

DOWNTOWN

INFOCUS

A BLUEPRINT FOR FARGO'S CORE



March 8, 2017
Working Committee



fresh

POP
CORN

DELICIOUS
CRISP

fresh

POP
CORN

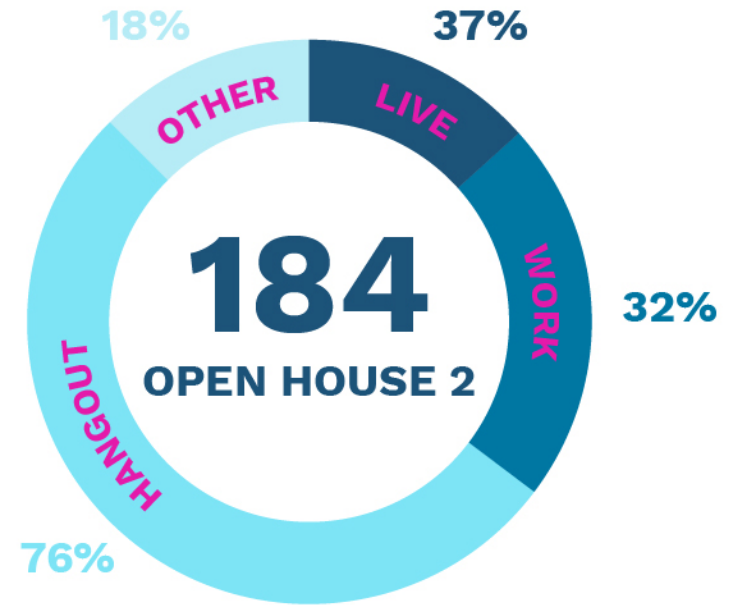
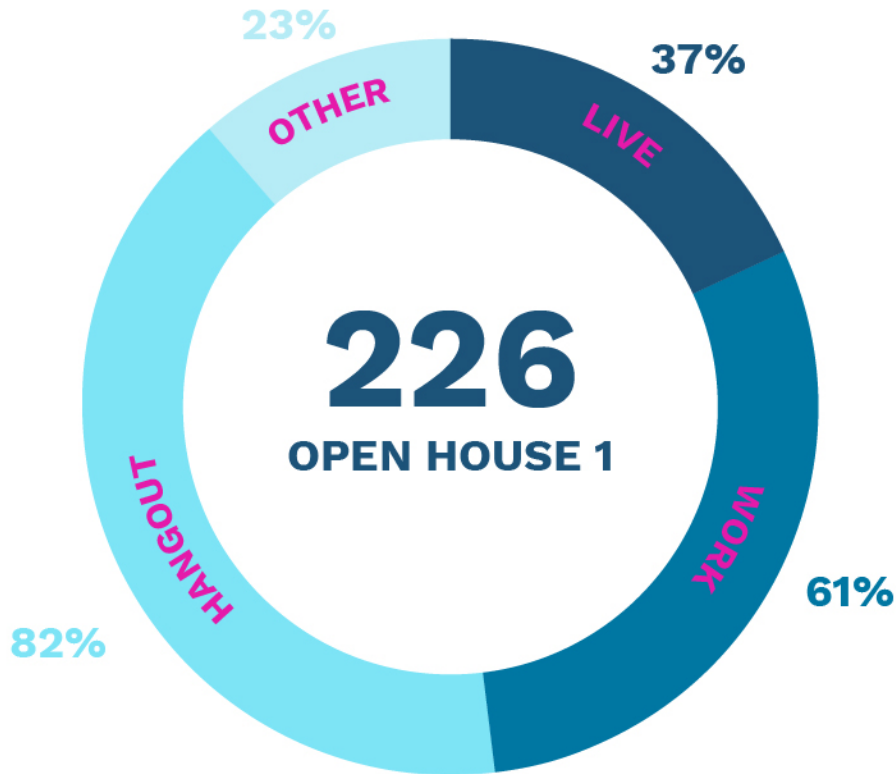
DELICIOUS
CRISP

THE RESULTS ARE IN!!

184 PEOPLE
CAME THROUGH DURING
FR ❄️ **STIVAL**



(19% fewer)



We still had a great turnout

WHAT IF?

Downtown was able to generate more money for improvements, what would you do with it?
(Choose only 2)



**HELP CREATE
ADDITIONAL
AFFORDABLE
HOUSING IN
DOWNTOWN**



**HELP TO ENSURE
THAT
LOCALLY-OWNED
BUSINESSES & ARTS
ORGANIZATIONS
REMAIN DOWNTOWN**



**CREATE MORE
PARK SPACE
DOWNTOWN**



**CREATE MORE
PUBLIC ART**



**DEVELOP
TARGETED
MARKETING
MATERIALS TO
BETTER ADVERTISE
DOWNTOWN**



**IMPROVE
LOCAL
SIDEWALKS &
STREETS**



**HELP REDUCE
FLOODING FROM
RAIN STORMS**



**PLANT MORE
TREES**



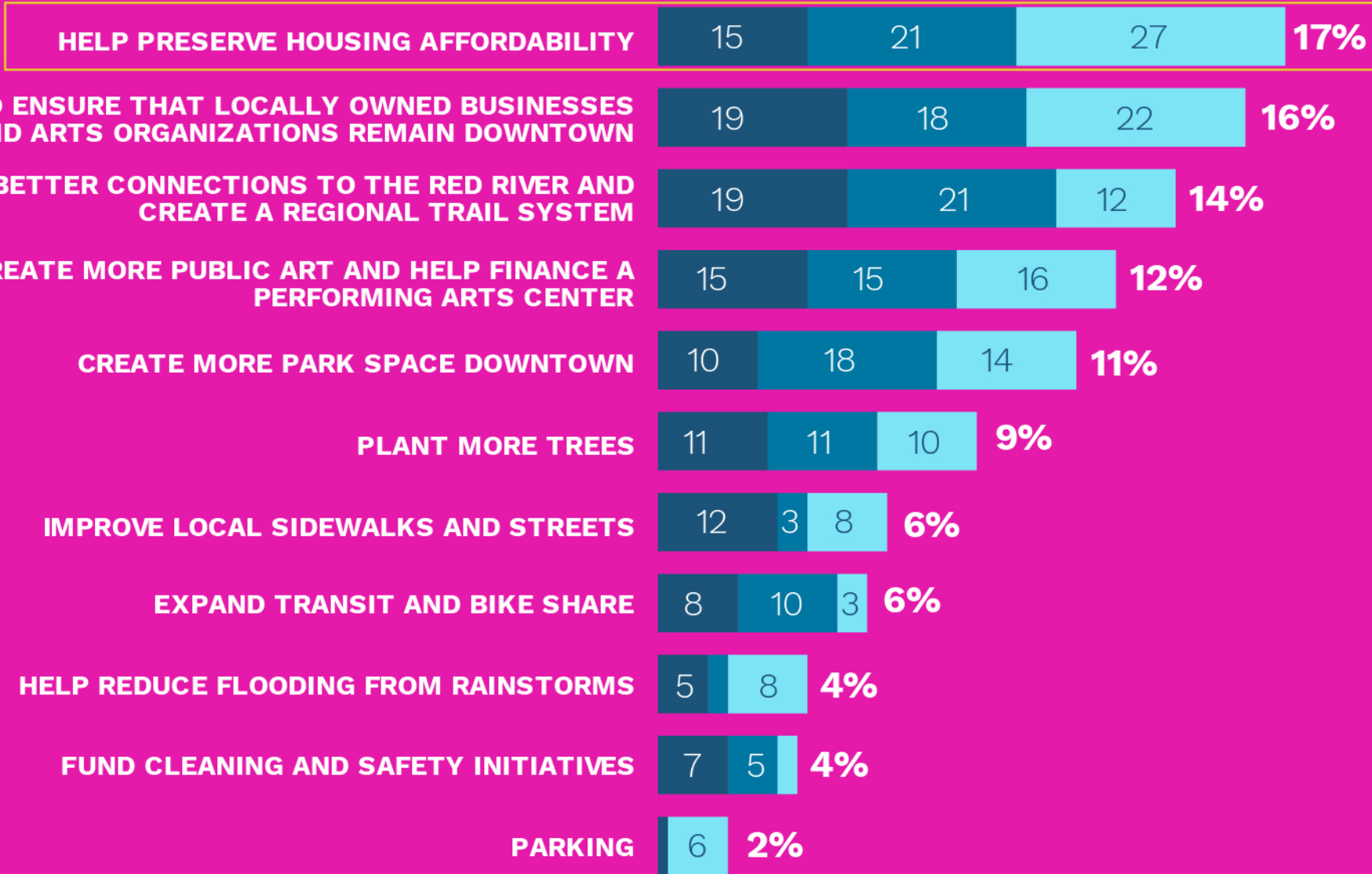
**EXPAND
TRANSIT &
BIKE SHARE**



**HELP FINANCE
A PERFORMING
ARTS CENTER**

MOST NUMBER 1 STICKERS & STICKERS OVERALL

3RD 2ND 1ST CHOICE



We asked if the draft vision was on point...



I'm focused on a Downtown that is:

grab a card and strike a pose

**BIG CITY
YET
SMALL TOWN**

**FULL OF
VARIETY**

*family-
friendly*

*classic &
MODERN*

**A
DESTINATION**

*a place of
ideas + action*

**WELCOMING
to
ALL**

*a magnet
for
innovators*

**a MUST-SEE
of the
MIDWEST**

*WRITE IN
YOUR OWN!*

*walkable,
green,
vibrant*

*connected
to the
river*

TOP TWO

+ SUSTAINABLE
HAPPY & FRIENDLY & KIND
CENTER FOR THE ARTS

15%

**BIG CITY YET
SMALL TOWN**

15%

**WELCOMING
to ALL**





DOWNTOWN FARGO IS a family-friendly destination, full of variety and welcoming to all.

We **celebrate the diversity** of our Downtown residents and businesses, and we **cultivate creativity and the arts** as part of the day-to-day Downtown experience. New local jobs make Downtown a **magnet for innovators** and a **place where great ideas are demonstrated**.

Our streets are **walkable** and **vibrant, rich with color and texture** and **designed for a sustainable future**. New multi-use **trails connect Downtown to the Red River** and beyond.

As a creative center, Downtown offers **big-city amenities** and talent within a **small-town atmosphere**.

We welcome new buildings but also value preservation, resulting in a Downtown that is the **perfect mix of old and new...classic and modern, a must-see of the Midwest**.

Housing, retail and
thoughts on

financing

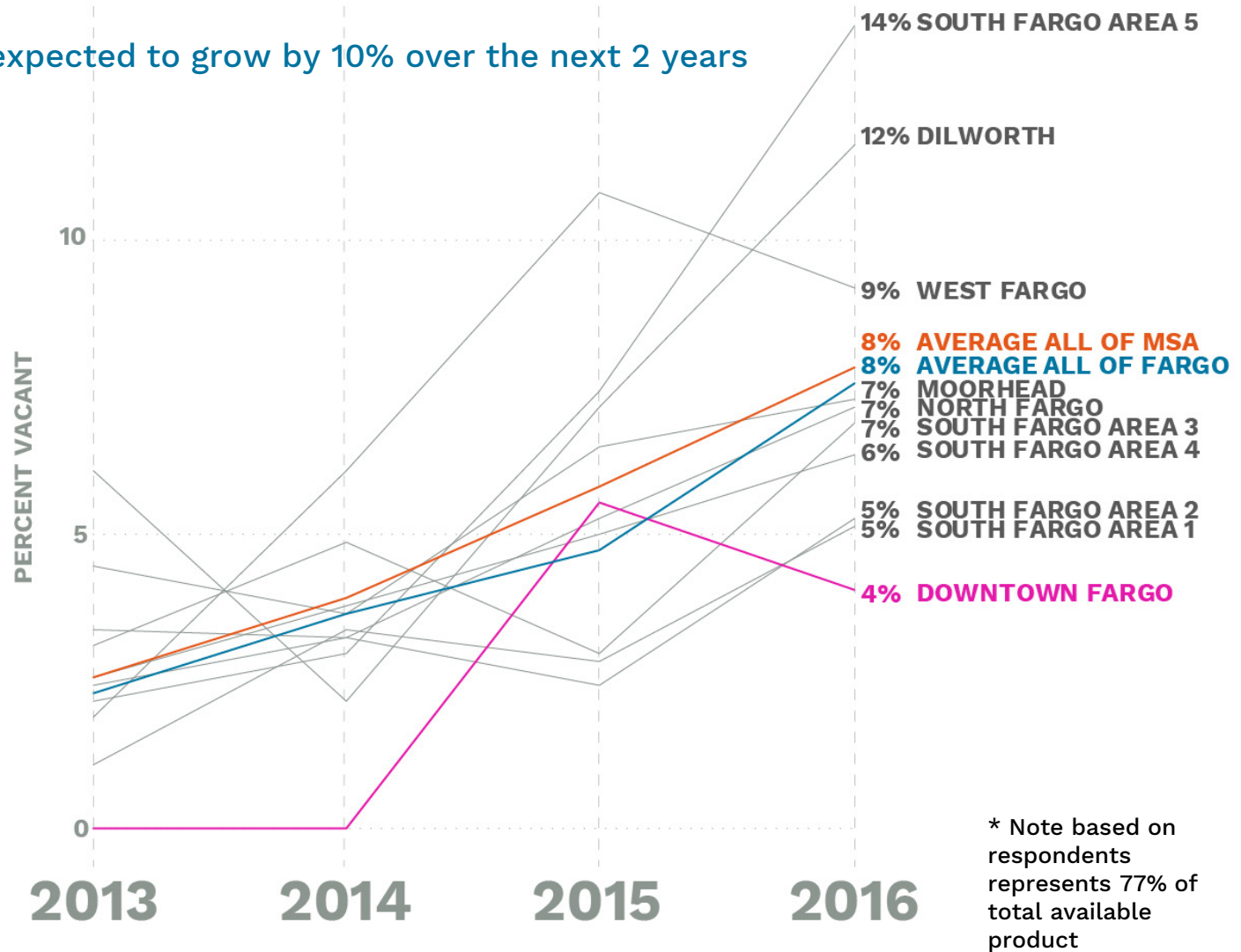
Downtown

improvements

Downtown multi-family has the lowest vacancy rate

Vacancy rates across the city are slowly rising but still below 10% suggesting approximately 2,200 available units

