community / LISC ACF do?

d) Need for tenant / landlord education services citywide. This is a gap for all rentals.

e) Need to connect

f) Should include option of downtown / Hillside campuses & niche housing. Also the Arts downtown & Hillside

g) Duluth LISC willing to help w/ this!

→ Great ideas in the Placemaking list that show this is about improving neighborhood quality of life – for all – students, home owners, renters, businesses, etc.

→ Good suggestions throughout the presentation but seems heavy on addressing needs of students. Need to make sure there is balance in focus on neighborhoods that provide quality housing, retail, services, transit, trails, etc.

→ Please make sure the entire HEA is addressed. Support TIF for Hillside Neigh.

Name: Pam Kramer   Address: 202 W. Superior St. #401 Duluth

Phone: 727-7761   Email: pkramer@lisc.org

Themes: Marketing & Communications
Placemaking

From:	"Jock/Jody Glendenning" <jglen@charter.net>
To:	<jmoses@duluthmn.gov>
Date:	1/20/2012 11:57 AM
Subject:	Small Area Plan
CC:	"Jim Stauber" <jstauber@ci.duluth.mn.us>, "Neighbors Campus" <campusneig...

J. Moses:

I apologize for leaving early. I had another meeting at 6:30p. I moved from my position because of the flickering light.

As I result of what I heard, three points in the definition of what constitutes a neighborhood household, were not shown. One by your admission was not included. Maybe these points were covered later. The excluded categories are/were:

1. A taxpaying <u>single</u> parent family's (children under the age of 18)

2. A taxpaying household with only 2 people, married parents, who's children are older than age 18, and who raised children in this same household, and consider this their residence.

3. A person who chooses to live alone in a house in the neighborhood.

Your premise, the basis for conclusion to move forward with your Small Area plan, is based on only 14% of homes having families--defined as a mother, father, and children under age 18. Apparently the 3 categories above do not count as "residence homes" for your statistical analysis.

You say your project is complete. It reflects a good balance among the categories of: students, neighborhoods, and business. You have learned to think outside the box. You say that "city councilors"--that means more than one--were involved in the decision making process.

Your focus is/was what students want most from a neighborhood, not what the long term residents, who have been paying taxes for all these years and have heretofore chosen to live the way they do in the neighborhood want. I listened to the city's position before, at the Grant Community Center meeting. There you either forgot the 300' rule did not exist anymore, or knew about it and passed over the recent change in the law. This means now all houses in one block can be subject to rentals by outside landlords. You can argue that these landlords pay taxes, but they have no community interest. The students are interested in cost effective housing. Your avoidance of single family households in your statistical analysis, was deafening--the only question you took was deflected off.

You pushed affordable housing. Does this then mean that you expect a single homeowner family, a single homeowner without a family, and two member household to make up the tax load? (If the money comes from the state or federal government, it still comes from our pocket. ...and yet you ignore us as "family" by omission. Governments do not make money. Free enterprise makes the money taxed to the government.)

In my immediate neighborhood, I can think of 18 families who have raised children in this neighborhood. These children have moved away now. Why?? These families "live alone" here because they choose to live in this area.

What say you? How does this err? Where is my reasoning faulty? Should not these three tax paying categories above be included in as the neighborhood base? What are the percentages in each of the above catagories. Please explain how you are "looking out for" us permanent residents, in these three categories. Who were the councilors involved in your decision making process?

I look forward to an early reply. Thank you.
    John M. Glendenning, Jr.

Jenn Reed Moses   December 10, 2011
& Members of the Small Area Plan Committee
City of Duluth Planning Division
411 W 1st Street, Room 208
Duluth, MN 55802

Re: Draft Recommendations of the Higher Education Small Area Plan

Dear Ms. Reed Moses and Committee Members,

Thank you for your e-mail on November 28, 2011 in which you provided the Draft Recommendations of the Higher Education Small Area Plan (the "Draft Recommendations"). Per your email, I am writing to provide Summit's comments for consideration and integration into the SAP meeting on December 15th, 2011.

As you are aware, Summit is the owner and manager of Campus Park, Boulder Ridge and Summit Ridge Luxury Apartments. Additionally, Summit is in the process of purchasing the Woodland Middle School site for potential redevelopment into a mixed-use student housing development. Having the perspective of developing over one thousand beds of student housing in Duluth, I would like to take the opportunity to offer my thoughts to you and the Members of the Small Area Plan ("SAP") Committee on several items identified in the Draft Recommendations. I hope our perspective is constructive to your process.

Neighborhood Investment Zones/Tax Increment Financing

Our first comment relates to the Draft Recommendations section concerning neighborhood investment zones (Section #1 C). While two reinvestment zones are noted as a priority (6th Avenue and 4th Street; and 12th Avenue and London Road), the Woodland School site has been excluded from this list. We would request that the Small Area Plan Committee Members include the redevelopment of the Woodland Middle School site in this section as a target for development assistance, rehabilitation, infrastructure improvements, etc. Because of the extensive site improvements, redevelopment work, and costly infrastructure (including a parking deck and storm water treatment tanks), TIF and other development assistance will be needed at the Woodland site to make our concepts designs a reality.

Target Student Development

We believe that the SAP Committee Members *should* include the Woodland School Site in the Market Study's recommendation for analysis of potential zoning changes (Section # 3, B of the Draft recommendations). Any analysis of wider rezoning actions should take into account the envisioned rezoning (and ultimate redevelopment) of the Woodland School site. Without the benefit of this "supply and demand" analysis, the ultimate recommendations issued by the SAP Committee Members will be hindered by the lack of a full understanding of the likely market

conditions in and around the Market Study area, and the impact of the 500-1,000 beds of future housing supply to be built in the next 3 to 5 years on the Woodland site.

Elimination of the 1.5 Mile Radius

Summit generally supports Section 2 creating Sub-district 1 and Sub-district 2 within the UDC, however, I would urge the SAP Committee to maintain the existing 1.5 mile Plan Review Radius now in place in the UDC by creating Higher Education Overlay District in that same 1.5 mile radius around UMD and CSS campuses. The Draft Recommendations, as proposed, would greatly narrow this Plan Review Area to only those areas located in the Small Area Plan Study Area. There are several potential development sites just outside this Study Area which could be used for "suburban student housing". Without the Development Standards of one parking space per bedroom (UDC, page 2-23), large new student developments could be built remotely and with very low parking ratios (1 per unit) – when in fact these remote distances to campus should require even greater parking requirements (1 per bedroom).

Roundabout Not Feasible

It is clear from both the Final Market Study and Draft Recommendations that Summit, the City of Duluth, UMD and the SAP Committee Members share the same vision for the Woodland Site; a viable mixed-use student development where residents and the surrounding community can come together to study, shop, and call home. A roundabout will greatly harm this vision. The feedback provided by our retail industry consultants has overwhelmingly indicated that retail will not succeed with at this location with a roundabout entrance. Retailers simply don't like them in front of their stores.

An even greater concern of mine is the safety of students and pedestrians trying to cross a "non-stop" roundabout in the center of our new pathway back and forth from the UMD Campus and our new development.

There are definite benefits associated with roundabouts, and in time, drivers and pedestrians may come to view them as safe and intuitive. Unfortunately, at this time they are neither. For instance, in order to successfully negotiate a roundabout, a driver is required to commit their undivided attention while turning, merging, and timing their exit. Our retail experts have insisted that these actions fully occupy a driver's attention; rendering signage ineffective and minimalizing any benefits derived from a shop's proximity or location. Worse yet, some drivers may avoid the intersection due to the hassle. Furthermore, pedestrian crosswalks near roundabouts are unsafe and add to additional driver distraction. Summit just simply cannot bet that these retail professionals are wrong.

In order to do retail at Woodland, Summit will need a lighted intersection (both at this new intersection and maintain the existing one at Clover) and clear sightlines to from the street to shops. This traditional intersection configuration will lead consumers/ drivers to their destination without confusion, and allow safe walkway crossing for students to the proposed UMD entrance on Woodland. While Summit recognizes the positive intent, we would strongly urge that this recommendation be eliminated from the final report.

Paved Trail Access

Summit agrees with the need for a proposed trail between the Boulder Ridge area and Kenwood Avenue. Improved trail access for Summit's residents to the College of St. Scholastica (and perhaps onward to UMD) would increase the use of alternative transportation and reduce congestion along Arrowhead Road (as well as other public roadways). This trail needs to be constructed and paved to allow 365 day a year use. Leaving this proposed trail unpaved would be a missed opportunity to encourage year round alternative transportation methods between school and home for many Summit residents.

Hickory Commercial

Summit was elated to see the recommendation that the area along Hickory Street west of Rice Lake Road be rezoned to MN-U. This will provide increased commercial services within walking distance to our residents while reducing congestion and motorized traffic along Rice Lake Road. Because much of the targeted Northwest Corner of Hickory and Rice Lake Road is a wetland, we would also request rezoning of the vacant land, police training grounds, and single family home (1712) located on the SE corner of Rice Lake Road and Chinook Drive / Hickory Street be included in this new MN-U zone. We believe that this area represents a great redevelopment opportunity and an additional viable and perhaps more useable area for mixed-use and retail development on Rice Lake Road.

Conclusion

We would like to thank the City of Duluth, the Committee Members of the Higher Education Small Area Market Study, Development Concepts, Inc, and all the individuals who participated in this study for their hard work. We look forward to working as a partner with the City of Duluth to address the many challenges identified in the Market Study.

Sincerely,

SUMMIT MANAGEMENT, LLC.

Mark W. Lambert

Jennifer Moses - Higher Ed Recommendations and Public Meeting

From:	"Mick Conlan" <mconlan@summitre.net>
To:	<jmoses@duluthmn.gov>
Date:	1/18/2012 9:31 AM
Subject:	Higher Ed Recommendations and Public Meeting
CC:	"Mark Lambert" <mlambert@summitre.net>
Attachments:	Suggested Rezoning.pdf; UMD Master_Plan.pdf; Site Plan Base_1-15-12.pdf

Good Morning Jenn,

Per your email to Mark on Friday, I wanted to follow-up and provide you with several items.

First, I have attached a map of the suggested area we would like to see rezoned to MU-N. on Rice Lake Road. We have already provided written comments to the Small Area Plan Committee, so I won't reiterate too many of the points we have already expressed; except to say that we believe an expanded area of MU-N zoning is preferable to rezoning a small area that is currently shown on your map (where our brand new clubhouse sits). If we are looking to create additional walkable shops and retail near our development community, we believe the best location would be across Rice Lake Road at the locations indicated on the map, with the possibility of committing some of the Boulder Ridge site to that end as well. We would ask that you would reconsider the additional parcels we have shown on the attached map, and that our earlier comments provided to the Small Area Plan Committee regarding the rezoning be entered into the record.

Second, I have attached several items related to our Woodland proposal as well. The first document is a depiction of the overall sight in relation to UMD. This document depicts the suggested new entrance from UMD to the Woodland redevelopment. The second document is the latest and greatest depiction of our site design. I wish I had a more colorful (and accessible) document to provide you, but we have begun to shift from visioning to nuts and bolts sight design- making our presentation style depictions a bit out of date.
Please let me know if these will work for the presentation- I can work today to get you other design drawings if need be. Thank you Jenn.