Downtown product is expected to grow by 10% over the next 2 years

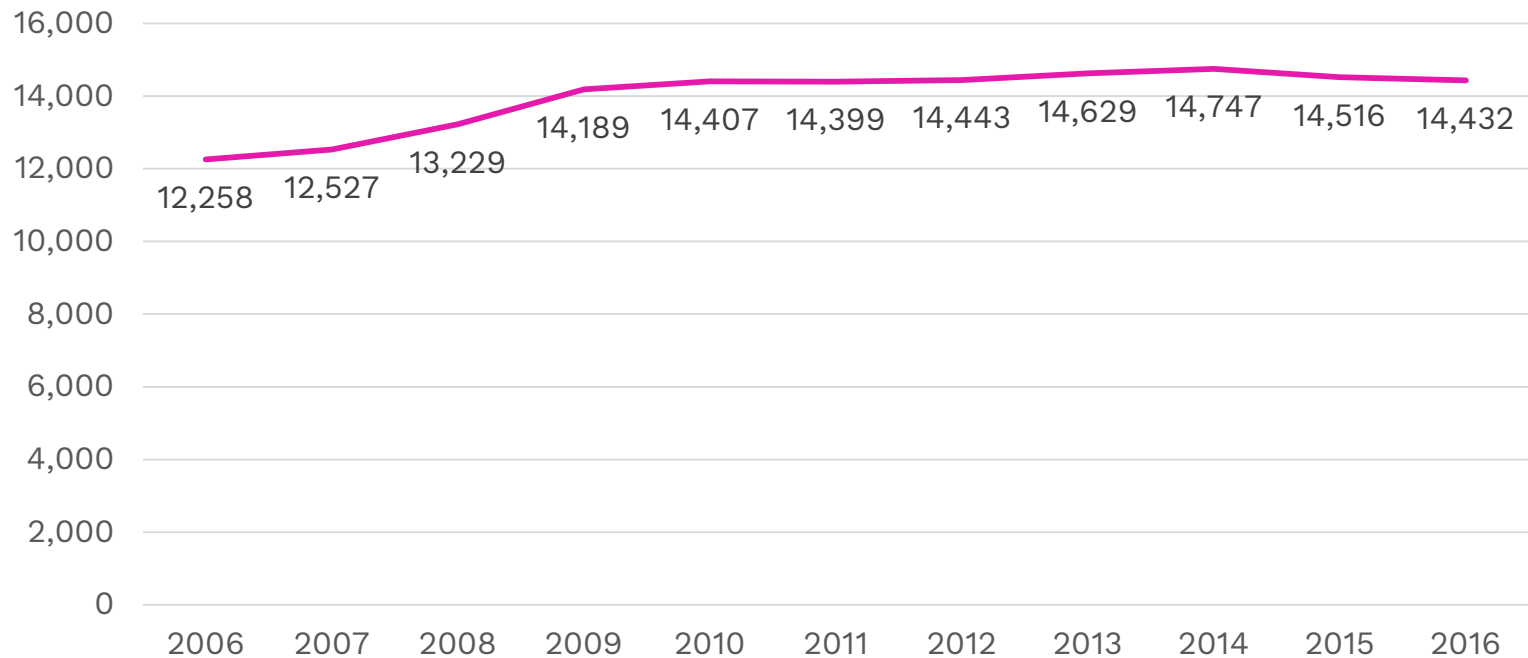


NDSU enrollment has been flat during the expansion of Downtown & multi-family housing near Downtown

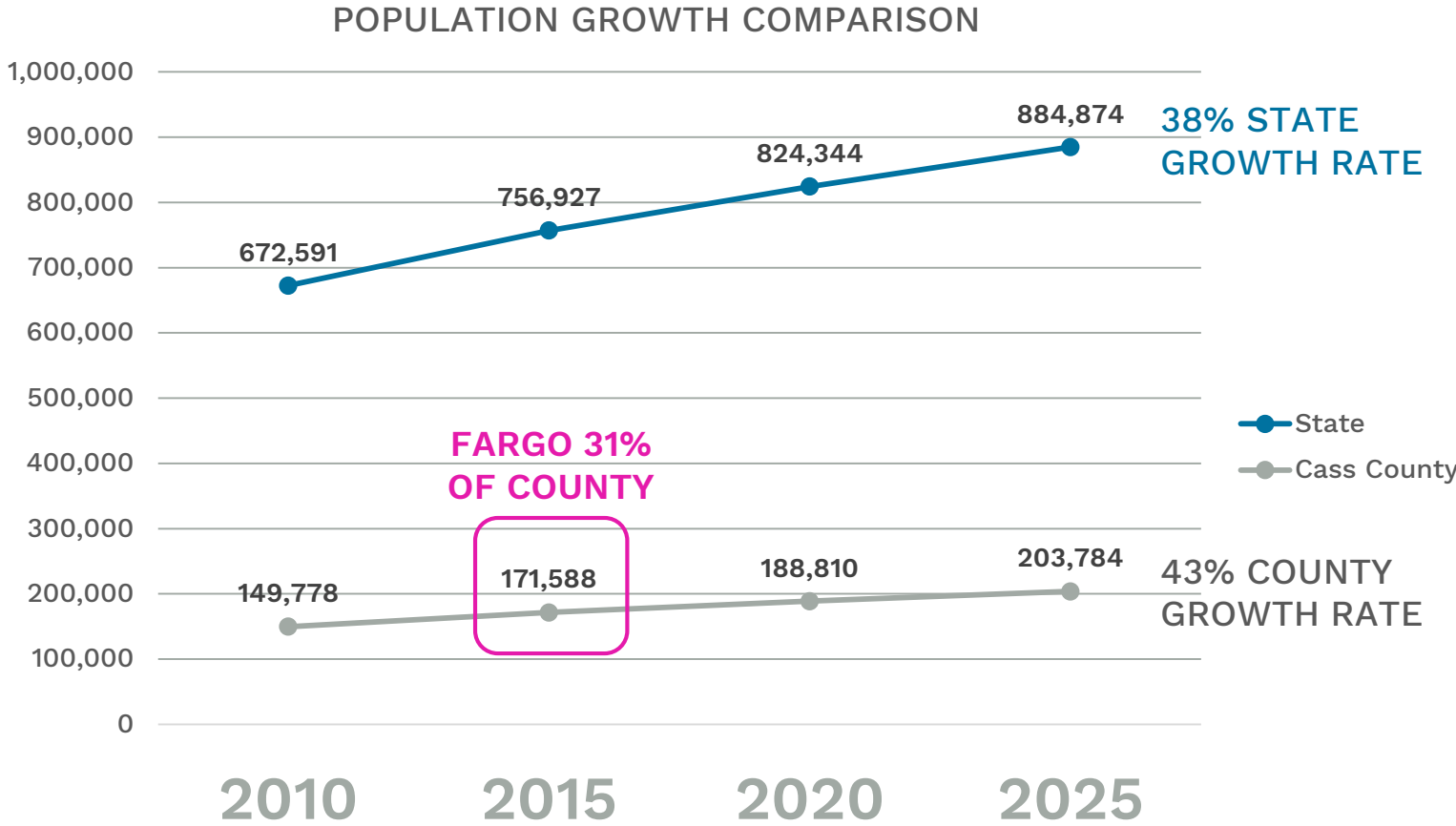
NDSU can directly house approximately 1/3 of its students

To the degree student housing demand has been driving some of the development, it is replacement of older stock rather than absorbing new enrollment growth

NDSU Enrollment

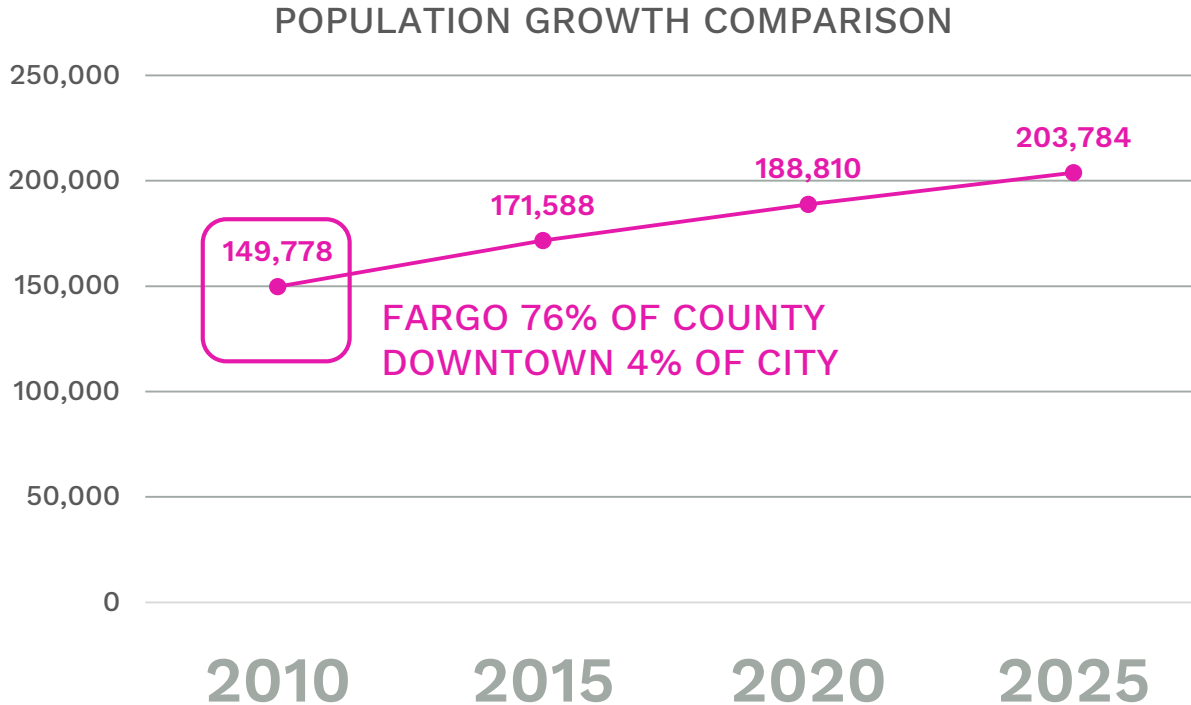


Cass County is projected to grow faster than the state – will Fargo keep its share of Cass County growth?