Mick

Mick Conlan
Lambert & Associates
122 South Water Street
Stillwater, MN 55082
651-689-2201 (direct)
651-689-2205 (fax)

SUGGESTED LOCATION OF U-N REZONING

Date/Time	First Name	Last Name	Comment
09/21/2011 3:18:00 PM	Roanne	Axdahl	This proposed mixed use development is going to have a negative affect on my homestead and quality of life. Thank you.
09/21/2011 9:28:26 PM	Mabel	Galvin	As I work late 6:30 p.m. I'm not always able to make the meetings but am very interested not only as a area citizen but as a founding member of "Neighbors of Lower Chester Park" and a advocate within that group for the students. Especially, so because we have just been given a one (1) year lease on the park which has a olympic size outdoor rink which we "WILL BE" flooding this winter. It is my intentions to advocate for a week end evening for students: high school and college to have use of the rink perhaps in exchange for some time with helping to flood or other small jobs. I've heard that this might be a asset to thier resumes as well. I look forward to meeting the students and welcoming them to "LOWER CHESTER" Mabel Galvin events co-ordinator/former chairperson/NOLCP Neighbors of Lower Chester Park
09/26/2011 2:41:49 PM	John	Glendenning	Foxit says some of the sites are potentially dangerous. What gives? Do I trust it or not? Not knowing what is being said I do not trust it.
10/07/2011 11:51:03 PM	Julie	Palmer	I have lived in Duluth my whole life. I am now married and starting a family .We live near campus and Im suprised how some of theese people complain about students living near them.It is like buying a house next to railroad tracks and the complaining cause trains keep going by.I do not have a problem with the students that live on my street.But if it bothered me that much I would move .Students have every right to live near campus. Julie
11/21/2011 11:29:27 AM	Jeff	Urbaniak	After reading the plan I would like to submit the following comments. 1. I think the zoning should be changed to fit what the plan is trying to accomplish and not have spot zoning take place. Spot zoning or zoning change by project just creates an environment for disagreement and non consensus. See Ramsey Village as an example. The area was re-zoned to accomplish the goal. 2. There should be a dog park included in this plan. Currently the City Park on 10th Ave E is used like a dog park and that is not a legal off lead area. Progressive City Planning around the country are including amenities like dog parks.

From: Kevin Skwira-Brown <ksb55803@gmail.com>
To: <jmoses@duluthmn.gov>
Date: 12/7/2011 8:02 PM
Subject: Re: Higher Education Small Area Plan Update

Jenn,

Wow! I am impressed with the attached small area plan.   I didn't read every word, but enough to appreciate its clarity, organization and thoughtful approach.

Thanks to all involved for the grounded assessment.

Kevin Skwira-Brown

On Wed, Dec 7, 2011 at 4:16 PM, <jmoses@duluthmn.gov> wrote:

>   You are receiving this email because you signed up for notifications
> about the Higher Education Small Area Plan.
>
> The market study for the small area plan was just completed, and is
> available online at http://www.duluthmn.gov/planning/sap/he-documents.cfm.
>
> View all information about the Higher Education Small Area Plan, and
> submit comments, at
> http://www.duluthmn.gov/planning/sap/highereducation.cfm.
>
>
>
>   ---
> Jenn Reed Moses, AICP
> Planner II
>
> City of Duluth
> Planning Division
> 411 W 1st Street, Room 208
> Duluth, MN 55802
> 218-730-5328
> www.duluthmn.gov
> jmoses@duluthmn.gov
>

From: Vicki Sanville <vickisanville@yahoo.com>
To: Jenn Moses <jmoses@duluthmn.gov>
Date: 11/23/2011 9:58 PM
Subject: Campus Area Planning

Hi Jenn,

I attended one of the first community gatherings at UMD that focused on the campus area plan.   At that time I was already
hoping we could get some campus related development on the Woodland School site. One of the thoughts that crossed
my mind at the time was the use of a pedestrian skybridge to connect the old Chester Creek school building part of the campus
with development on the Woodland site.   Traffic is horrific on Woodland as you probably already know.   It sounds a bit glitzy
and expensive; however, it just might work out.

Thanks for listening.

Vicki Sanville
1501 Vermilion Road
Duluth, MN 55812

724-6788

J. Moses:

I apologize for leaving early.   I had another meeting at 6:30p.   I moved from my position because of the flickering light.

As I result of what I heard, three points in the definition of what constitutes a neighborhood household, were not shown.   One by your admission was not included.   Maybe these points were covered later.   The excluded categories are/were:

1. A taxpaying single parent family's (children under the age of 18)

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You say your project is complete.   It reflects a good balance among the categories of: students, neighborhoods, and business.   You have learned to think outside the box.   You say that "city councilors"--that means more than one--were involved in the decision making process.

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You pushed affordable housing.   Does this then mean that you expect a single homeowner family, a single homeowner without a family, and two member household to make up the tax load?   (If the money comes from the state or federal government, it still comes from our pocket. ...and yet you ignore us as "family" by omission.   Governments do not make money.   Free enterprise makes the money taxed to the government.)

In my immediate neighborhood, I can think of 18 families who have raised children in this neighborhood.   These children have moved away now.   Why??   These families "live alone" here because they choose to live in this area.

What say you?   How does this err?   Where is my reasoning faulty?   Should not these three tax paying categories above be included in as the neighborhood base?   What are the percentages in each of the above catagories.   Please explain how you are "looking out for" us permanent residents, in these three categories.   Who were the councilors involved in your decision making process?

I look forward to an early reply.   Thank you.
    John M. Glendenning, Jr.

MEMO

Date: February 20, 2012

To: Jenn Reed Moses, AICP, City of Duluth Planning Division

From: Wayne Gannaway, Vice Chair of the Heritage Preservation Commission

Re: HPC Comment on the Higher Education Small Area Plan

The Small Area Plan Committee included appropriate recommendations in the Higher Education Small Area Plan (draft).

> "As discussed in the DCI market study, the older housing stock and lower income levels in the East Hillside indicate a potential for neighborhood decline if left unchecked. Assets such as historic character, scenic views, proximity to downtown, pedestrian orientation, and integration with dining, retail, and entertainment options makes it an ideal neighborhood to attract young professionals back into the city. A goal of neighborhood stabilization would be to target investment so that the private sector responds in a manner that generates sustainable investment and upkeep in the area."

The HPC agrees that the East Hillside neighborhood is at risk and that changes envisioned in the Higher Education Small Area Plan may accelerate de-stabilizing trends. Loss of historic properties and features in the neighborhood (whether or not they are listed as local landmarks or on the National Register of Historic Places) will deteriorate its character and livability.

Historic preservation planning offers a methodology and a number of tools that can help the residents and city stabilize the neighborhood and make it a desirable place to live and work. Historic preservation can help the city realize opportunities presented by historic neighborhoods. City planning functions should partner (and do so early in any process) with the HPC to ensure they take full advantage of historic preservation features and benefits.

Preservation Planning Benefits:
- Duluth Heritage Preservation Commission
- Duluth Historic Resources Survey (1984)
- Technical and Financial Assistance for Historic Resources Surveys and Inventories
- Minnesota Historic Structure Rehabilitation Tax Credit
- Federal Historic Preservation Tax Incentives Program
- Minnesota Historical and Cultural Grants

Historic Preservation Features:
- Historic buildings are an already-built *Placemaking* feature.
- Rehabilitating historic buildings is both cost effective and energy conserving.
- Historic residential neighborhoods accommodate a mix of household incomes.
- Historic preservation reduces vacancies.
- Rehabilitation in neighborhoods spurs additional rehabilitation.
- Replacing housing units is far more expensive than preserving them.
- Historic Preservation is an ideal economic development strategy for attracting and retaining small businesses.
- Historic buildings provide efficient space for new uses.

A key objective of the HPC is to promote the preservation and use of historic buildings and features throughout the city. The Higher Education Small Area Plan presents an opportunity to leverage the features and benefits of historic preservation and Duluth's status as a Certified Local Government to improve the quality of life for its residents.

The Duluth Heritage Preservation Commission would be pleased to assist the city in making the most of the historic preservation tools available to it.

Sincerely,

Wayne Gannaway
Vice-chair
Duluth Heritage Preservation Commission

City of Duluth
DEPARTMENT OF PUBLIC WORKS/UTILITIES
Engineering Division
211 City Hall • Duluth, MN 55802

(218) 730-5200   Fax: (218) 730-5907

TO: Jenn Reed Moses, Planner II

CC: Keith Hamre, Interim Planning Manager & Cari Pedersen, Chief Engineer of Transportation

FROM: Cindy Voigt   CJV
730-5071

DATE: February 22, 2012

RE: **Higher Education Small Area Plan Comments**

We appreciate the opportunity to comment on the draft of the Higher Education Small Area Plan. This plan has a large emphasis on transportation related issues. In hindsight, it may have been helpful if someone from Engineering was one of the Technical Advisors all along, instead of providing suggestions this late in the process.

Attached is a copy of the draft plan with my comments. I will also highlight some of the main concerns we have with the draft.

- The student population and which schools it includes conflicts on different pages, with population stated differently (and when or if you included LSC).
- I strongly recommend taking out the paragraph on the crash analysis on page 24 that identified several intersections as "locations of concern". This has been a point of much discussion with the MIC and their "locations of concern". As page 11 and 13 of their TSM report states that "..the data and methodology used cannot ensure statistical significance."
- Paragraph 2 of page 24 regarding roadways should be revised to reflect the zoning regulation influence on how developments have occurred. Road design to accommodate demand does not dictate how parking lots are designed or how pedestrian or vehicle circulation occurs on private property.
- Page 26 under Bicycle and Pedestrian Facilities. Revise the first paragraph that states that the MIC designates bike routes. The city is responsible for designating lanes and routes. Revise the 3rd paragraph to include the word "largely" to the quote. Revise the first bullet point about the natural-surface trail. It most likely will be a paved surface. I would revise the 3rd bullet point to state that existing roads should be improved where possible to include friendlier bike accommodations, including pavement marking and signs. When corridors are reconstructed, "consider" constructing bike lanes as feasible.
- Page 37, your exhibit has the street names rotated.
- Page 42; remove the bullet that states "Include well-marked crosswalks where the walkway intersects with vehicle drives." Crosswalks are not installed at driveways. If the Architect on a development project decides a crosswalk is necessary, that decision is up to the private property owner.

J:\Administration\Correspondence\Voigt\Memos\Small_area_plan_higher_education2012.doc

- Page 51 under the photo. I would caution against using the word "will". There already are pedestrian accommodations along Woodland Avenue.
- Page 52, revise natural-surface trail to just "trail". The city plan had an error that was not caught prior to going to press.
- Page 53; revise the 2nd bullet to indicate installing a "signalized" pedestrian crossing as warranted. Under section D. Bike Lanes, for the first bullet, add a comment to encourage bike route use. Add the word "consider" in front of "narrowing the driving lanes..." For the 2nd bullet, don't specify the number of lanes to be reduced. Instead state something like "Reduce the number of vehicle lanes to allow for separate bike lanes along College Street".
- Page 54; revise the first bullet to state that a new pedestrian crossing could be added if a pedestrian activated signal system is installed.

| Home

Woodland Middle School has been scoped out as a possible Duluth "Dinkytown". RACHEL KRAFT/STATESMAN

Dinkytown may be headed to Duluth

By:

Posted: 4/20/11

BY ALEX KORTE
korte029@d.umn.edu

A new project is under way that may bring a Dinkytown-type environment to Duluth's Mt. Royal area as early as 2013.

The new project would seek to imitate the mixture of commercial and residential buildings in the Minneapolis Dinkytown.

"The whole idea is to have street-level retail with high-rise apartments, coffee shops, bars, restaurants, music venues, laundromats, all sorts of things like that," said Andy Grengs, an Electrical and Computer Engineering senior at UMD.

Grengs became involved in the process after he decided to present the Dinkytown idea to All-Greek Assembly.

The project hinges on a few things, the foremost being the sale of Woodland Middle School's 20-acre land plot.

"When I think of a Dinkytown- type environment, I really think of things that are close to the campus," said Greg Fox, vice chancellor of finance and operations.

Woodland Middle School couldn't get much closer to campus. Within the next two years, the school plans to move its students to another location. Left with a vacant lot, the school district would look to sell the land. This is where the city comes in.

"The city wants to prevent the 'highest bidder' scenario, where somebody just comes in and buys it for as much as they want and then they sit on it for ten years," Grengs said.

Thus, the city would serve as mediator between the school district and potential private developers interested in seeing a Dinkytown environment.

Fox said that so far there have been a number of developers who have shown an interest in developing the site.

UMD has already taken a few steps in the process.

"[UMD] has been part of a process working with the city to get it zoned correctly," Fox said. He added that UMD has been working with the school district, the city and potential developers to "reinforce desirability" of a Dinkytown environment.

Grengs said that a committee will begin discussing the possibility of a Dinkytown within the next six months. This leaves ample time to receive input from UMD faculty and students as well as community members.

Fox noted a number of potential benefits included with the project. He said the new area could reduce some of the pressures on neighborhoods concerned with students living off campus.

"The lifestyle of a 60-year-old person is different from the lifestyle of a 20-year-old person, and both should have the opportunity to have their lifestyle respected."

Fox also said the city would benefit from receiving additional property tax income from new businesses.

Junior communications student Alexia Florestano said, "It would probably increase enrollment and interest in the

university."

Grengs, who presented his Dinkytown research to All-Greek Assembly, noted the possibility of consolidating all the campus fraternity and sorority houses into one place around the Dinkytown area.

While the project would seek to imitate the overall nature of the Dinkytown area, it would not look to imitate the name.

"For convenience it's nice to talk about it as Dinkytown," Fox said. He went on to suggest a name that caters to UMD's unique identity: "Bulldog Village."

UMD Statesman

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January 25th Issue, News, This week in news

Small Area Plan enters new stage in development

Posted by Statesman · January 25, 2012 · Leave a Comment

BY SHANNON KINLEY
kinle005@d.umn.edu

Jenna Reed Moses discusses plans for

improving the area around UMD in the Kirby
Ballroom.
Photo Credit: Meagan Anderson

Discussion was heated over the Higher Education Small Area Plan last Thursday as community members met in the Kirby Ballroom to discuss Duluth's future.

The plan, which was developed last spring as part of the Comprehensive Land Use Plan, is designed to help balance the needs of students as well as Duluth residents.

"This plan reflects opportunities for bringing people together to form communities," said City Administrator Dave Montgomery.

It aims to build more high-density student housing and small businesses closer to campus, in hopes to please students as well as the residents of Duluth neighborhoods who feel students are invading their neighborhoods.

The city would like to create student housing that is right next to shops and restaurants similar to Dinkytown at the Twin Cities campus.

"I like the Dinkytown idea, however they need to put stuff people will actually want to go to, like Chipotle," said sophomore Jacob Schornak, Secondary Education in Communication and English major.

Many changes the city hopes to make include adding more biking and walking trails, creating more opportunities for alternate modes of transportation, and developing more areas for both families and students to hang out.

More specifically, the city is considering making a new entrance to UMD from Woodland Avenue, creating a walk or bike trail from Boulder Ridge to Kenwood Avenue, and making a DTA route that goes directly to the mall during the week.

These changes are still in the planning stages, but the city hopes to enact all these changes in hopes to better the Duluth community.

Although many residents are frustrated with how long this process has taken, a lot feel that it will make Duluth a better and more close-knit community in the long run.

"This has a huge potential to improve the quality of life for Duluth residents," said Dean of Student Affairs of St. Scholastica Steve Lyons.

Although there were very few students present at the third and final public meeting, the city has done its best to get many different viewpoints and feedback about possible changes.

"I'm very impressed with the broad range of viewpoints that were sought out by the city," said Director of External Affairs Sue Banovetz.

Currently, they are entering the implementation stage of the plan. Now that they know what changes they want to make, they are drawing up a plan of action on how to implement those changes.

"Students can expect to see changes in the next year or two," said Drew Digby, a member of the planning commission.

Students are encouraged to get their voices heard while they still can. Students can either give their feedback on the city of Duluth's website, or sign up for email updates about where we are in the process.

"We hope that the changes will create a environment that students love with more places within walking distance," Digby said.

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Confucius says: diversify »

Discussion

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Past Issues

ings SAD reality
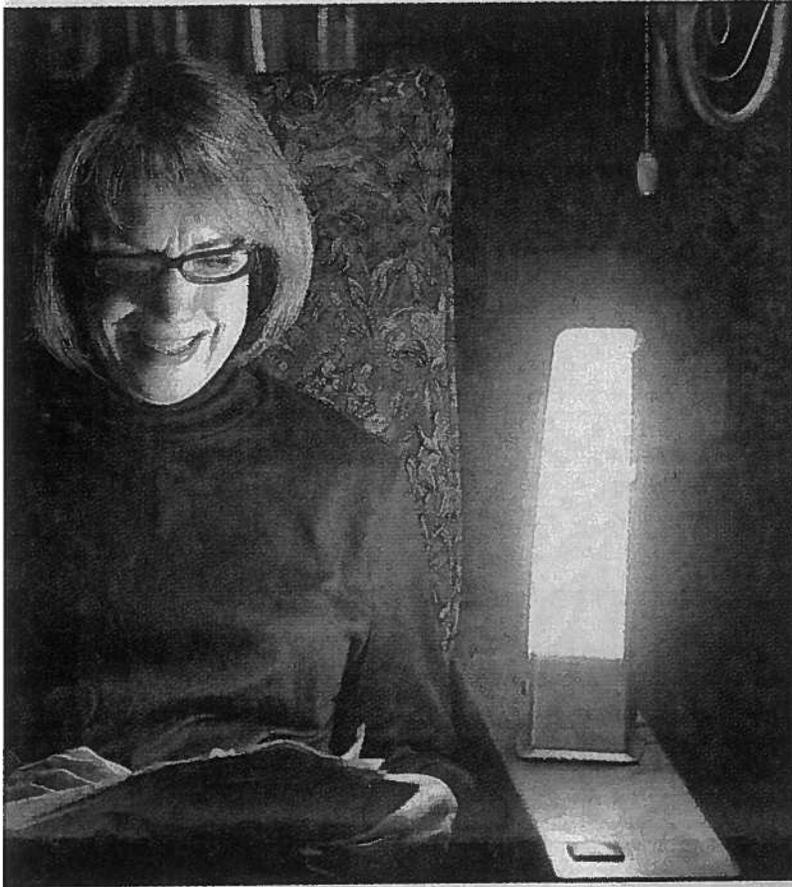
les to combat seasonal affective disorder. One of those is sitting under a ther-
nt Austin / caustin@duluthnews.com

state of mind. Many people
ays turn shorter and darker.

in D, exercise, lifestyle
nges and specially designed,
remely bright lights.

It's no illusion, said Tom
vandowski, a psychotherapist
t. Luke's hospital and li-
sed independent social
rker with expertise in SAD.
e transition to winter acts as a
ressant for many people, and
ets worse as you go north.

"In Florida, the incidence of
D is about 1.4 percent,
ereas in New Hampshire —
ich is about the same latitude
Duluth — it's around 10 per-
' Lewandowski said "It

What is SAD?

Seasonal Affective Disorder is a
clinically diagnosed form of de-
pression occurring in late fall and
winter. It is only diagnosed in con-
junction with another form of de-
pression, such as generalized
depression or bipolar disorder.

How to treat it

Advice from Tom Lewandowski, a
psychotherapist at St. Luke's hos-
pital:
- Exercise outdoors regularly
- Take Vitamin D and supple-
ments such as melatonin and
Omega 3 in recommended doses.
- Eat more fish and nuts; cut back
on carbohydrates.
- "For some folks, I've suggested
trimming their (Christmas) trees."
- Although non-prescription ther-

Demand for college housing driving new development

JANA HOLLINGSWORTH
jhollingsworth@duluthnews.com

Even as Duluth college
students and residents are
telling the city they want
more student housing and
retail closer to campus, an
established developer of
student housing com-
plexes is working to create
just that.

It's serendipitous for
the city, which began
studying a six-square-mile
area around the Univer-
sity of Minnesota Duluth
and the College of St.
Scholastica for develop-
ment last spring.

Stillwater, Minn.-based
developer Mark Lambert,
who was behind the Boul-
der Ridge and Campus

Park student housing com-
plexes in Duluth, reached
a purchase agreement
with the Duluth school dis-
trict for the 22-acre Wood-
land Middle School site in
September. Across the av-
enue from UMD, the Wood-
land site is among the
closest expanses of land to
the campus without being
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buildings are planned
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Student housing mixed
with restaurants and
other retail would be in
one building — and possi-
bly two, depending on de-
mand — and a hotel is one
idea for the third.

Lambert, who hopes to

College housing, retail study area

O Possible sites for housing and
retail development

━━ Woodland Avenue corridor:
Most potential for concentration
of student housing and services.

▶▶ Housing

reuse the middle school instead of tearing it down, presented concepts to members of the city's Higher Education Small Area Plan committee on Thursday. He mentioned reaching out to Trader Joe's and Whole Foods as potential tenants, and he talked about several ways the school could be reused.

"I am confident if we build this, the students will come," Lambert said. "And I am working very hard to make sure the neighborhood comes, and the retailers come. It really isn't just about a student housing development."

LOCATION WILL BE A DRAW

A 30 percent increase in the college student population from 2001 to 2010 prompted the city's study. City planners want to balance the needs of UMD and St. Scholastica and its students with those in the surrounding neighborhoods, and feedback shows that to many that means a development where students can live, eat out and shop — in some cases, all in the same building close to school. Because of its proximity to both UMD and St. Scholastica, the Woodland site rose to the top of the list.

Location is among the most important factors students consider when choosing housing, and cost is

SOME RESIDENTS CONCERNED

Lambert has done his own market study, and he plans to begin the project with housing for only 300 students, with the possibility of adding more over time if the demand exists. If 1,000 students want to live there, the site could accommodate it, he said. He'll most likely have housing for non-students, as well.

He said he plans to open his first building in the fall of either 2013 or 2014. The city's study shows

the development is a nightmare between 7:30 a.m. and 4 p.m."