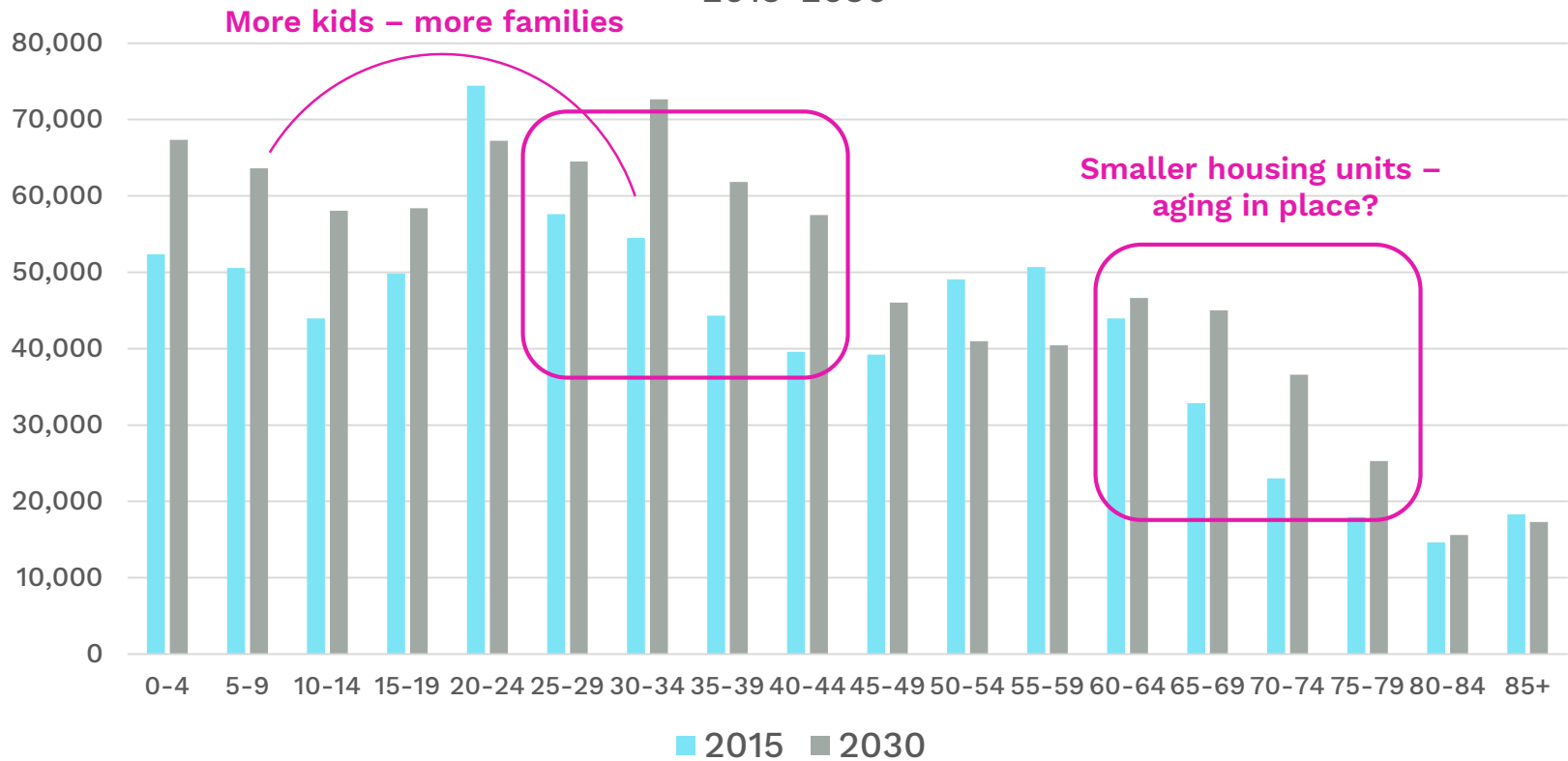
Cass County is projected to grow faster than the state – will Fargo keep its share of Cass County growth?

- Fargo maintains share – 32k more people - 14k to 17k more households city-wide
- 700 new households in Downtown if Downtown maintains its share



If Cass County/Fargo's future demographics look like the state's projected shift, a large percentage will be entering a new life stage

Population Forecast by Age Cohort
2015-2030



Things to think about:

- There is a tight residential market in certain parts of Fargo
- Population projections show substantial growth if Fargo keeps its share
- Changing demographics in terms of life stage mean different housing choices

Will we have the right housing?

Millennials Look to the Suburbs, Not Cities, for First Homes

Urban
suburbs not
cul-de-sacs



The only problem is that no one is building a product that they want

BY [PATRICK SISSON](#) | JUN 21, 2016, 9:12AM EDT

IMAGE CREDIT: BRITTANY HOLLOWAY-BROWN

*With few affordable options...
Moving to close-in neighborhoods
& buying the oldest homes*

*They are discovering these
neighborhoods that have these
characteristics ... great housing
stock, conventional fabric and
walkability*

*See the bland architecture of
these homes... has the potential
for character with extra effort –
it allows them to reinvent the
housing stock left for dead*

"With few affordable options right in the city, millennials are moving to close-in neighborhoods and buying the oldest homes," she says. "They aren't moving to the furthest suburbs with the newest and biggest homes, best schools or infrastructure. They're living in the next closest place they can afford. The real estate industry is just fixated on the white-picket fence version of the American Dream, and the idea millennials will eventually get married, eventually buy a home, eventually have kids, and eventually move out to the suburbs. That's a lot of eventuallys to depend on."

"There's absolutely a huge phenomenon of millennials doing it themselves," says Ducker. "They're discovering neighborhoods that have these characteristics and truly fixing them themselves. These are more conventional, transit-served neighborhoods, places on Long Island like North Hempstead or South Orange, New Jersey. They weren't as resonant with the last couple generations of buyers, they have great housing stock, conventional fabric, and walkability, and young buyers have been fixing them up."

Ducker says these same buyers, used to smaller spaces, see the "bland" architecture of these homes as an opportunity to put their own stamp on their living space. A 1,200-square-foot, single-story bungalow has the potential for character, with extra effort. It allows them to reinvent housing stock that was left for dead.

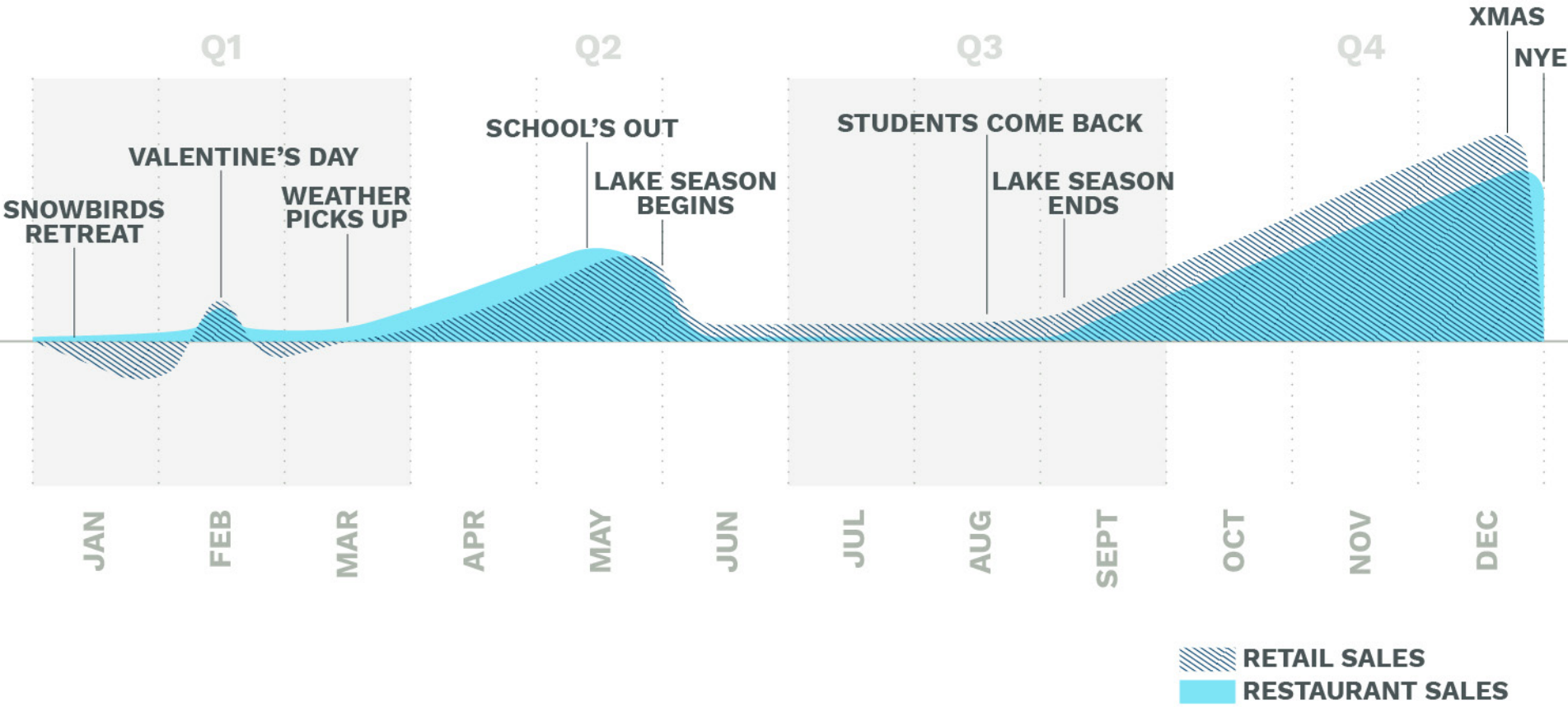


A housing strategy for Downtown must include the nearby neighborhoods

More diverse residential density with better linkage to the nearby neighborhoods can help to manage “resort town” risk

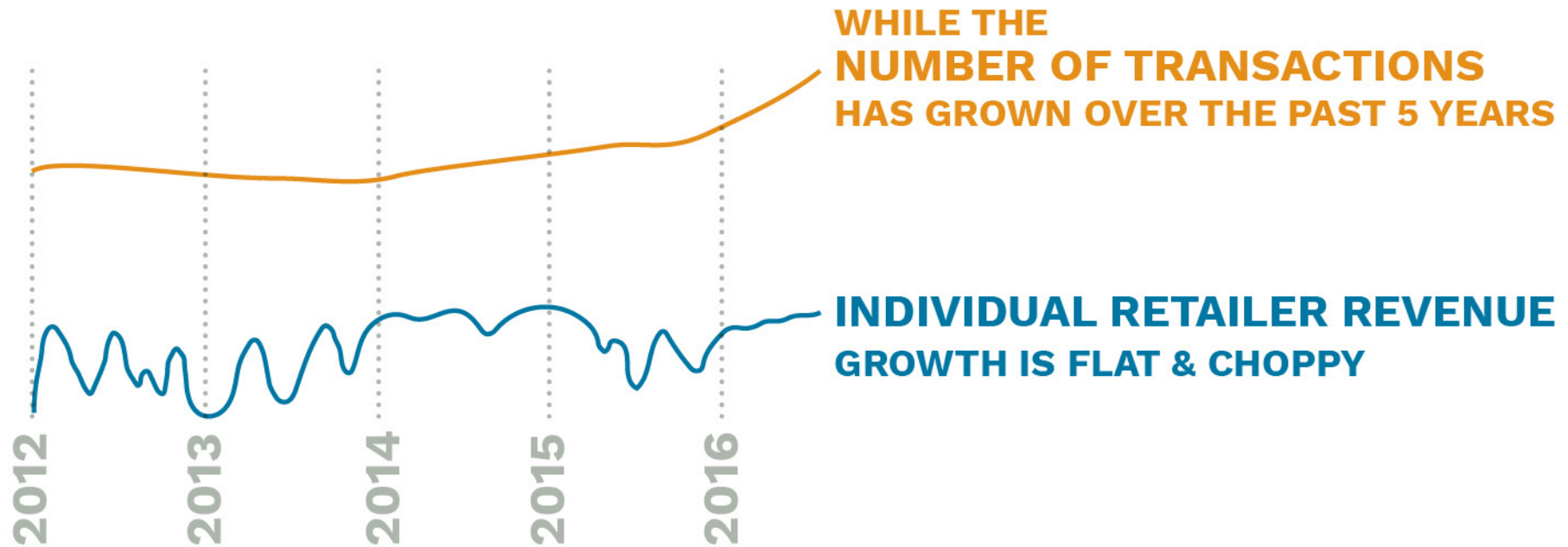
Synthesis of interviews and credit card data

SEASONALITY OF SALES



More diverse residential density can help to manage “resort town” risk

Trend data from credit card info

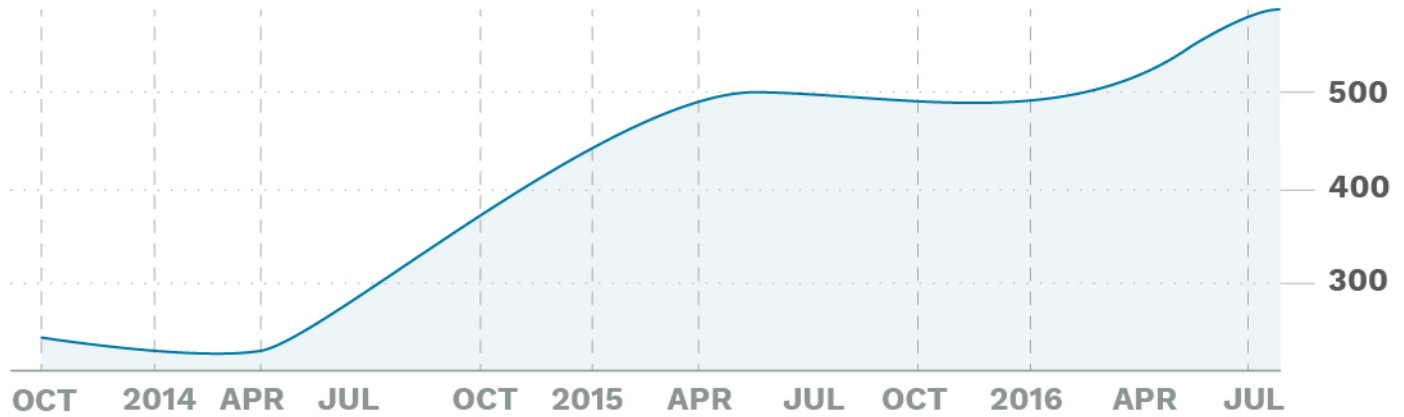


- ▶ 22% of transactions but only 4% of sales comes from the Downtown lunch crowd
- ▶ Around 35% of retail activity comes from outside of the Fargo metro