Woodland Middle School neighbor Mark Poirier said Lambert has done a "great job" of reaching out to surrounding neighborhoods and talking to residents.

"We've been building up here for 15 years," Lambert said. "We've got a good reputation; we listen and try to find a good balance ... We've been very neighborhood-

Resident survey

Roanne Axdahl of Duluth stands in the backyard of her Duluth home, which overlooks Woodland Middle School at Woodland Avenue and Clover Street. The school district recently reached an agreement with developer Mark Lambert to sell the Woodland site, which would anchor an area of mixed student housing and retail development. Axdahl said she fears such a development would lower her property value and her quality of life. Clint Austin / caustin@duluthnews.com

said. "It's a great economic driver for the community."

St. Scholastica senior and Duluth native James Mategko said Woodland seems to be the best site, but he would like to see more than that developed. The Kenwood shopping area is another good choice, especially because so many students live along Arrowhead Road, he said. Because of the debt students carry, they also need more options around campus than just new luxury housing.

"The number who can afford to live there is not going to be high," he said.

Students have long been clamoring for popular, inexpensive chain restaurants like Panera Bread, Chipotle and Noodles and Co. A couple of those, along with a small grocery store, a local sit-down restaurant and a bar would be welcome additions around campus, many

students said.

UMD students generally live on campus for one year, said Jason Reid, a senior.

"You grow as a student and you want to live off campus but still be close," he said. "You want to live with your friends and eat better food and have the college experience of being on your own."

The Woodland development and any others that grow from the plan would be good for all residents and would make the area around campuses more pedestrian-friendly, Reed Moses said.

"In the bigger picture, it's really about making college students more a part of our community," she said. "If we really want to grow our city, that's a ready-made population around campus, many

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Other areas being studied r combined housing and tail development include e Kenwood and Mt. Royal opping centers and the St. arie Triangle, which is a ighborhood near UMD th many houses owned by small number of land-rds. The city also is look-g at possible zones for velopment in the London ad corridor, the Fourth reet corridor and an area ar the hospitals.

The city has sought wide-read feedback, using focus oups with students, resi-nts and developers; sur-eys; public meetings; a arket study, and an area r comments on its website. ecommendations for anges to the city's 2006 mprehensive land-use an will go to the City ouncil in March.

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"But what we've seen is students are living predomi-nantly in single-family homes in single-family neighborhoods," Reed Moses said. "The idea is to try to al-leviate the pressure on (those neighborhoods), and one effect of that is those students will be driving back and forth to campus less, so it alleviates traffic and congestion."

Roanne Axdahl is one neighbor in the 2300 block of East Eighth Street who's not happy about the Woodland development. Her home is next to the middle school, and she's worried the devel-opment will reduce her property value and affect her quality of life. The

school hours jibe neatly with her own, and a combi-nation of student housing and retail so close to her home would change her quiet life, she said.

"I think students would much prefer living in a single-family home than an apartment," she said, and the students who live around her in houses are respectful. "I don't think it's needed. I think what students look for are bars to go to that are close to campus. Why should we as a neighborhood pro-vide that?"

Richard Florey lives about a block from the Woodland site. He, too, thinks that sort of develop-ment will hurt property val-ues, and he doesn't see a need for more housing.

"I don't think the neigh-borhood fits any high-rise student housing or retail," he said. "There are better

sensitive. We're trying to preserve frontage and maybe do a better job land-scaping."

UMD is working with Lambert to possibly coordi-nate his development en-trance with a new main entrance to the campus.

'A GREAT ECONOMIC DRIVER'

Although the Mt. Royal Shopping Center is part of the study, the shopping cen-ter, with Bulldog Pizza among its eight tenants, has no plans for new develop-ment, said Ryan Boman, property manager for the center. The adjacent former Conoco gas station will be-come something new, he said, but the shopping center was remodeled in 1998.

"We're very supportive of the Woodland site," Boman

Duluth News Tribune

As Duluth college enrollment grows, developer brings housing plan

Even as Duluth college students and residents are telling the city they want more student housing and retail closer to campus, an established developer of student housing complexes is working to create just that.

By: **Jana Hollingsworth**, Duluth News Tribune

Even as Duluth college students and residents are telling the city they want more student housing and retail closer to campus, an established developer of student housing complexes is working to create just that.

It's serendipitous for the city, which began studying a six-square-mile area around the University of Minnesota Duluth and the College of St. Scholastica for development last spring.

Stillwater, Minn.-based developer Mark Lambert, who was behind the Boulder Ridge and Campus Park student housing complexes in Duluth, reached a purchase agreement with the Duluth school district for the 22-acre Woodland Middle School site in September. Across the avenue from UMD, the Woodland site is among the closest expanses of land to the campus without being on it. At least three new buildings are planned there.

Student housing mixed with restaurants and other retail would be in one building — and possibly two, depending on demand — and a hotel is one idea for the third.

Lambert, who hopes to reuse the middle school instead of tearing it down, presented concepts to members of the city's Higher Education Small Area Plan committee on Thursday. He mentioned reaching out to Trader Joe's and Whole Foods as potential tenants, and he talked about several ways the school could be reused.

"I am confident if we build this, the students will come," Lambert said. "And I am working very hard to make sure the neighborhood comes, and the retailers come. It really isn't just about a student housing development."

Location will be a draw

A 30 percent increase in the college student population from 2001 to 2010 prompted the city's study. City planners want to balance the needs of UMD and St. Scholastica and its students with those in the surrounding neighborhoods, and feedback shows that to many that means a development where students can live, eat out and shop — in some cases, all in the same building close to school. Because of its proximity to both UMD and St. Scholastica, the Woodland site rose to the top of the list.

Location is among the most important factors students consider when choosing housing, and cost is another, said Cindy Petkac, land use supervisor for the city.

Though not all students will be able to afford Lambert's four-bedroom, four-bathroom apartments in the first building he hopes to fill, its location close to UMD and St. Scholastica will be a draw, she said.

Other areas being studied for combined housing and retail development include the Kenwood and Mt. Royal shopping centers and the St. Marie Triangle, which is a neighborhood near UMD with many houses owned by a small number of landlords. The city also is looking at possible zones for development in the London Road corridor, the Fourth Street corridor and an area near the hospitals.

The city has sought widespread feedback, using focus groups with students, residents and developers; surveys; public meetings; a market study, and an area for comments on its website. Recommendations for changes to the city's 2006 comprehensive land-use plan will go to the City Council in March.

"We heard a lot of stories from students who wanted to be closer to campus and they were on waiting lists and couldn't get in," said Jenn Reed Moses, the city planner in charge of the small area plan.

Many of those students end up in the Central and East Hillsides, where housing stock is cheaper and often of lower quality than buildings closer to the campuses. One consequence of building new housing might be a glut of empty rentals in the Hillside.

Some residents concerned

Lambert has done his own market study, and he plans to begin the project with housing for only 300 students, with the possibility of adding more over time if the demand exists. If 1,000 students want to live there, the site could accommodate it, he said. He'll most likely have housing for non-

students, as well.

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The city's study shows that the potential housing pool for new student apartments is between 2,500 and 2,900 students. But it also shows that there isn't necessarily a need for more housing.

"But what we've seen is students are living predominantly in single-family homes in single-family neighborhoods," Reed Moses said. "The idea is to try to alleviate the pressure on (those neighborhoods), and one effect of that is those students will be driving back and forth to campus less, so it alleviates traffic and congestion."

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"I don't think the neighborhood fits any high-rise student housing or retail," he said. "There are better areas to be putting these things. Traffic alone without the development is a nightmare between 7:30 a.m. and

4 p.m."

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Tags: news, umd, css, woodland, construction, business

Duluth News Tribune

Published January 17, 2012, 12:00 AM

With college neighborhood plan, homeowners face moment of truth

If you're a homeowner fed up with noisy students, crowded curbs and laggard landlords dragging your neighborhood down, the city has a message for you: Be careful what you wish for.

By: **Michael Kooi**, Duluth Budgeteer News

If you're a homeowner fed up with noisy students, crowded curbs and laggard landlords dragging your neighborhood down, the city has a message for you:

Be careful what you wish for.

That's because things would likely get worse — not better — if all the college kids and creep landlords left your neighborhood tomorrow.

So says a market study commissioned by the city as part of its Higher Education Small Area Plan for the neighborhoods near St. Scholastica and UMD. (For the complete study, go to www.duluthmn.gov/planning/sap/he-documents.cfm.) It describes a highly fluid and fragile equilibrium between housing supply and demand wherein prospects for stability and growth depend more upon students staying put than moving out.

The findings throw cold water on the myth, clung to by some homeowners, that rental companies with deep pockets and shallow consciences have muscled families out of East End neighborhoods by snapping up single-family homes and renting them to the student hordes.

"If we could just get rid of the troublemakers and balance the playing field," the thinking goes, "single families would rush back in — restoring the character of neighborhoods and the value of our homes."

Unfortunately, the market research suggests otherwise. Specifically, there simply aren't enough single families to fill the residential units that would be left empty if large numbers of students moved elsewhere.

In fact, the study estimates that if just half of the students currently living in the Kenwood and Chester Park neighborhoods were to move out, it would take five and a half years to fill the vacancies, based on demand trends over the past decade. And that's only if every single person in Duluth looking for housing during those years moved to those two areas.

So, if new housing developments closer to the campuses were to suck significant numbers of students out of the surrounding neighborhoods (another fantasy popular among some resident owners), you might end up with fewer renters and ringers, but more empty, or perhaps even abandoned, houses.

You probably don't need a real estate license to figure out what this scenario would do to the property values of houses that already typically sell for roughly 40 percent less than the city median price (according to the market data).

How delicate is the health of these neighborhoods? Well, the market study's authors saw enough potential danger to recommend that a neighborhood stabilization plan for the East Hillside accompany any significant new housing development in the study area. Such plans aim to stimulate private investment in the target neighborhood through tools such as aggressive code enforcement and publicly supported acquisition/rehabilitation programs.

"That was a real eye-opener," said Jenn Moses, the Duluth city planner leading the project, even though she and her colleagues generally understood where the data were pointing before commissioning the market study.

Ms. Moses will have her own chance to open some eyes next week when she presents the city's draft recommendations for the Higher Ed Plan at a public meeting at UMD.

There, the question will be whether frustrated homeowners will see a stabilization initiative (provided the city recommends one) as an opportunity to invest anew in their homes and renew their commitments to the neighborhoods they love. Or as an excuse to pack up and move themselves.

Frankly, none of the people I've met at the plan meetings strike me as partial to the latter. But I can imagine it may take them a while to see a couch crammed onto a shaker porch, or hear the thumping of drums and bass at 3 a.m., and think, "This is a good thing."

Michael Kooi is a freelance writer living in Duluth. Reach him at budgeteer@duluthbudgeteer.com

Tags: budge opinion, budgeteer

APPENDIX C

Center for
COMMUNITY PROGRESS
Turning Vacant Spaces into Vibrant Places
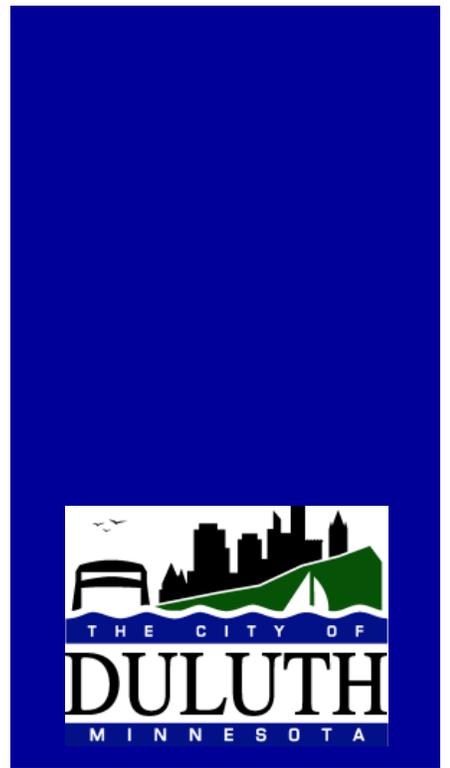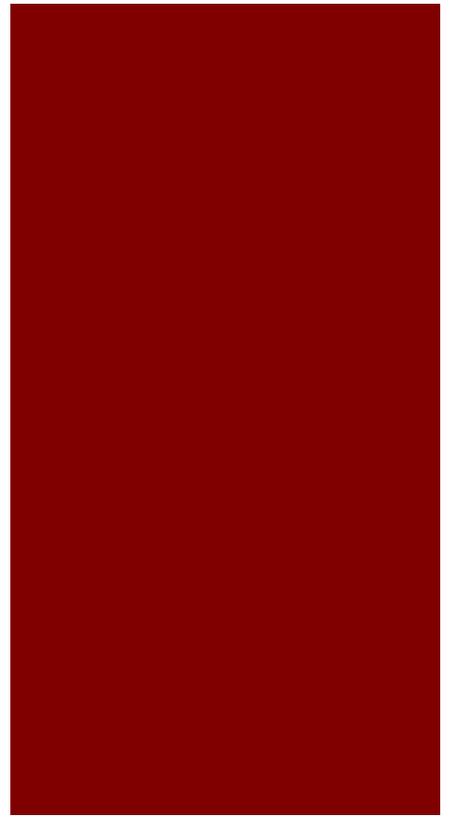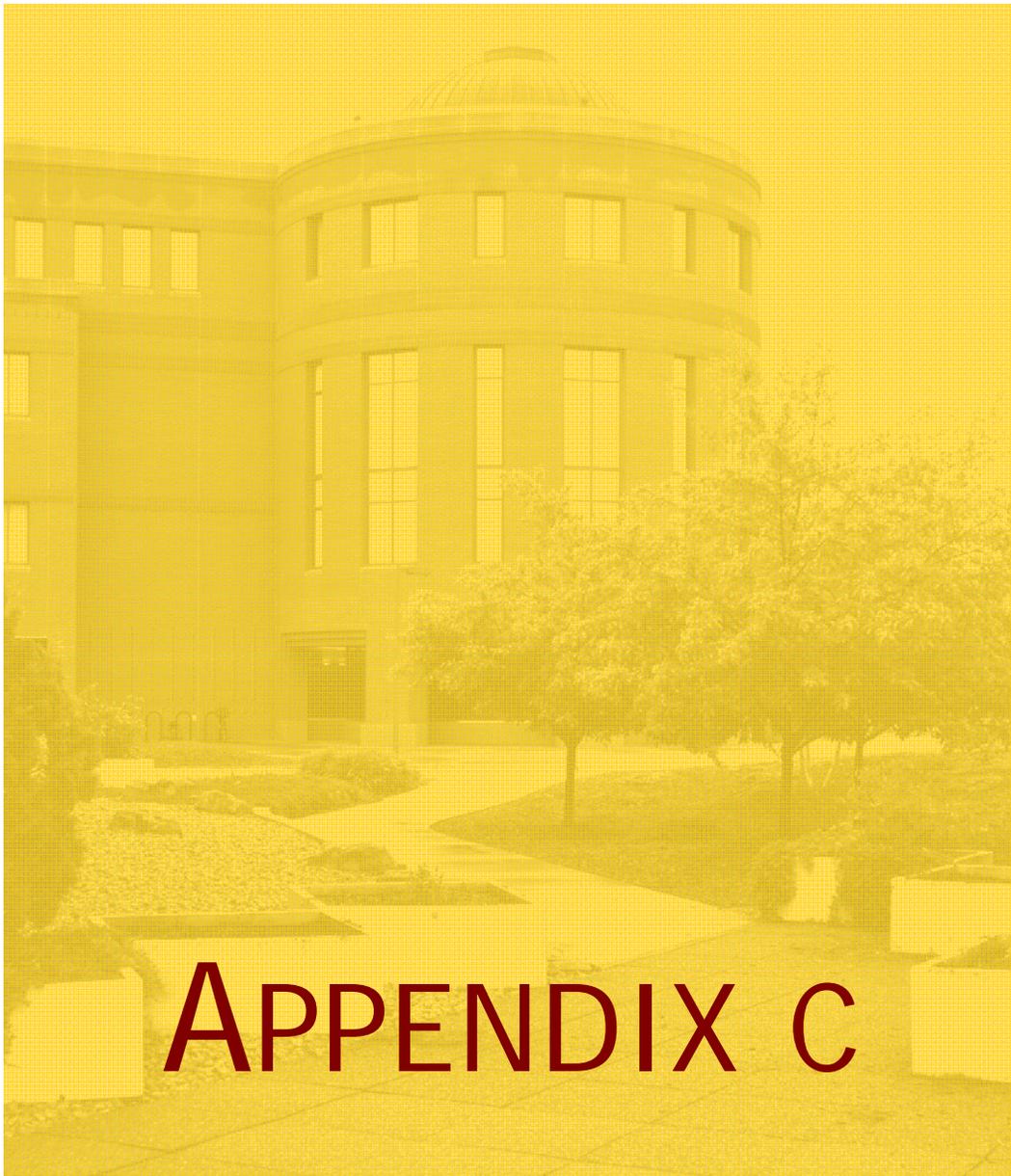
MEMORANDUM

To: Richard Ball, Executive Director, Housing and Redevelopment Authority of Duluth
        Pamela Kramer, Executive Director, Duluth Local Initiatives Support Corporation
        Barbara Hayden, Director, St. Louis County Planning and Community Development Dept.
        David Montgomery, Chief Administrative Officer, City of Duluth
        John Strongitharm, Fire Chief, City of Duluth

From: Amy Hovey, Chief Operating Officer and Senior Vice President of Capacity Building
        Kim Graziani, Vice President of Capacity Building

Date: 1/3/11

Re: Duluth site visit: 11/9 – 11/10/11

As part of Duluth and St. Louis County's participation in the Community Progress Leadership Institute (CPLI), a follow-up site visit was conducted by Amy Hovey and Kim Graziani from November 9 – 10, 2011 with local officials and community leaders to assess their current system of vacant, abandoned, blighted and tax forfeited properties. Our site visit served as a follow up to a previous assessment done by the National Vacant Properties Campaign in 2006, which resulted in a memo with various recommendations for Duluth to consider related to their vacant property policies. Several of the recommendations from the 2006 assessment were implemented, some of which include:

- Formation of the Blight and Nuisance Collaborative, a group of City, County and nonprofit leaders that identify and track the remediation of blighted properties;

- Creation of an award-winning Community Oriented Policing initiative through Local Initiative Support Corporation's (LISC) Community Safety Initiative; and

- Adoption of a Vacant Property Registration Ordinance.

The following memorandum captures general observations and recommendations for continued improvements to their system.

General Observations

- Duluth's real estate market and general economy has fared better than many other areas across the country although local stakeholders predict there will be increased tax forfeitures and mortgage foreclosures in the coming years. Duluth and St. Louis County are in a prime position to develop and revise policies and programs that are more proactive in nature and can help prevent and/or reduce the scale of vacant, abandoned, blighted and tax forfeited properties.

- There is a high level of collaboration and coordination among Duluth and St. Louis County among various governmental entities, nonprofit organizations and other local stakeholders through the Blight and Nuisance Collaborative. This group should be commended for its work to date and for their willingness to focus on prevention and be more proactive in their fight against blight.

- For those properties deemed blighted, there is a comprehensive set of information collected and tracked by the Blight and Nuisance Collaborative. There is an opportunity to further develop this information system into a real property information system that could be collected on a parcel by parcel basis and expanded to include other agencies such as St. Louis County Public Health and Human Services and/or utility companies to better identify the triggers such as emergency assistance and utility shut-offs, leading to blight and be more preventative with interventions.

- While much progress has been made on developing local ordinances to address blighted properties, there is no routine enforcement of such ordinances such as Vacant Property Registry Ordinance and Residential Rental Licensing program due to lack of capacity, fear of lawsuits and political pressure.

- The local zoning code has been updated and a comprehensive plan is in place which positions Duluth to be better primed for repurposing vacant, abandoned, blighted and tax forfeited properties.

Recommendations

Prevention and Abatement Strategies

There was consensus to focus more time and effort in preventing properties from becoming blighted. Fortunately, there are systems in place to implement various preventative strategies.

1. Develop a **comprehensive real property information system** that accounts for all parcels and includes additional information from City and County departments but also other public entities such as utility companies. This will enable the Blight and Nuisance Collaborative to identify the triggers leading to blight and be more preventative with interventions. This system ultimately should have one "owner" to ensure there is constant information flow. Many information management systems of this scale have been developed through a partnership between local municipal leaders and universities. We recommend an overture to the University of Minnesota at Duluth and could give other recommendations of other partnerships to speak with across the country in places such as Cleveland, Ohio; Memphis Tennessee and Pittsburgh, Pennsylvania.

2. **Contact property owners after the first year of tax delinquency** to offer payment plans and other supportive services such as legal services, social services and home improvement consumer loans and grants. As County officials reiterated, most property owners that are tax delinquent for 3 years or more have the greatest chance of tax forfeiture. Establishing this level of communication in the beginning of the delinquency could help support the overall goal of keeping people in their homes. This would be similar to the letters that are sent to homeowners once the petition to mortgage foreclosure has been received. We recommend utilizing existing staff that is responsible for the mortgage foreclosure notifications. Other vulnerable property owners, such as senior citizens, should also be considered in this notification system.

3. **Expand the neighborhood sweeps** by committing to driving by and assessing those homes that have one or two blight triggers in the first 60-90 days. Additional capacity could be garnered by applying to the Environmental Protection Agency (EPA) for additional funding through Site Assessment grants. We will provide sample language that has been used successfully in these grant applications in other areas of the country such as Genesee County, Michigan.

4. **Expand the vacant property registry program** to include those properties that are not just problems but all vacant properties (currently only those that are unsecure need to register). We recommend considering an increased fee structure for those properties that demand a higher level of cost per City staff to issue repeated citations and conduct repeated inspections as well as adopting an escalating fee schedule for every additional year the property stays vacant. We also recommend convening a statewide group, including participation from the Twin Cities, to explore best practices and garner political support.