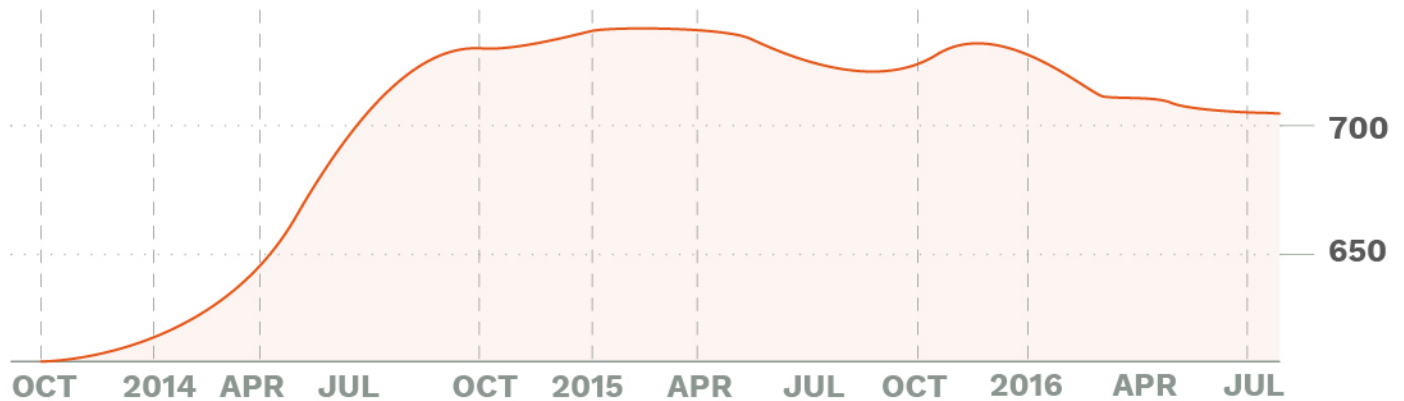
“Eating place” data show continued growth but shrinking transaction size

Eating place mix (e.g. fine dining vs sandwich shops) will have a heavy influence on transaction size

SALES



TICKET SIZE



Downtown as destination – additional evidence

- > High level retail analysis confirms and supports Downtown as a destination rather than simply a “neighborhood”
- > Has implications for navigation, parking, residential density & mix
- > Every \$5,000 increase in consumer disposable income (after taxes & housing) reduces the number of households required by 792 people

	ESTIMATED DEMAND	ESTIMATED SUPPLY	DIFFERENCE	NUMBER OF ADDITIONAL HOUSEHOLDS TO FULLY SUPPORT RETAIL*
¼ mile retail / restaurant	\$17m	\$79m	\$-62m	+3,487
½ mile retail / restaurant	\$51.8m	\$134m	\$-82.2m	+4,524

Note: supporting the vacant retail by the “neighborhood” would require another 605 households

* Simplified model to represent level of residential density required to fully support existing retail capacity. Assumes 100% capture based on new residents with same disposable income (1/4m = \$17,782; 1/2m = \$18,168)

But overall, Downtown represents a small percentage of the region's population and lags in income

THE DOWNTOWN ALSO REPRESENTS A SMALL PERCENTAGE OF SOME OF ITS KEY AGE/INCOME COHORTS

Downtown % of Metro							
2016 Households by Income and Age of Householder (Count)							
	<25	25-34	35-44	45-54	55-64	65-74	75+
HH Income Base	6%	4%	3%	3%	3%	3%	4%
<\$15,000	10%	10%	9%	12%	10%	9%	9%
\$15,000-\$24,999	8%	7%	6%	8%	7%	7%	6%
\$25,000-\$34,999	5%	4%	4%	5%	4%	4%	3%
\$35,000-\$49,999	5%	4%	3%	4%	4%	4%	2%
\$50,000-\$74,999	4%	4%	3%	4%	3%	2%	3%
\$75,000-\$99,999	3%	2%	2%	2%	2%	1%	3%
\$100,000-\$149,999	2%	1%	1%	1%	1%	1%	1%
\$150,000-\$199,999	1%	2%	1%	1%	1%	0%	1%
\$200,000+	4%	2%	1%	1%	1%	1%	1%
Median HH Income	62%	60%	55%	51%	50%	55%	58%
Average HH Income	69%	68%	59%	56%	55%	54%	65%

Income density is a critical consideration to manage the risk of “Downtown as resort community”

Defining income density (\$ per acre) and its practical implications for a vibrant, active year-round Downtown - you need enough people with enough money to support activities

Imagine one person with \$1m in annual income sitting on 1 acre

Income density = \$1m per acre

But could 1 person support an active series of storefronts particularly restaurants, clubs, activities?



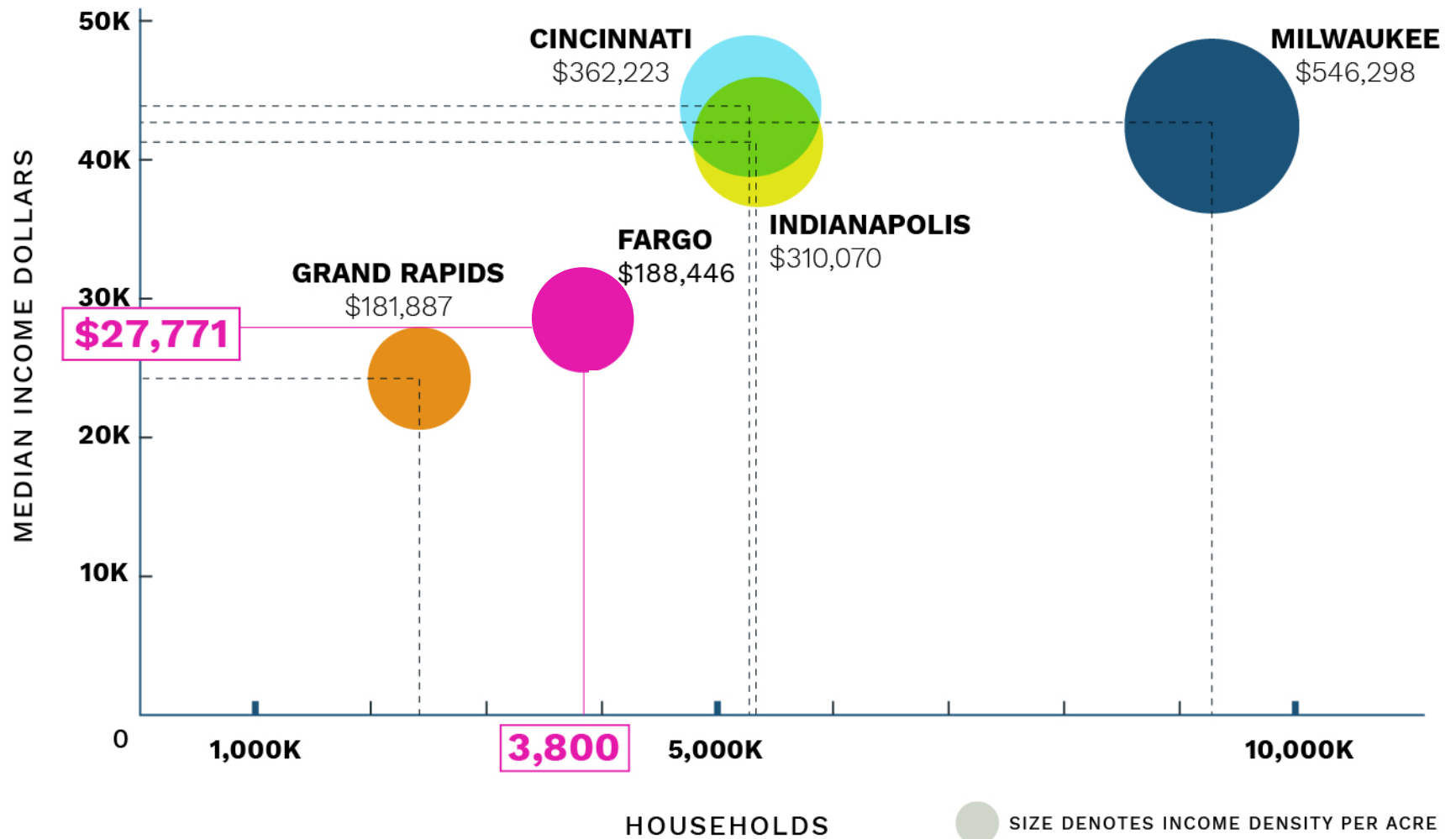
Imagine 1 million people with \$1 in annual income sitting on 1 acre

Income density = \$1m per acre

But no one has enough money to support active storefronts

[Exaggeration to make a point]

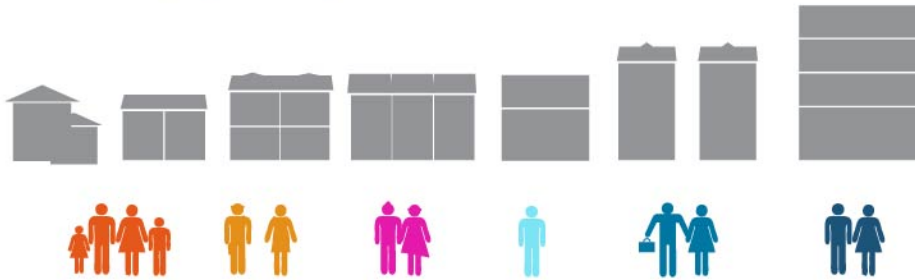
Income Density per acre



Achieving housing diversity requires providing financial tools to support housing diversity

TYOLOGY:

Different types of housing to appeal to different life stages particularly given the emerging demographics



Preserving single family housing in near neighborhoods (REHAB)

- Expansion of Gate City / Neighborhood Revitalization Initiative, potentially through a property assessed rehab approach taking present exemption concept and providing option to link it to 10 year payment mechanism through assessment
- Return of scattered-site TIF approach with potential to put acquired housing into some type of housing trust to preserve future affordability

PRICE:

Range of price points



Supporting multi-family affordable for low- and working- income households

- Capitalize housing fund through the sale of city-owned property that can provide bridge financing or convertible patient equity to support financial structure
 - Linkage of TIF/PILOT in excess of Renaissance Zone timeframe to meet certain affordable unit goals, either residential or commercial
 - Employer-assisted housing program
-

Add tools to provide additional financial capacity to support a range of housing options

STATE/LOCAL

- * Renaissance Zones

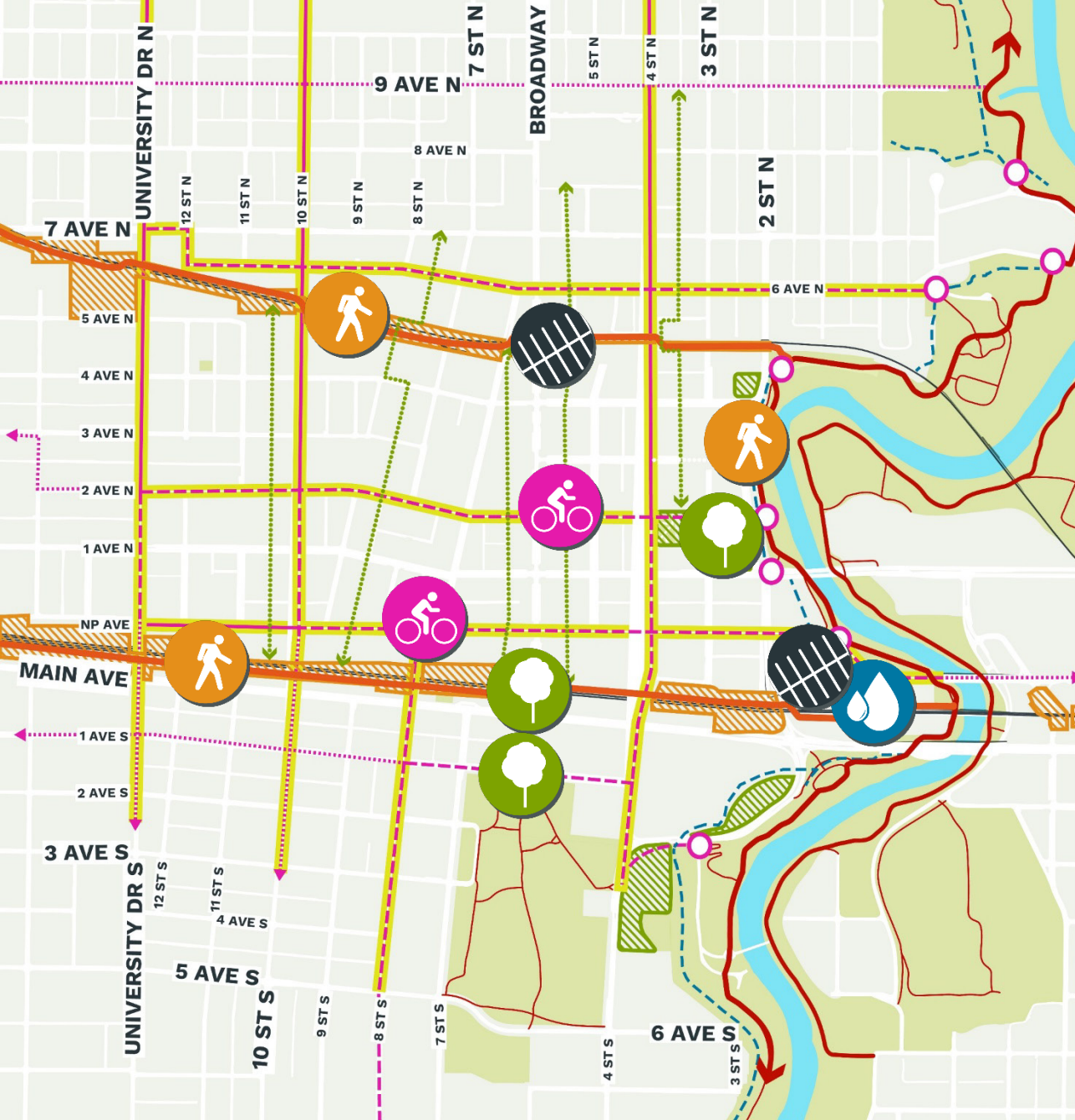
LOCAL

- * TIF
- * Property tax exemption / PILOT
- * Remodeling exemption
- * Housing rehab fund



SUGGESTED

- * District TIF/Specials approach for Downtown infrastructure
- * Return scattered site TIF program for residential
- * Remodeling exemption modification
- * Capitalize development fund
- * Link TIF/PILOT to Downtown development goals
- * Employer-assisted housing



Downtown TIF district for projects that increase value across the expanded area by being part of a connected network e.g. green spaces, trails, bike lanes, parking

Would focus on new networked infrastructure rather than roads or water/sewer since those networks have already been established and the value created

Would be designed to support ongoing maintenance through the assessment process

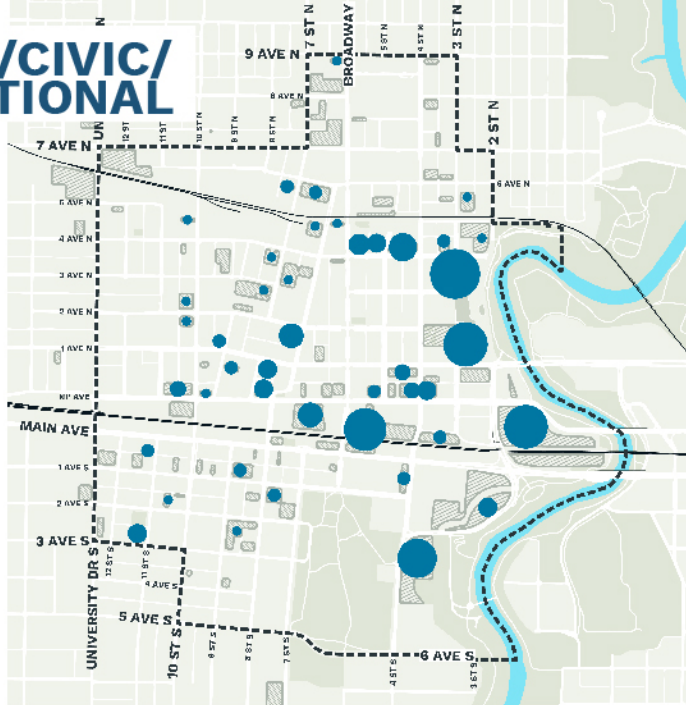
Downtown TIF District



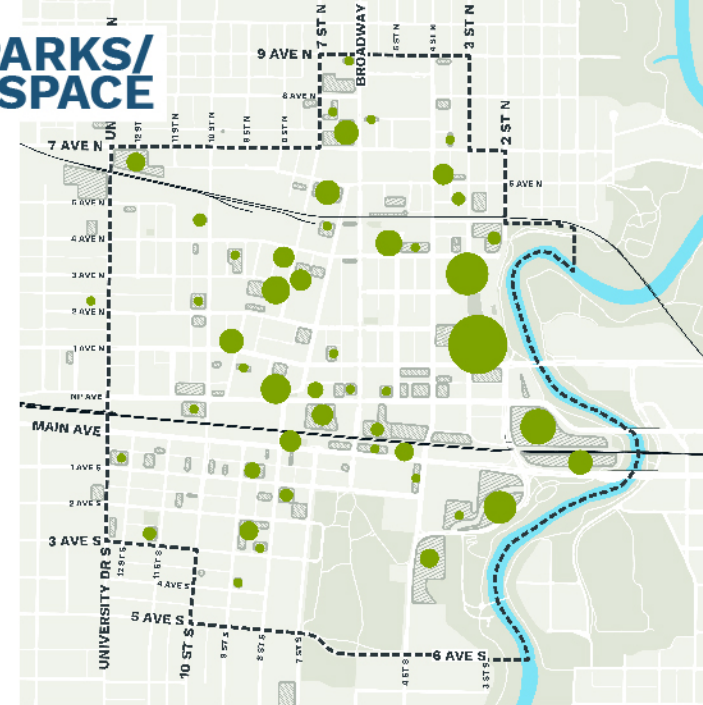
What kind of
development should
we encourage and
where?