5. **Expedite the redemption periods for tax forfeited properties**. St. Louis County officials confirmed that most properties are in delinquency status for a minimum of 7 years. These properties are in great danger of permanent disrepair if not immediately abated as physical damage occurs and signs of the "broken window theory" escalate. As per the analysis of Minnesota laws and policies developed by Frank Alexander and Sara Toering from Emory Law and the Center for Community Progress, we recommend considering an amendment to the delinquent tax enforcement statute to provide that all delinquent properties be subject to a one-year post-judgment redemption period. We also recommend for the County to estimate the cost of taxes lost during the current redemption periods to help support this amendment.

6. **Explore the potential of statewide enabling legislation for judicial receivership** to allow community nonprofit organizations the ability to enter a property, abate the condition, levy those costs on owner and be in first right of refusal for acquiring property.

7. **Increase number of demolitions** by exploring the feasibility of creating a scattered site tax increment financing district and considering bundled bids in targeted areas to achieve economies of scale. In addition, we recommend convening a statewide group to determine the political will to reduce the high remediation costs mandated by the State Environmental Protection Agency. Furthermore, explore the possibility of establishing a workforce development program with local colleges for remediation and demolition. Building the capacity of local residents in these fields could potentially reduce costs and allow for a more robust Section 3 program as mandated by the U.S. Department of Housing and Urban Development.

8. **Explore the possibility of establishing a local land bank**. A local land bank could be created for the specific purpose of acquiring, managing and disposing of vacant, abandoned and tax delinquent properties. This would allow local authorities to hold properties tax-free that do not have an immediate economic return and/or for various land assembly purposes. Through state-enabling legislation, self-financing mechanisms could also be established through tax recapture of land bank properties for up to 5 years at a 50% allocation. Through this 5/50 recapture as well as revenue

from sales, money can be redistributed for demolitions, maintenance and other necessary functions of land reform. Staff for such a land bank could be shared with the Housing and Redevelopment Authority and/or other local government departments. We would recommend looking at local land bank models such as the Ingham County Land Bank in Michigan, who work in close partnership with their local university.

Repurposing strategies

There was also consensus on the need to establish more robust land assembly mechanisms as well as alternative mechanisms for repurposing non-conforming properties.

1. **Establish a policy which would exonerate all assessments at time of tax forfeiture.**

2. **Establish a policy for negotiated sales agreements, which would allow the City and County to gain a better understanding of the buyer and their capacity for repurposing the property, particularly those in targeted redevelopment areas.**

3. **Establish a policy to allow administrative approval for properties considered non-conforming lots**.

4. **Institute a side lot program for non-conforming lots**. This would allow adjacent property owners the ability to expand their footprint and increase the number of properties on the tax rolls. We will provide sample guidelines of side lot programs.

5. **Market rehabs and other redevelopment opportunities to "urban pioneers".** There are examples across the country of innovative ways to market property to "urban pioneers". We would recommend looking at cities such as Baltimore (http://www.livebaltimore.com) and Pittsburgh (http://pittsburghcityliving.com) for online interactive marketing tools that have proven successful in attracting increased interest in available properties.

Financing Strategies

The following financing strategies should be considered as you move forward with a more robust system to eliminate blight.

1. **EPA Site Assessment Grants** for increased neighborhood sweeps.
2. **Consider amendments to city code enforcement provisions** for code liens to automatically become special assessments collected in the same manner and with the same priority as taxes**.**
3. **Scattered-site TIF districts** to help finance and increase the number of demolitions.
4. **5/50 tax recapture** from potential state-enabling land bank legislation.

We hope these observations and recommendations contained in this memorandum provide a helpful basis for further discussion and analysis among the Blight and Nuisance Collaborative and other local stakeholders committed to eliminating blight in Duluth and St. Louis County.

APPENDIX D

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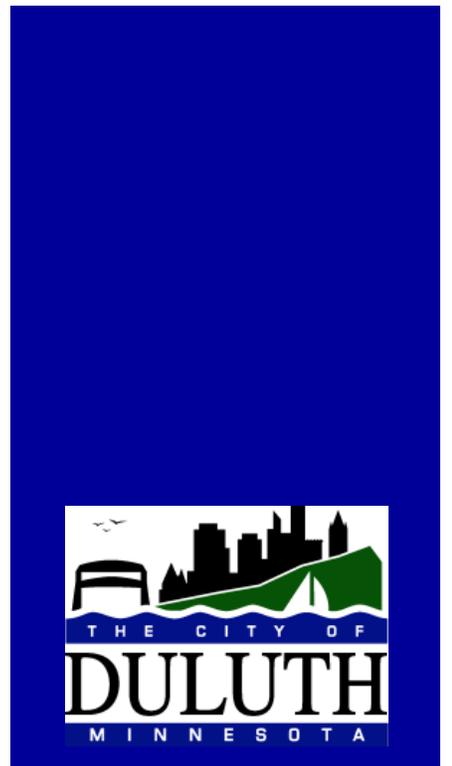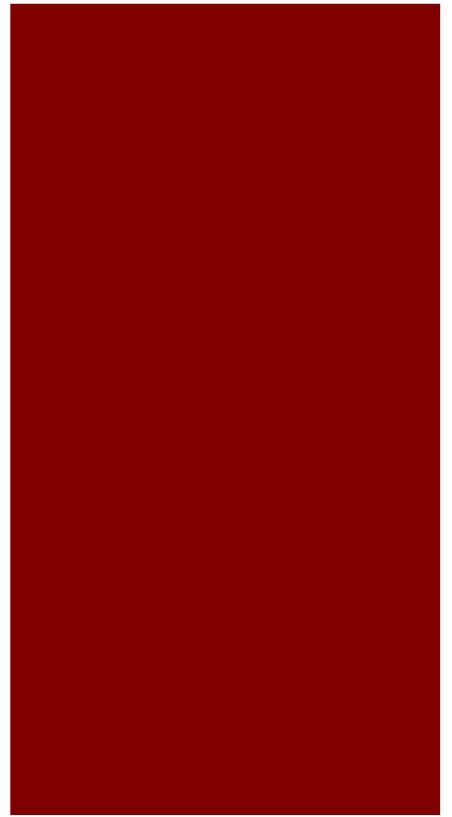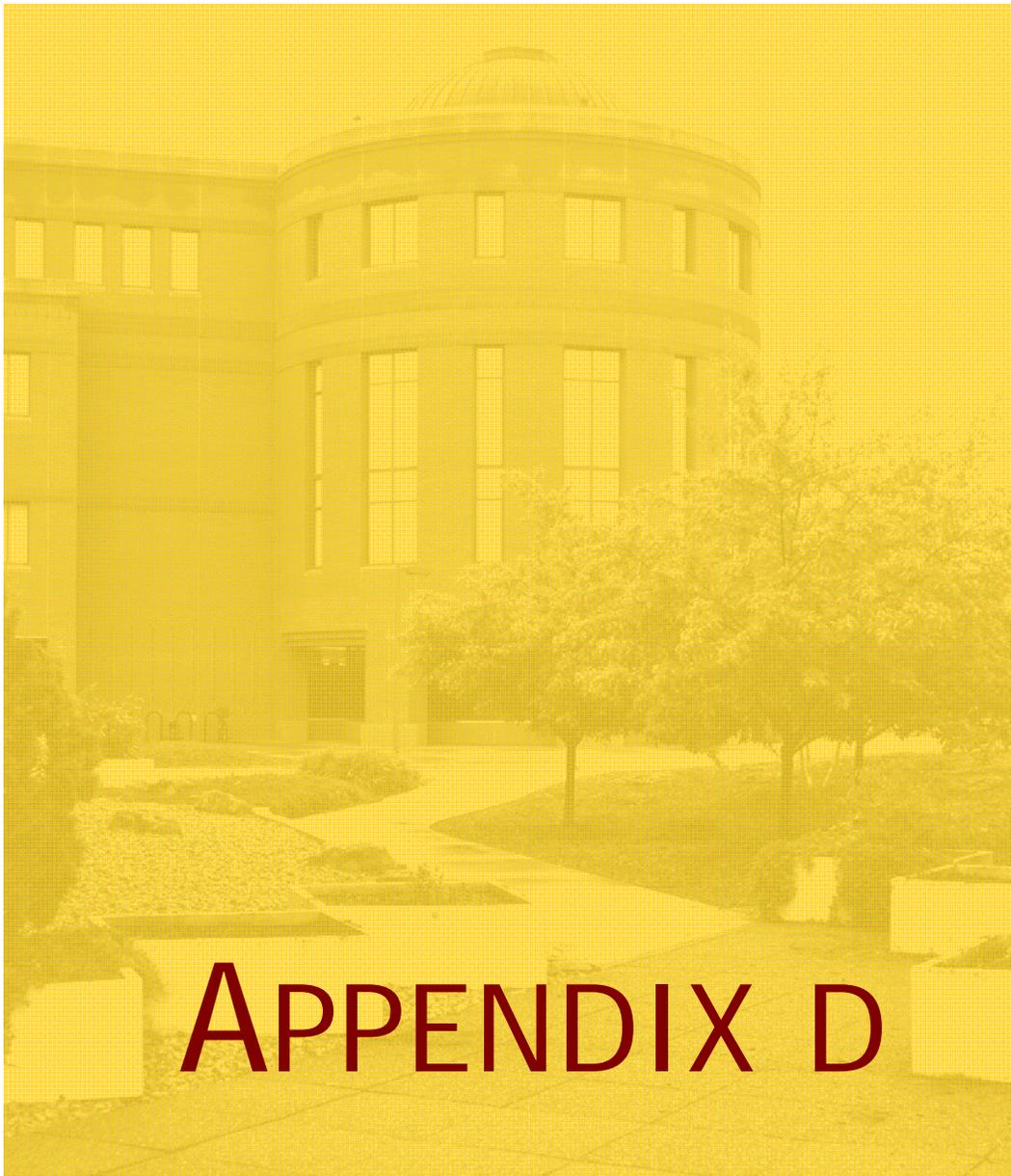
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PAS Memo — May/June 2006

Town-Gown Partnerships for Success

By Dan Sitler, Michael Rudden, Rob Holzman AICP, and George Homsy

In the spring of 1994, Ohio State University freshman Stephanie Hummer tried to catch up with friends walking through the neighborhood near school. She never made it. The young woman's body was found the next day, dumped in a field. The murder put a spotlight on the academic island that OSU had become in a troubled area of Columbus. At the time of the horrific crime, OSU knew about the deteriorating conditions at its doorstep. In a survey of students accepted for admission to the university, fear of the surrounding community was a major reason why some decided not to attend.

During the 1990s, Ohio State University, along with most urban institutions of higher education, began to realize that efforts to isolate themselves from host communities were failing. For a few decades many urban institutions had tried (sometimes literally) to wall themselves off and turn a blind eye to the deteriorating community around them. But attempts to separate academic from civic life backfired. High crime rates, poverty, and rundown neighborhoods hampered efforts to recruit faculty and students. Former secretary of housing and urban development Henry Cisneros wrote in 1996 that "[t]he long-term futures of both the city and the university in this country are so intertwined that one cannot — or perhaps will not — survive without the other."