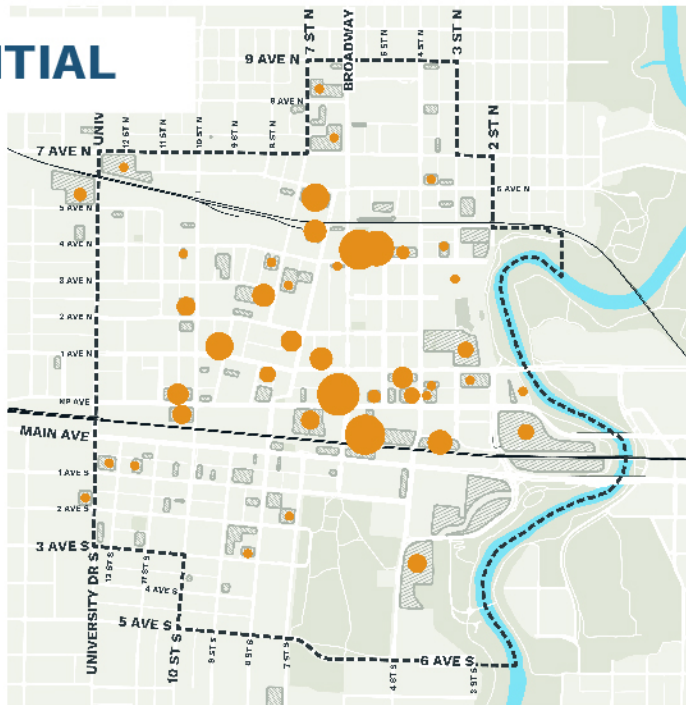
PUBLIC/CIVIC/ INSTITUTIONAL



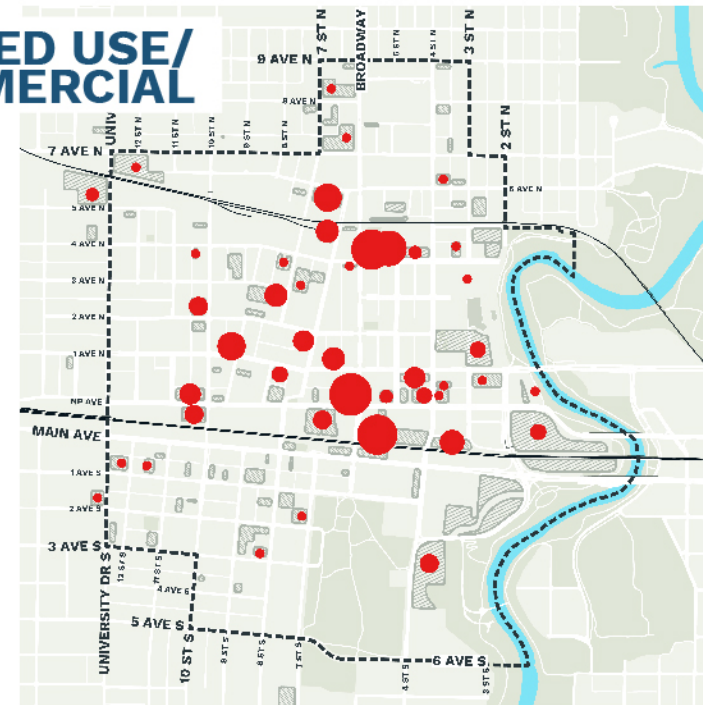
PARKS/ OPEN SPACE

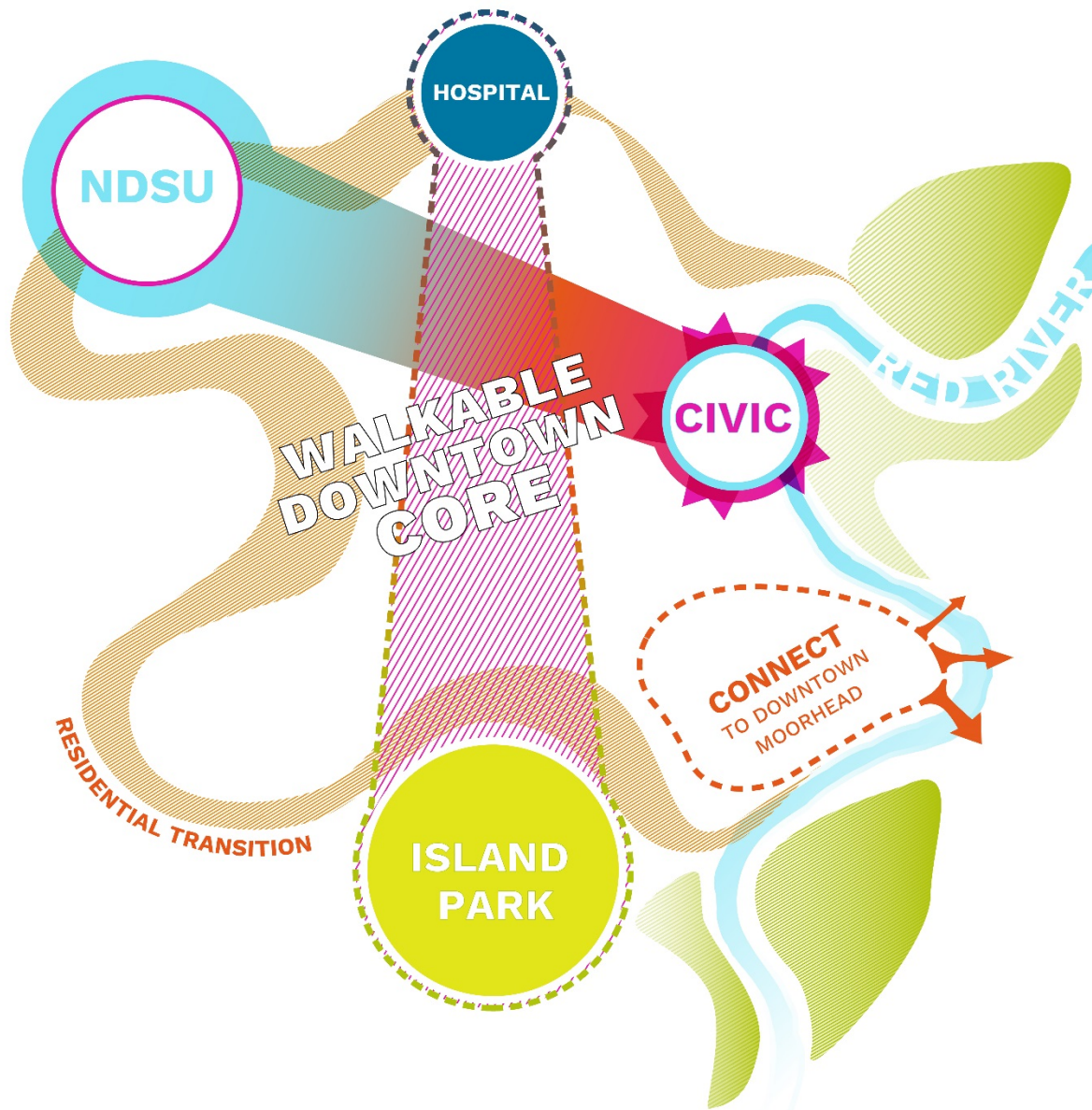


RESIDENTIAL



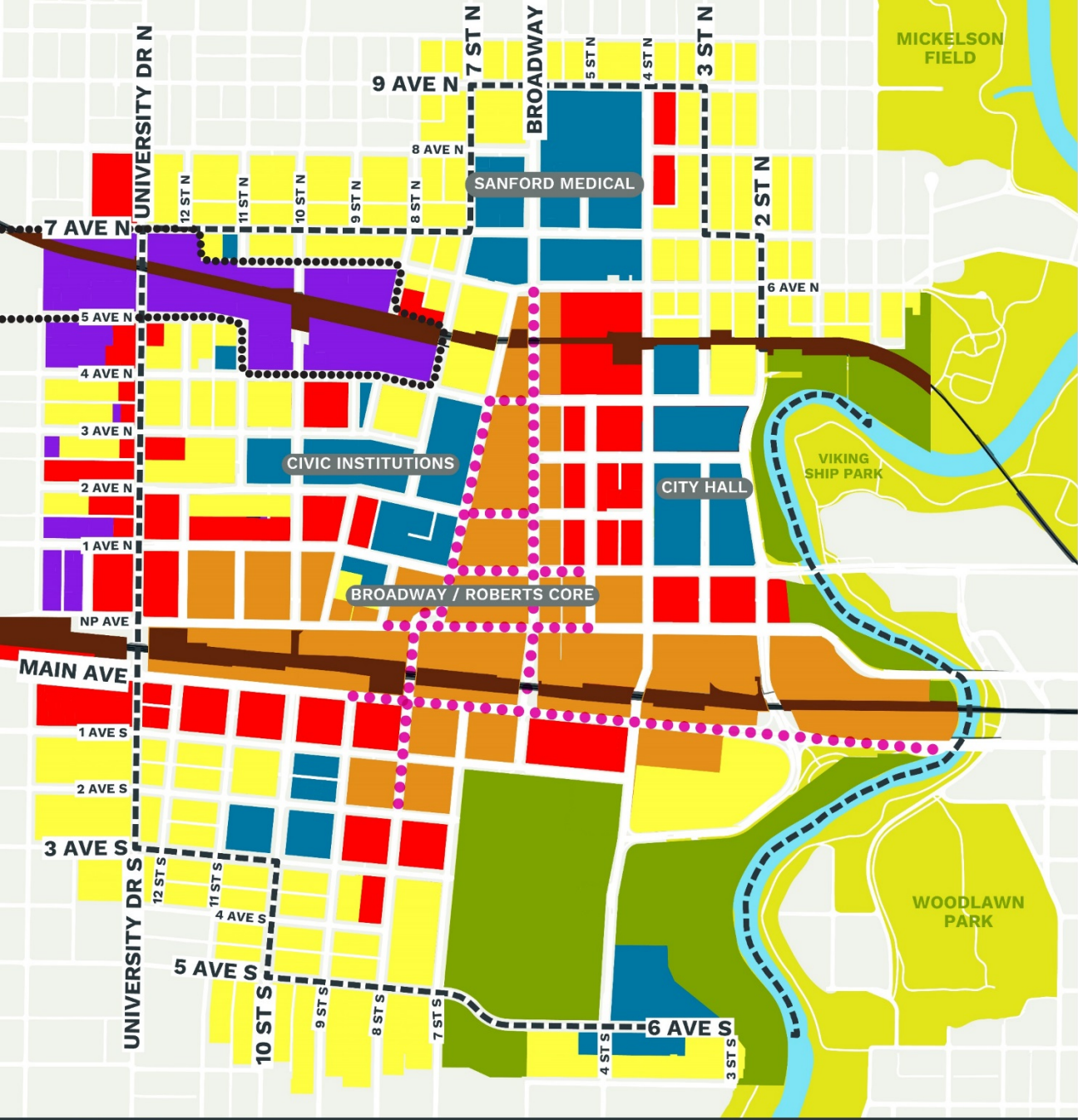
MIXED USE/ COMMERCIAL





KEY PRINCIPLES:

1. Reinforce the core
2. Connect to Moorhead
3. Create stronger connections with nearby neighborhoods
4. Capitalize on Riverfront opportunities

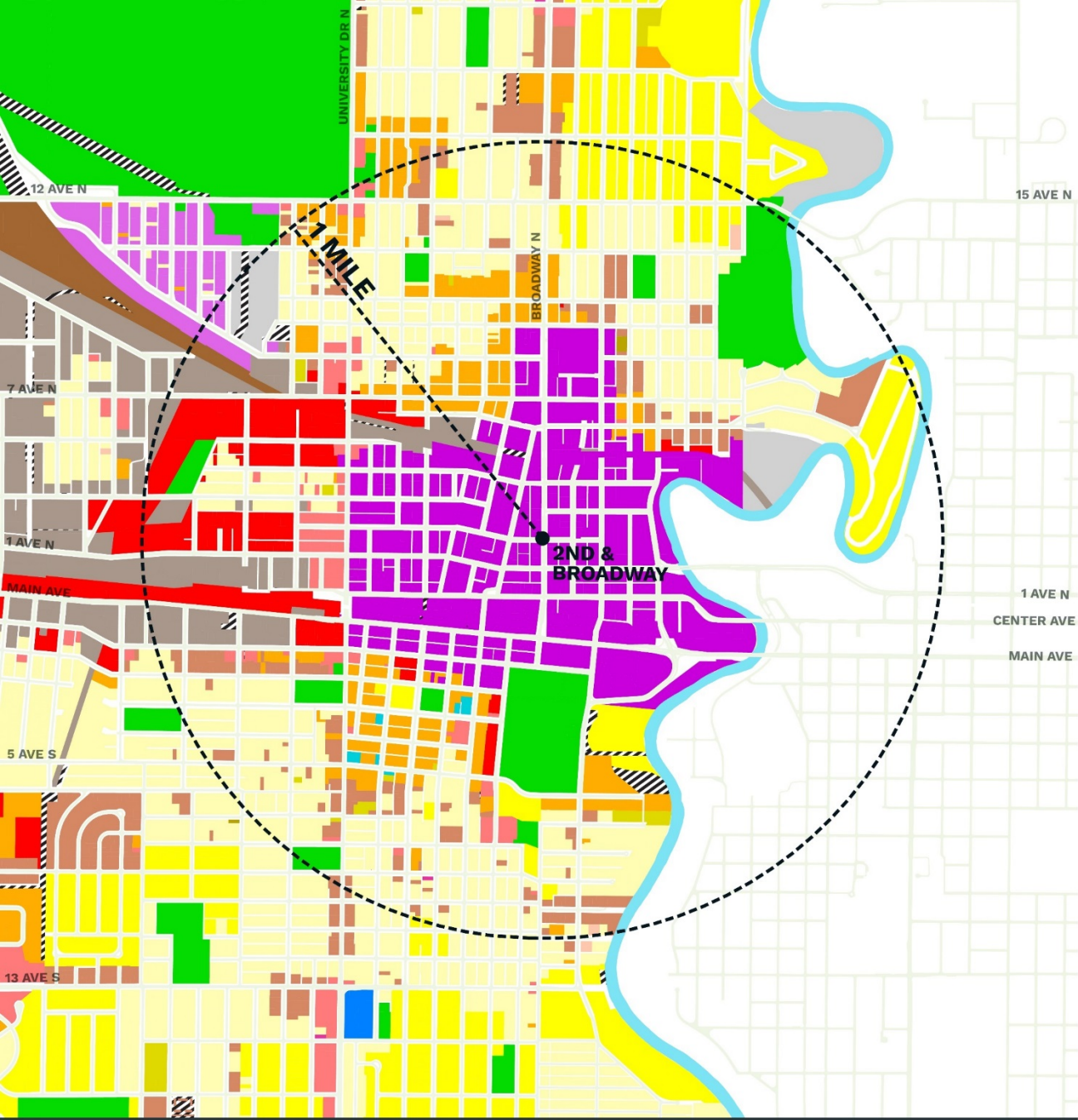


Future Land Use

Source: Interface Studio

- **RETAIL FOCUS**
- **INDUSTRIAL PRESERVATION**
- RESIDENTIAL**
- COMMERCIAL**
- MIXED-USE**
- INDUSTRIAL**
- PARKS & RECREATION**
- PUBLIC & INSTITUTIONAL**
- UTILITY & OTHER**
- RAIL**
- OPEN SPACE**
- DOWNTOWN FOCUS AREA**

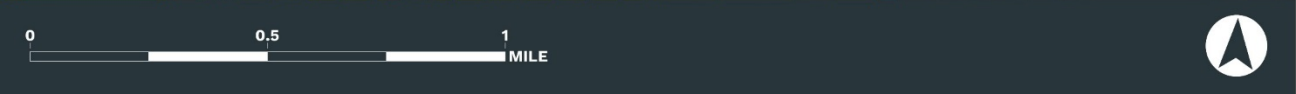




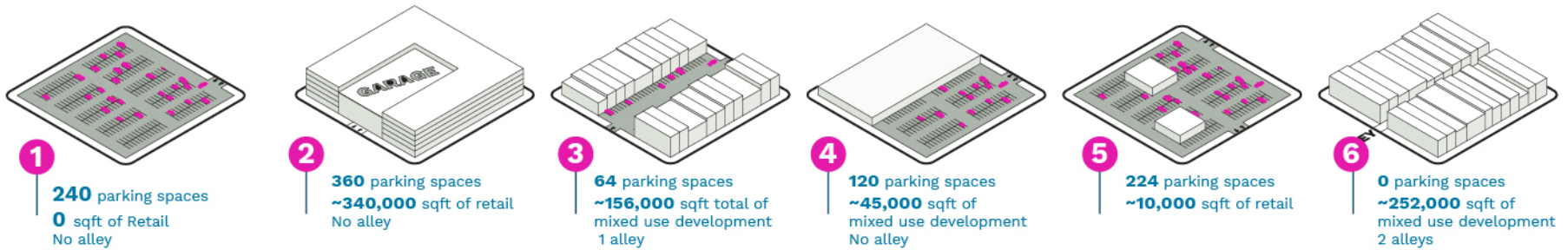
Zoning, 2016

Source: City of Fargo, May 2016

- AG - AGRICULTRURAL**
- DMU - DOWNTOWN MIXED USE**
- UMU - UNIVERSITY MIXED USE**
- GC - GENERAL COMMERCIAL**
- GI - GENERAL INDUSTRIAL**
- GO - GENERAL OFFICE**
- LC - LIMITED COMMERCIAL**
- LI - LIMITED INDUSTRIAL**
- MR-1 - MULTIPLE DWELLING**
- MR-2 - MULTIPLE DWELLING**
- MR-3 - MULTIPLE DWELLING**
- NC - NEIGH. COMMERCIAL**
- NO - NEIGH. OFFICE**
- P/I - PUBLIC INSTITUTIONAL**
- SR-1 - SINGLE DWELLING**
- SR-3 - SINGLE DWELLING**
- SR-4 - SINGLE DWELLING**
- SR-5 - SINGLE DWELLING**
- NEIGHBORHOOD BOUNDARY**
- DOWNTOWN FOCUS AREA**



Which of these do you think we can build by right in Downtown right now?