Over the past decade, many schools have successfully re-engaged with their host communities. The goal of this *PAS Memo* is to help community and university planners understand their environment. Brief case studies from urban areas and small towns illustrate innovative ways the two have partnered for the betterment of both.

Understanding Town Gown Relations

Historically, the university idea was imported from Europe, where most institutions are woven into the fabric of ancient cities such as London, Paris, and Rome. However, in America, colleges and universities proliferated in communities of all sizes. The large land area and decentralized system of government in the U.S. meant many institutions were required to educate the scattered population, according to geographer Blake Gumbrecht, a University of New Hampshire professor. He writes that most American colleges were founded before the rise of big cities. These young villages and towns, each believing itself to be the most important frontier location, needed a college to complete its community identity. Many university founders believed rural settings were more conducive to education than urban areas with their distractions. Over time, however, the urban fabric grew to surround many of these institutions.

The history of town-gown tensions is as old as universities themselves. One of the first recorded instances of relations going bad occurred in 1209, after a student at the University of Oxford killed a local woman. The townspeople retaliated by hanging two or three of the students. Many students and faculty members fled to other towns, including Cambridge, where they formed the University of Cambridge, the English-speaking world's second oldest university after Oxford.

Most instances of town-gown tension are not as dramatic, violent, or foundational as the Oxford incident. Instead they stem, over time, from misunderstandings, the lack of communication, and differing priorities. As the communities deteriorated, the schools' efforts to isolate themselves grew and problems became more acute.

While suburbanization pulled people and businesses from urban cores, colleges and universities stayed. Although some did open suburban campuses, few, if any, packed up and followed the sprawl. Unlike corporations, the physical investments made by universities, along with a strong sense of history, have anchored these schools to their communities.

In many places, universities decided the best course was to isolate themselves from the deteriorating conditions outside of their walls. This happened in metropolitan areas, such as New York City, as well as in smaller cities. For example, the mayor of Schenectady, New York, recalled to a local newspaper that Union College became a city-within-a-city, it "was always like the Vatican in Rome." Other institutions maintained minimal relations with their host communities, but the terms could often be construed as benign neglect. Still others saw the lower property values as an opportunity to increase their size. They bought land, pushed out local residents, and expanded their campuses into formerly residential neighborhoods.

The resurgence of cities and the recognition by universities that their fate is closely tied to their communities has helped break down physical and attitudinal barriers. But, tensions remain. Today, we classify stresses into the following eight categories:

- values and goals
- governance
- housing
- transportation
- infrastructure
- open space and recreation
- campus expansion
- economic development.

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Values and Goals

A fundamentally different perspective on values and goals lies at the source of conflict between communities and universities. Younger residents, often experiencing life on their own for the first time, have no desire to set down roots and become long-term residents. The transient nature of students (and even of younger faculty members) means these people have different views on the community and want different things from it than permanent residents.

Governance

Universities tend to have a more top-down structure than their host communities. Although the tenures of university presidents have shortened in recent years, school administration tends to be more consistent than community leadership. Mayors must stand for re-election every two to four years and in some places have limits on the number of terms they can serve. Also, university administrators answer to a small cadre of trustees, while community officials must respond to the general electorate. Community deliberations, usually by law, must be open to the public, while universities can close their decision-making process to the public as well as members of their own community.

Housing

Absentee landlords and student conduct may be the most visible and contentious sources of stress, but it is only part of the housing issue. Community officials need to realize that students are fundamentally different than long-term residents. They tend to stay up late studying as well as socializing. They have temporary roommates, not family members. Dense student neighborhoods also tend to produce more trash, and temporary student residents are much less likely to complain about code violations.

Transportation

University staff and faculty commuting can cause road congestion problems. At large commuter schools, the problem gets dramatically worse as students compete with local residents for parking. Another important, and often overlooked, difference: The campus is typically friendlier to pedestrians and bicyclists than the surrounding communities.

Infrastructure

Universities are large consumers of power, telecommunications service, roads, public transit, and emergency services. While they pay for some privately provided services, their tax-exempt status is usually a source of friction over the publicly provided ones. Many colleges offer a payment in lieu of taxes. However, these are usually negotiated transactions not based directly on land holdings.

Open Space and Recreation

Universities tend to think long-term with their landscape planning and spend the money necessary to keep up their open spaces, particularly for graduation and alumni functions. The limited budgets of most communities require planting and parkland maintenance be prioritized and often compromised. The landscapes in communities typically have their peak use during the summer. University grounds have less summer use when students are away. In some cases, the open spaces at universities are in reserve for future development of dormitories or research facilities. Communities find converting a public park into a structure difficult, if not impossible.

Campus Expansion

For schools without land in reserve, expansion is often the greatest source of tension between town and gown. Schools face constant pressure to build modern facilities to attract students, faculty, and funding. Some refuse to publicize acquisitions, because it takes land off the tax rolls; that secrecy often breeds mistrust in the community. Expansion plans also drive up property assessments, because universities can pay top dollar to get important parcels. At the same time, a new university facility could lower quality of life, change neighborhood character, and impact residential property values.

Economic Development

Unlike other economic engines in the community, the university stays put. It is also less risk averse and less susceptible to swings in the local economy. A broader vision often means it will subsidize services deemed important but ancillary to its educational and research missions. The university's economic product is knowledge-based, another significant difference from a community's economic base, which increasingly is retail or service-oriented.

Missed Communication

We can boil many town-gown problems down to communication, says Judith Steinkamp, former director of campus planning with the University of Massachusetts at Amherst. Despite their size and impact, she says, communities often fail to include educational institutions in their planning process. "I've seen comprehensive plans in communities in which the university isn't even mentioned."

David Lieb of Cornell University's transportation department has experienced the same town-gown disconnect. Over the past decade, his school, located in Ithaca, New York, has received two awards from the U.S. Environmental Protection Agency for its transportation demand management program. "For 14 years, I have been fielding calls from communities around the country interested in learning from our program," he says. "It wasn't until last year that Ithaca called me. Now I'm on a city committee looking into transportation demand management."

Stories of Success

In many, but not all, cases, universities drive the early revitalization in their neighborhoods, says Steinkamp, the former University of Massachusetts planner. "University self-interest usually starts the reinvestment," she explains. She says that the appearance and safety of the communities near the campus impacts student and faculty recruitment. The way that town-gown relations evolve from simple community involvement to true partnerships, she says, requires an honest exchange of information between municipalities and neighborhood groups on one hand and the school on the other.

In two of the following case studies, the universities (Ohio State University and Cornell University) drove the relationship that evolved into a true partnership. In the third case study, the community sparked the process, but it was quickly joined by Colgate University. In the fourth example, the University of Texas at Austin took no role in the neighborhood planning efforts. However, a successful and creative plan to solve town-gown issues resulted from communication

among residents, businesses, and various associations.

Revitalizing Columbus's Main Street

High Street cuts through the university district around Ohio State University and is considered Columbus's main street. For years, city planning administrator Stephen McClary says, the area suffered because municipal attitudes blocked public reinvestment. "One was the belief that, since it was a university area, you just expected high-density housing and sofas on porches and keg parties. The other thing working was the belief in the city that you should treat all neighborhoods the same. For years trash pickup was only once a week, because that's the way it was across the city." He says people dismissed the area's unkempt appearance because it was a student district. But, the reality was, "there were just so many people, they just generated so much trash."

A survey of students found that the poor appearance of surrounding neighborhoods had a big impact on choosing to not attend Ohio State. The school's president formed a task force of university administrators and municipal leaders to investigate ways to revamp these areas. The task force recommended forming a nonprofit community redevelopment corporation to oversee the preparation of a comprehensive plan for the university district. In 1995, the school and city created **Campus Partners for Community Urban Redevelopment**, and the university provided a $1 million endowment to guarantee its long-term funding. Ohio State also provides the employees with university benefits.

The organization's first task was a comprehensive planning effort for the university neighborhood, which city planner McClary first believed to be a waste of time. "I thought we had a good plan in those areas and I was afraid the effort would lose momentum by working on a plan instead of creating quick change." McClary admits his initial fears were unfounded. "Looking back on it, I realize it was probably two years well spent. Right off the bat they were engaging the community. It gave them some validation."

At first, the organization focused on the planning effort and program recommendations, says Stephen Sterrett, community relations director for Campus Partners. The organization advocates for affordable housing. It administers the school's homeownership program, which provides down payment assistance for faculty and staff to buy homes in targeted areas. Campus Partners formed committees through which university administrators, city leaders, and residents examined issues such as code enforcement and refuse collection. As a result Campus Partners, coordinates extra trash collection with the city during move-in and move-out weeks in the university neighborhoods. It arranges for drop-off points in private parking lots, where students and others can bring large items for disposal, keeping the mounds of trash off of the district's narrow streets. The city regularly comes to cart away the trash.

Through such programs, Sterrett says that many residents realized the university "can be a powerful ally and help get things done that local organizations can't do. ... In the past, the city would talk to people and then act. Then someone else would complain. A key part of our planning process is to build consensus so that the city would be comfortable moving forward. We help the University District speak with one voice."

Perhaps the most dramatic change has occurred along High Street. The planning effort listed revitalization of this former retail core as a key component in turning around the university district. The plan uncovered several problems. First, the area lacked parking. It had been developed for students before they had cars. Second was a poor diversity of businesses. Fast food restaurants, bars, and record stores served the student population, but they did not draw shoppers from a greater area. Third, the existing buildings could not accommodate modern retail because of their small floor plates. Finally, the area looked generally shabby; no one removed graffiti or picked up litter.

Ohio State University's High Street, Before Revitalization.
Source: Campus Partners

Ohio State University's High Street, After Revitalization.
Source: Campus Partners

Sterritt says the community realized that "the market wasn't working." In order to encourage private reinvestment, Campus Partners decided it needed to take the first step. The organization targeted 7.5 acres and, working through affiliate organizations, assembled 30 properties and relocated 25 businesses. The university spent $20 million acquiring the properties, and the city of Columbus agreed to use eminent domain to acquire the final properties that Campus Partners could not negotiate to purchase. The city also committed to $6 million in infrastructure improvements, including burying utility lines, moving and separating storm and sanitary sewers, and making road improvements.

To finance the redevelopment of the land, Campus Partners secured $35 million in New Market Tax Credits. The state of Ohio subsidized the construction of a parking garage. The university issued tax-exempt bonds to pay for housing, office space, and the parking garage. Ultimately, Campus Partners remained the master developer working with a fee developer to design and construct the buildings.

Businesses started opening their doors in the fall of 2005. The first tenant was Barnes and Noble, the university's bookstore, which serves as the area's anchor. Scores of other retailers quickly followed. Overall the South Campus Gateway hosts 230,000 square feet of retail, an eight-screen cinema, 88,000 square feet of office space, and 184 market-rate apartments targeted to graduate students, faculty, and staff.

Campus Partners set a high design standard for the project. Although it dramatically increased parking, all of the retail activities are oriented to the street. Wide sidewalks feature outdoor dining, and a strategically programmed mix of uses provides 24-hour vitality. Even a year before their project opened, Campus Partners reported substantial private investment on neighboring

High Street properties.

Rebuilding a Village's Downtown

Similar successes occurred a couple of years later in a slightly different form in Hamilton, New York. There one organization coordinates planning and programming efforts, while another funnels investment into downtown.