1

240 parking spaces
0 sqft of Retail
No alley

2

360 parking spaces
~340,000 sqft of retail
No alley

3

64 parking spaces
~156,000 sqft total of
mixed use development
1 alley

4

120 parking spaces
~45,000 sqft of
mixed use development
No alley

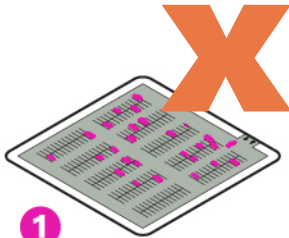
5

224 parking spaces
~10,000 sqft of retail

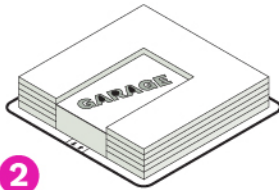
6

0 parking spaces
~252,000 sqft of
mixed use development
2 alleys

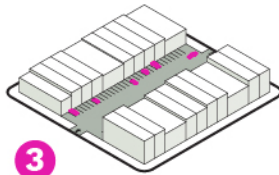
Ideally, we shouldn't be allowing these types of development:



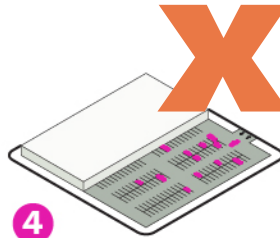
1
240 parking spaces
0 sqft of Retail
No alley



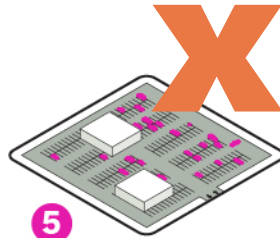
2
360 parking spaces
~340,000 sqft of retail
No alley



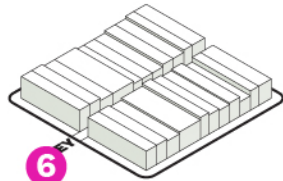
3
64 parking spaces
~156,000 sqft total of mixed use development
1 alley



4
120 parking spaces
~45,000 sqft of mixed use development
No alley



5
224 parking spaces
~10,000 sqft of retail



6
0 parking spaces
~252,000 sqft of mixed use development
2 alleys

DMU

the good

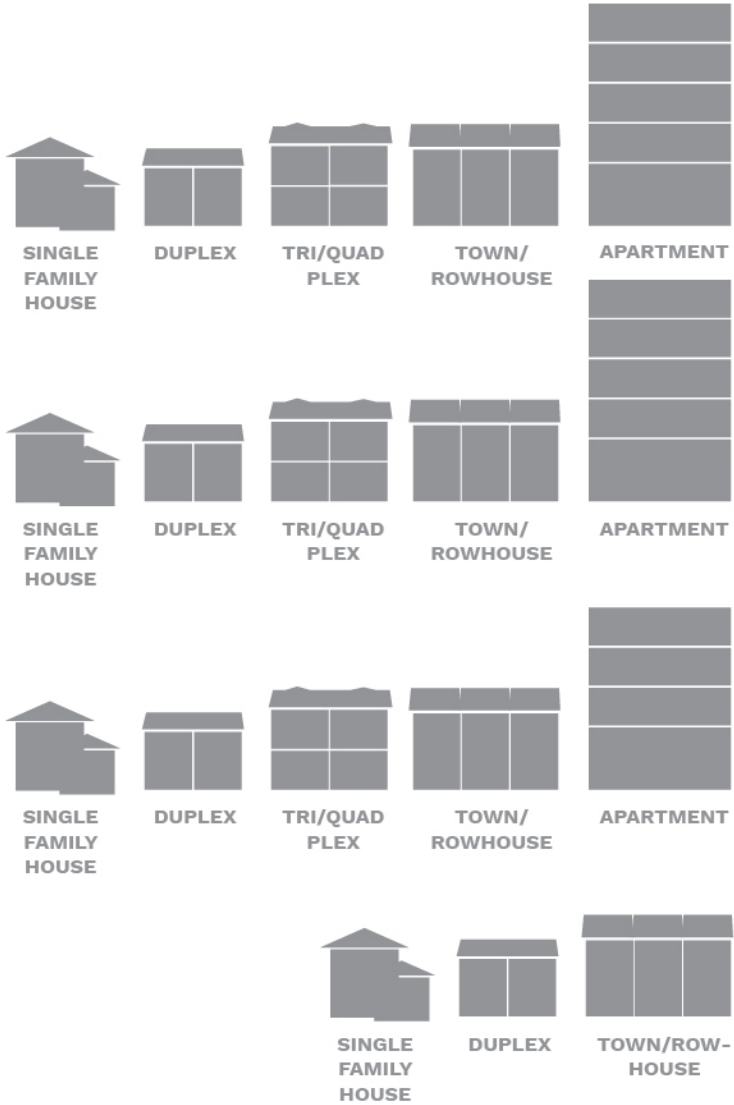
- DMU triggers site plan review
- No maximum height requirements
- Development exempt from off street parking + loading standards
- Maximum setback of 10ft
- 35% ground floor transparency
- Up to 100% lot coverage

the ugly

- No minimum lot coverage
- No minimum height requirements
- No minimum residential density (if applicable)
- Surface parking lots not accessory to a use are allowed by right
- No street tree requirement

What kind of residential units are we encouraging?

Allowed by right:



DMU - DOWNTOWN MIXED USE

MR-3 - MULTIPLE DWELLING

MR-2 - MULTIPLE DWELLING

SR-3 - SINGLE DWELLING

Are they encouraging an appropriate density?

Allowed by right:

**NO MAX, NO MIN
100% MAX LOT COV.**



SINGLE FAMILY HOUSE

DUPLEX

TRI/QUAD PLEX

TOWN/ROWHOUSE

APARTMENT

**24 DU/AC MAX*
60' MAX HEIGHT
35% MAX LOT COV.**



SINGLE FAMILY HOUSE

DUPLEX

TRI/QUAD PLEX

TOWN/ROWHOUSE

APARTMENT

**20 DU/AC MAX
45' MAX HEIGHT
35% MAX LOT COV.**



SINGLE FAMILY HOUSE

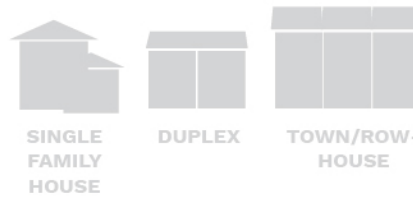
DUPLEX

TRI/QUAD PLEX

TOWN/ROWHOUSE

APARTMENT

**8.7 DU/AC MAX
35' MAX HEIGHT
35% MAX LOT COV.**



SINGLE FAMILY HOUSE

DUPLEX

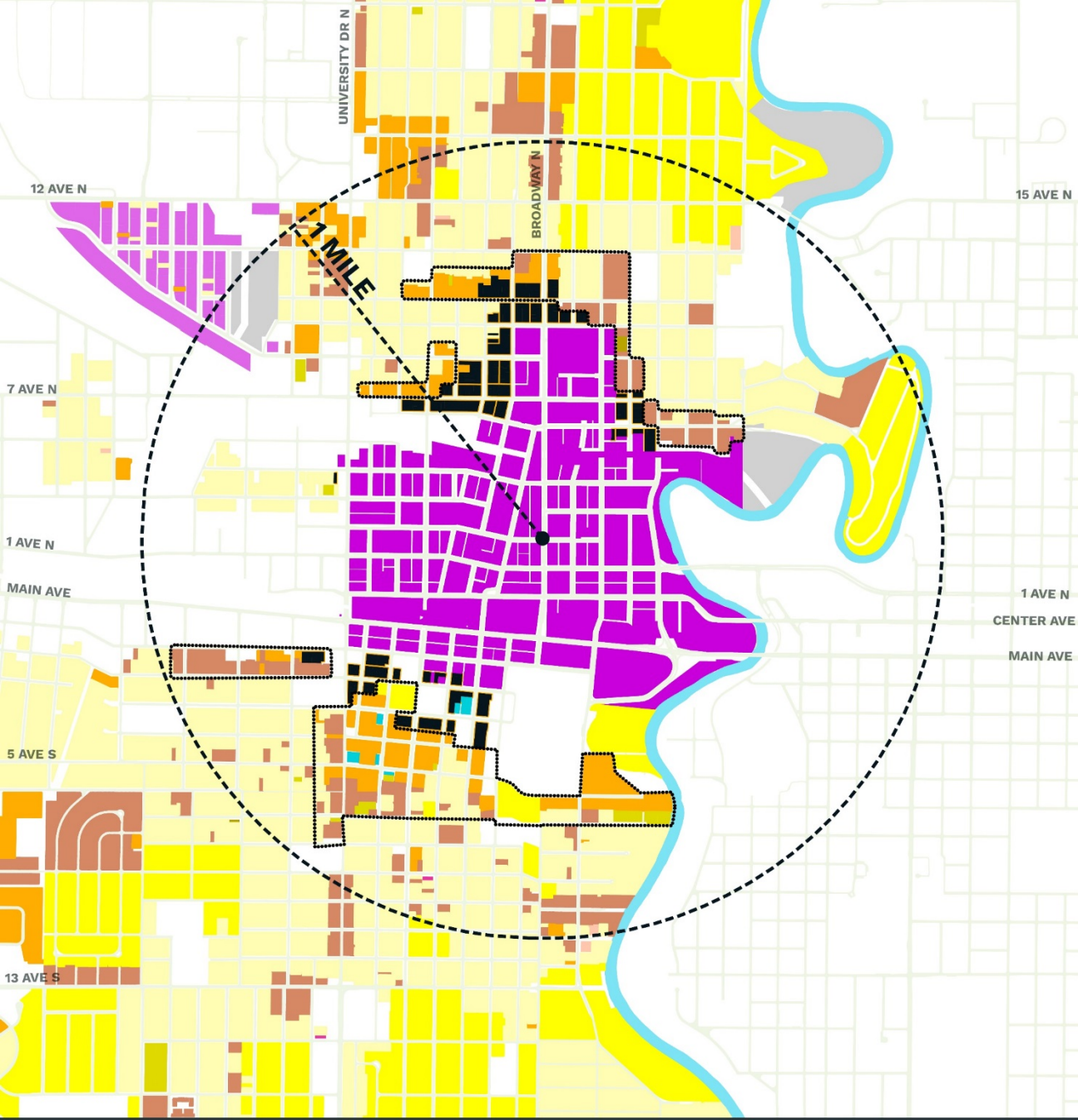
TOWN/ROWHOUSE

DMU - DOWNTOWN MIXED USE

MR-3 - MULTIPLE DWELLING
* BONUS AVAILABLE CLOSE TO DMU

MR-2 - MULTIPLE DWELLING

SR-3 - SINGLE DWELLING



There is a bonus for MR-3 zoned parcels within 600 ft of a DMU property, that increases the density to 30 units/acre, but it doesn't cover a lot of ground

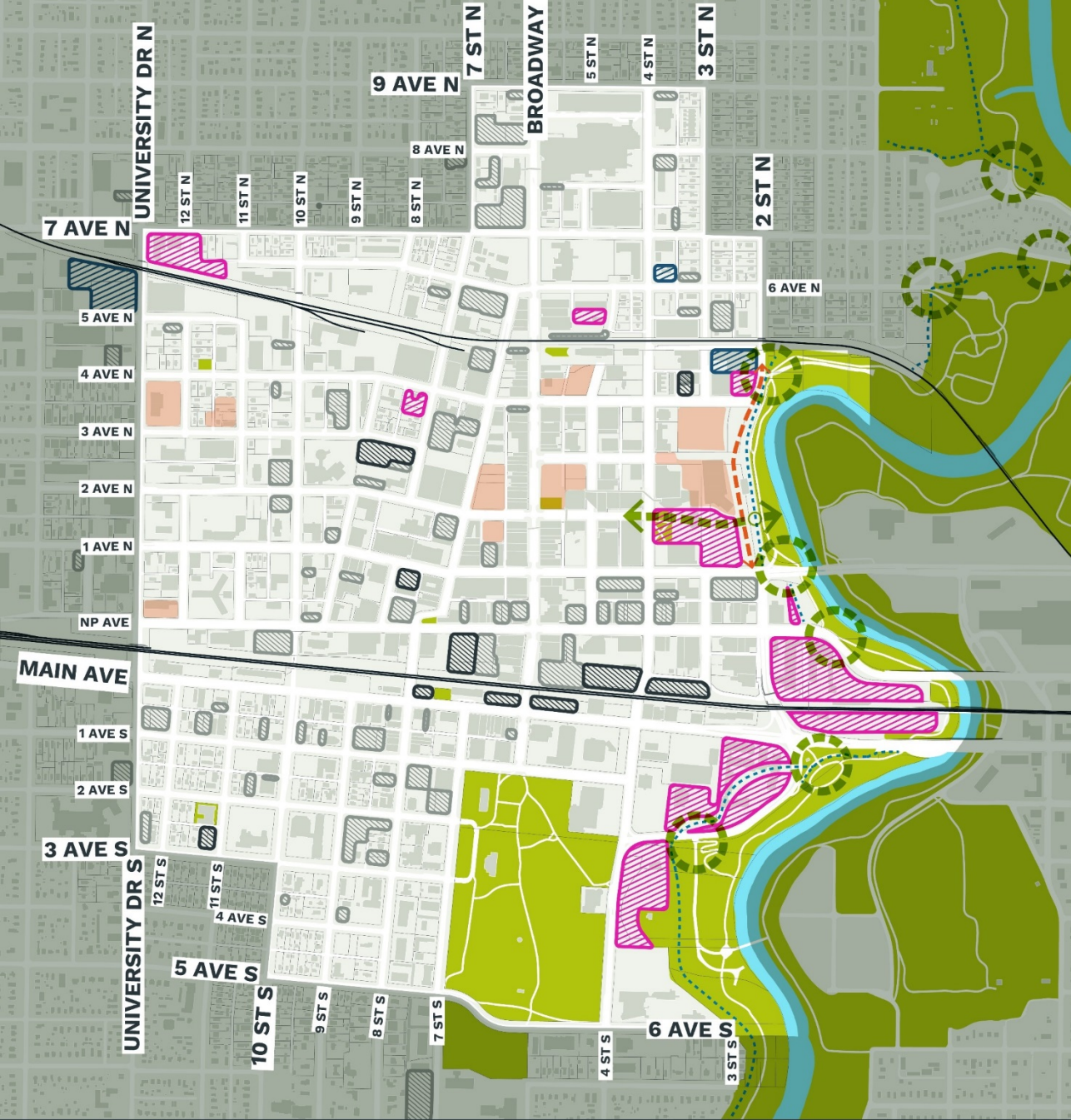
Work toward reusing existing buildings and encouraging new development on empty land and land used only for surface parking. Looking forward, how should these properties be reused?