In the late 1990s, the Village of Hamilton (2004 population estimate: 3,507) was "really getting frayed around the edges," according to lifelong resident Eve Ann Shwartz. Raised on a farm, Shwartz witnessed the decline of agriculture locally and the deterioration of the small downtown that followed. Colgate University also noticed the changes. "Years ago, downtown had become a distraction for prospective students," reports associate provost Patricia St. Leger. "Families would drive through miles of rural land to get here and then see this beat little village. People, especially from the cities, would ask, 'What is there to do around here?'" St. Leger says the university quickly realized that a vibrant village downtown is important to attracting and retaining world-class faculty as well as top students.

The village, along with the surrounding Town of Hamilton (2004 population estimate: 5,779), began a long-term planning process that, Shwartz says, "got the whole community excited about the village's potential." In August 1998, the university joined the effort and it resulted in the 1999 formation of the **Partnership for Community Development**, a nonprofit corporation that lists as its specific mission:

- supporting existing businesses and farms
- attracting new community-minded businesses and talent
- developing an attractive and commercially viable downtown
- preserving and enhancing the small town, rural character
- fostering widespread civic involvement.

Colgate University funds 28.4 percent of the five-person organization's $2.2 million budget (as of 2003). The town and village each contribute just under two percent. The **Madison County Industrial Development Agency** uses a portion of their bond underwriting fees to fund the partnership; that amounted to roughly 14 percent of the 2003 budget. The rest comes from state grants, foundation grants, state budget earmarks, and university alumni donations. A 13-member board governs the partnership, with the university, village, and town each appointing two members. The board recruits the other, at-large members. Recently they added a member from another village nearby. Eve Ann Shwartz is the executive director.

The municipalities, too small to fund community development or planning positions on their own, rely on the partnership to organize all planning efforts. Both have recently completed comprehensive plans, and an economic development strategy is underway. In addition, the partnership organizes the village's downtown revitalization efforts. It administers a facade improvement program, which awards grants up to 50 percent of costs to building owners and offers loans for 40 percent of the rest. The partnership raised the funds, organized the restoration of the village green, and in 2004 completed the village's first streetscape rehabilitation project.

Shwartz says, "The community as a whole capitalizes on the strengths of the university in terms of skills and connections." She says every grant application is strengthened by the school's endorsement or direct involvement. Most recently, as the school began drawing up plans to install wireless computer access around campus, it met with the partnership to see how it could be taken into the community. Shwartz says she has a grant possibility lined up. "That wouldn't have happened without the communication we've built up."

As in Columbus, Ohio, private investors did not immediately recognize the economic potential in Hamilton. The **Hamilton Initiative, LLC**, a private, for-profit corporation, was born of a Colgate University trustee's effort to find a way to jumpstart the downtown economy, says associate provost Patricia St. Leger. The private for-profit corporation, which the university controls, has acquired several vacant or underused downtown properties and invested $12.5 million in rehabilitating them. The school purposely holds the properties through the private corporation to keep them on the tax rolls. Three-quarters of the investment funds come from alumni gifts.

The Hamilton Initiative recruited a pivotal anchor tenant in the campus bookstore. By moving the store downtown, St. Leger says, the university forces students to go there and spend money there. The university-run facility makes conscious decisions not to carry certain items, such as greeting cards, because other merchants already do. The school, through the Hamilton Initiative, also owns the Hamilton Movie Theater, Barge Canal Coffee Shop, Palace Theater, and the Colgate Inn.

Colgate University Bookstore Before Renovation.
Source: Colgate University

Colgate University Bookstore After Renovation.
CSource: Colgate University

St. Leger says each of the downtown properties do not turn a profit on their own, but she says the school does not look at each business's bottom line. The school recognizes that these establishments provide important student and faculty services. "The way we look at it, we could have built a bigger student union on campus. We would never have considered costs like rent if we did that," she says. "Now we have a lot of the student union functions downtown."

Another benefit, according to St. Leger, has been the opening up of more of the university's cultural and education programs to the community. For example, she says, the university's peace studies department holds a public film series, but many community residents didn't feel comfortable attending in a school building. Now students and other residents watch the movie together downtown and head to the coffee shop to discuss it afterwards.

Unfortunately, the success of the town-gown relationship has some all-too-familiar repercussions. "Hamilton has been discovered," says Partnership for Community Development executive director Shwartz. She reports that housing prices are on the rise — threatening to push many working-class residents out of the village.

Teaming over Transportation

Transportation is a major source of stress in most town-gown relationships. In upstate New York, the City of Ithaca, Tompkins County, and Cornell University teamed to create a public transit system that keeps thousands of cars off of the roads and extends public transit service to previously underserved rural areas.

Until the 1990s, three separate transit systems crisscrossed the communities around Cornell University, according to David Lieb, the communications manager for Cornell University's Office of Transportation and Mail Services. "The Cornell buses ran to and from the campus. The city system ran around the city and to the campus. The county buses ran to the more rural areas, through the city, and to the campus." He recalls the system being a real mess.

In 1990, the university took the initiative and organized Omniride — a single pass usable on all three systems. The school reimbursed the different systems when its faculty and staff used the pass on the buses. The school also published the first route map showing all three systems. Lieb says it turned out to be the first step of a transition "from cooperation to coordination to consolidation and incorporation." The next step in the evolution, he says, was the construction of a joint maintenance facility. Then the three entities became equal partners in the **Tompkins Consolidated Area Transit** (TCAT) system. A year ago, after a fatal accident exposed liability problems for the university, the three reincorporated TCAT as a nonprofit corporation.

The partners equally subsidize shortfalls, which are standard in public transit operations. This funding arrangement has a potential downside, according to Lieb. The availability of funding governs service growth and cuts. By agreeing to equally fund TCAT, the system is at the mercy of the partner least able to contribute.

Cornell University's TCAT Transit System. Source: Cornell University Transportation Services

Lieb says the partnership has been worthwhile for both the university and the community. In 2003, the system carried more than 2.8 million passengers on about 40 routes. A door-to-door service served another 60,000 seniors. The transit system keeps 2,600 staff and faculty cars off the public streets, which can get very congested at rush hour. The combined system also allows the expansion of hours and the provision of rural routes, which would be too costly to service without the participation of the thousands of Cornell students, staff, and faculty. Lieb says the system has saved Cornell tens of millions of dollars in surface and structure parking that would have been needed if all of the faculty and staff members drove to work. In addition to those capital costs, the school avoids between $800 and $1,200 a year in maintenance costs for each of those forgone parking spaces.

Planning Alone

In Texas, state law prohibited the University of Texas at Austin from getting involved as the community worked to improve the neighborhoods around the school. Despite lacking a crucial partner, the process — driven by the community and managed by the city — resulted in an innovative plan that recognizes the needs of a student neighborhood while protecting long-term residential areas.

The University of Texas at Austin has about 50,000 students, the second highest enrollment in the nation. Even in a city the size of Austin (2004 population estimate: 681,804), the school is a major economic and land-use driver. About one-third of the students live in neighborhoods around the largely commuter campus. City planner Mark Walters says the mostly single-family neighborhoods around the school have become the densest areas of town. Much of the district is not very functional, he reports. "Sidewalks are no good. It's chaotic. It makes me very uncomfortable being down there." During the school day, the neighborhood becomes a parking nightmare as the other two-thirds of the students, who live in "student ghettoes" scattered around the city, commute to campus.

Pushed by a coalition of business and neighborhood associations, in 2004 the city developed the **University Neighborhood Overlay Zoning District** ordinance for the West Campus district (see figure 6). The new rules permit greater density, with buildings allowed to climb as high as 15 stories. To take advantage of the greater density, developers must follow a strict set of streetscape design standards, which include 12-foot wide sidewalks and the installation of specified street furniture and lighting styles. They must also keep 10 percent of their units affordable. At the same time, the rules impose restrictions on buildings in other central Austin neighborhoods near the school, especially in historic areas. "The rules were done as a balance," says Walters. "The developers get to build in one area and we get to rope off the others."

The plan has almost immediately started to reshape the West Campus neighborhood (see figure 7). In just a year, 12 projects totaling 955 units have entered the development process. One 62-unit development is already completed. Walters says the plan coincides with a number of other community planning and air pollution reduction goals. Premiere among them is turning Austin into a more urban environment. "Some people are reluctant to admit it," says Walters, "but Austin really is a big city."

University Neighborhood Overlay Map.

Source: Mark Walters

The Texan Apartment Building, Austin, Texas.
Source: Mark Walters

Walters admits that managing the neighborhood-driven process was not always easy. At one point, he recalls, the city put representatives from different stakeholders in a room and told them to come up with a vision statement. The tactic worked, and the vision ended up guiding the planning process. He says, "it shows what can happen when people talk with each other instead of at each other."

Ingredients of a Successful Town-Gown Relationship

As with much of planning, defining a recipe for success is tricky business. We gleaned the following general lessons from our work in the field and research on the topic.

Secure involvement of top officials: In most successful town-gown relationships, the highest levels of the university and the community pushed the partnership. School presidents and community mayors do not need to sit in on every meeting. However, the relationship needs to be a priority on their agendas.

Formalize equal partnerships: Even if one partner foots more of the bill in the relationship, both should have equal voice. Paternalistic relationships create bitterness.

Involve the public: As with every other good planning project, public participation from the beginning breeds a sense of ownership, which leads to commitment.

Build on each partner's strength: Schools can be powerful advocates for their neighborhoods at many levels; their involvement brings money and attention to projects and important issues. Local governments can be consensus builders and have public resources and powers needed to create positive change in university neighborhoods. Learn what each can bring to the table for the benefit of both.

Communicate: No matter how formal or informal a relationship, an honest sharing of information benefits both parties in the long run.

Remain patient and persistent: The best town-gown relationships take time to build. If your partnership hopes to begin with small successes, make sure each effort is well planned and moves towards a larger goal.

Find points of synergy: Too often town-gown relationships focus on particular stressors. A problem for one party is probably a problem, or potential problem, for both. Find ways that the partners can bring their assets and talents to bear on each issue.

*Dan Sitler, Michael Rudden, Rob Holzman, AICP, and George Homsy tackle town-gown issues at Saratoga Associates, a planning, landscape architecture, and architecture firm headquartered in Saratoga Springs, New York. For more information, contact them at 518-587-2550 or***ghomsy@saratogaassociates.com**.

Resources
The **Office of University Partnerships** is a project of the U.S. Department of Housing and Urban Development. The office provides funding to colleges and universities to revitalize communities and address housing and economic development issues. It also creates a dialogue between schools and their host communities in order to build partnerships. Their website contains numerous publications and research papers about building town-gown relationships.

Litt, Steven. "Big Man Off Campus" (*Planning*, August/September 2005) surveys efforts by colleges and communities to come to terms with each other.

Benchmarks for Campus/Community Partnerships is a booklet of strategies and accompanying case studies that cover building and sustaining town-gown partnerships. It is available from **Campus Compact**, an organization that helps schools and communities come together.

Partnerships for Smart Growth, available for free download from the U.S. Environmental Protection Agency, is a book of case studies about ways that campuses and communities come together over smart growth.

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