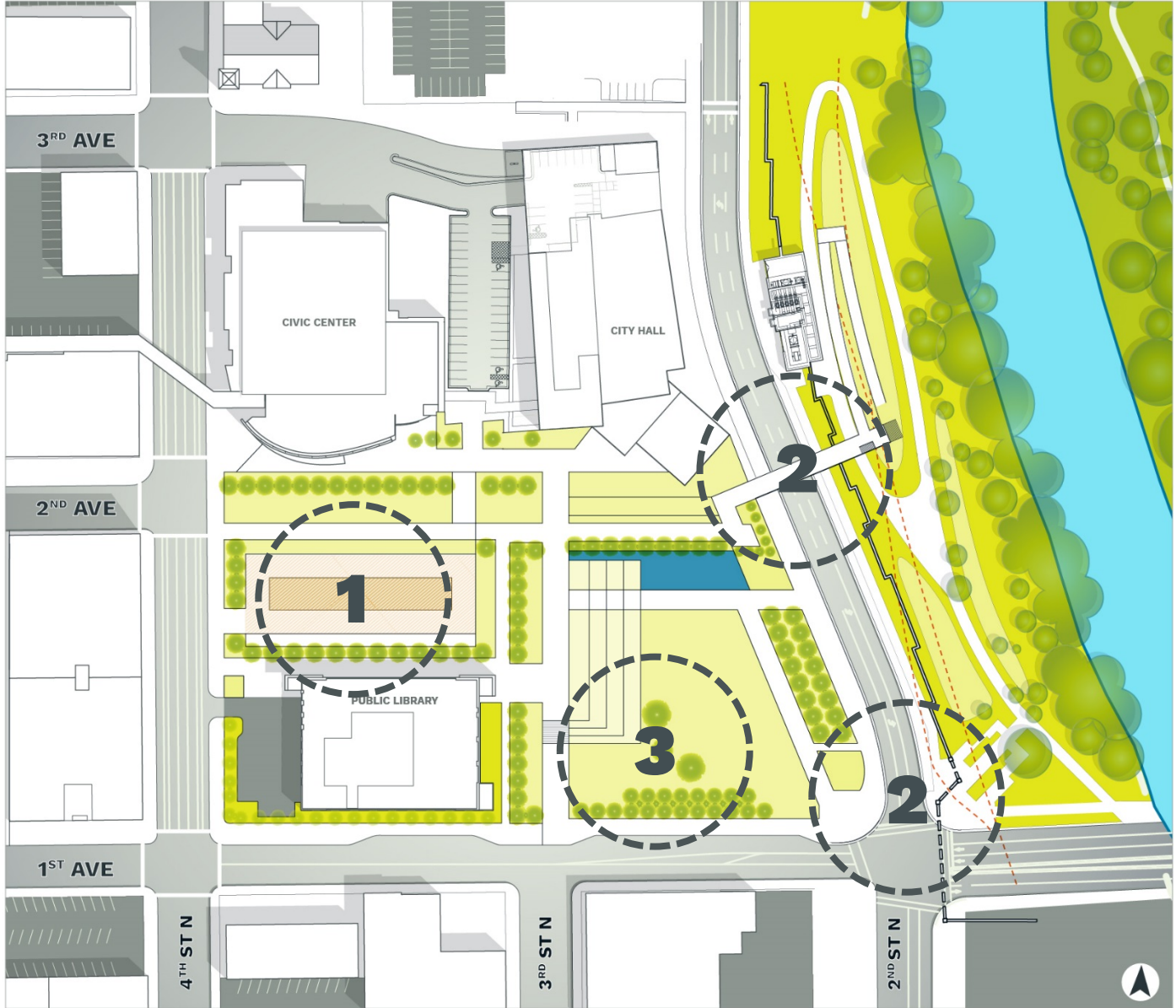
Opportunity Sites

Source: Interface Studio

UNDERUTILIZED SITES

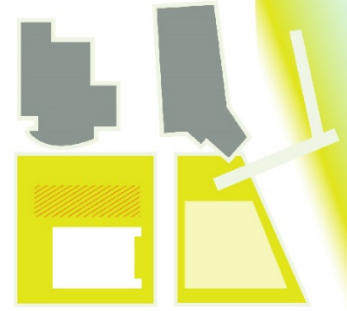
-  PUBLICLY OWNED
 -  PRIVATELY OWNED
- ### SURFACE PARKING LOTS
-  PUBLICLY OWNED
 -  PRIVATELY OWNED
-  RIVER ACCESS POINT
 -  FLOOD PROTECTION LINE
 -  FUTURE DEVELOPMENT [COMING SOON]
 -  OPEN SPACE
 -  DOWNTOWN FOCUS AREA





Key Questions:

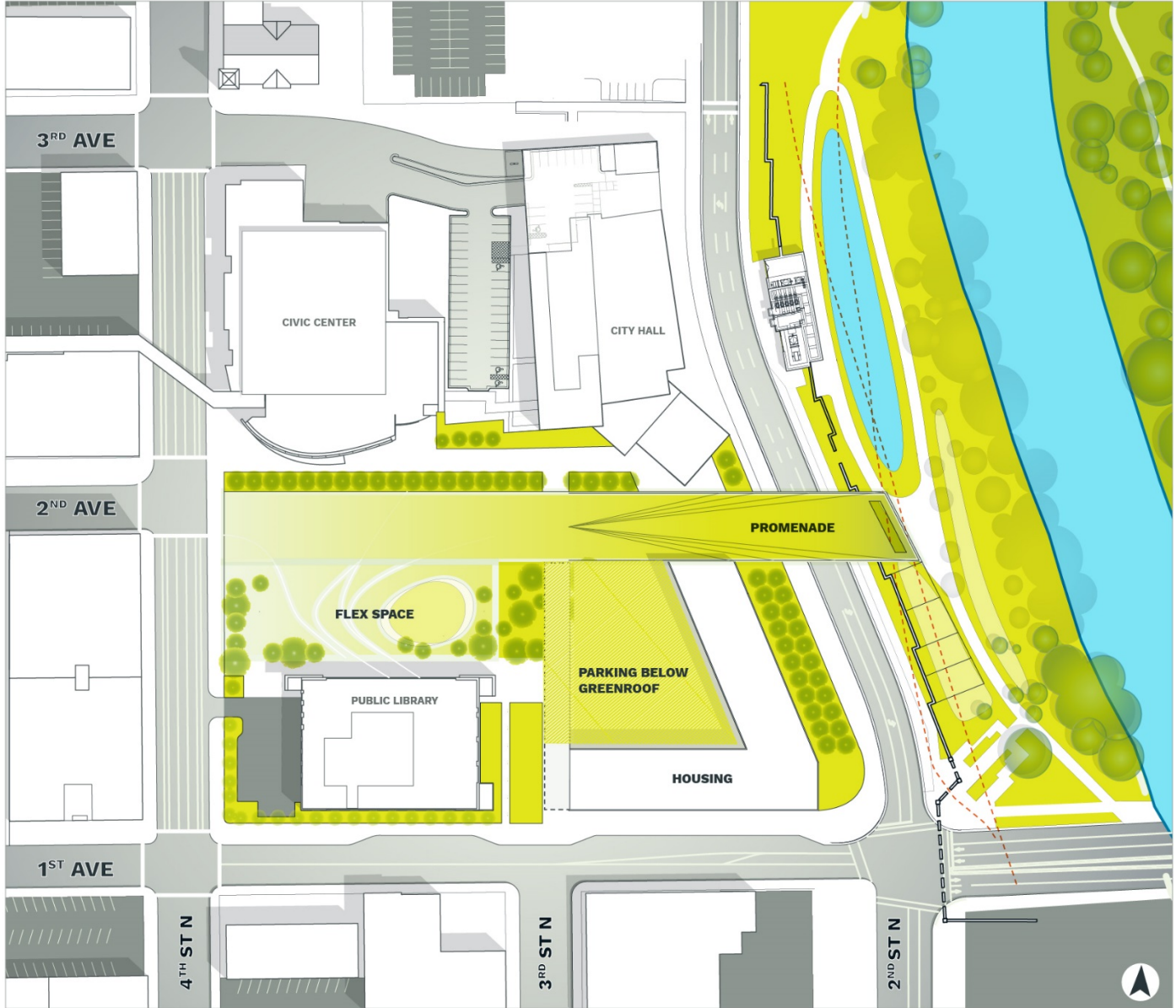
1. Where should be parking be located?
2. How best to connect to the River?
3. Should we develop?



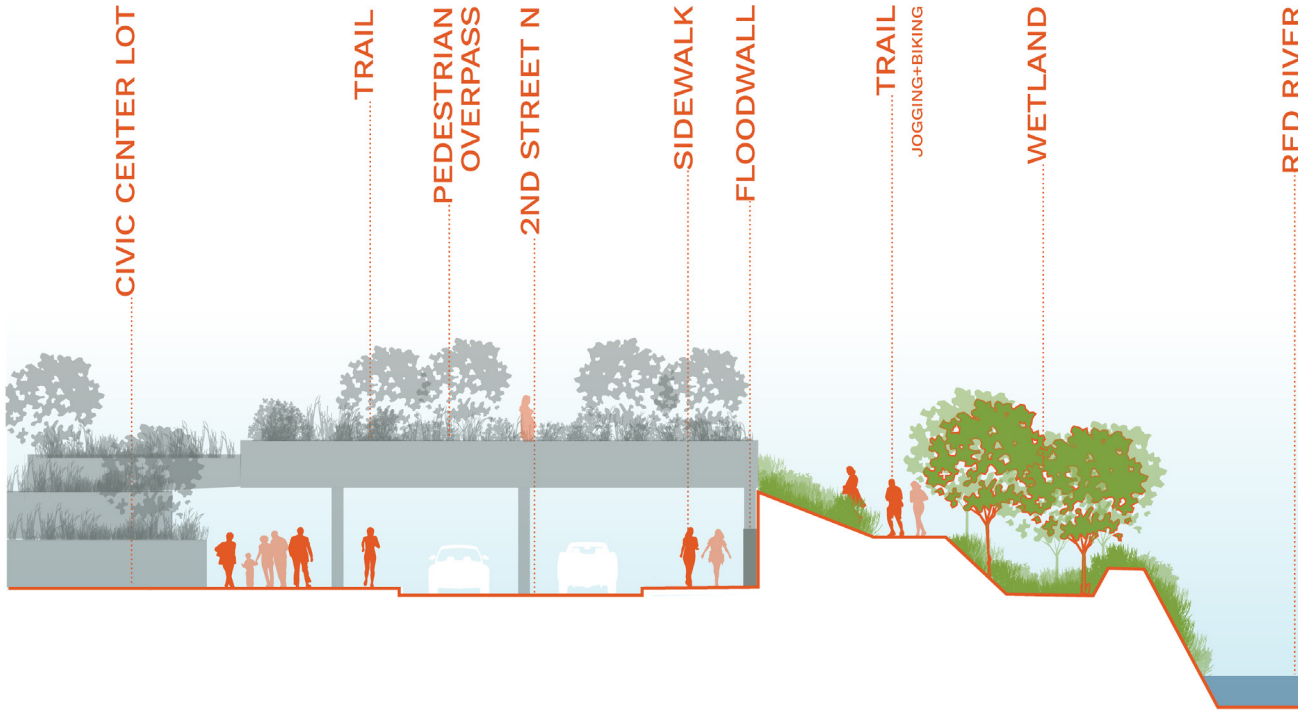
Proposed
HDR GATEWAY



Option **1**
LAWN WITH STAGE

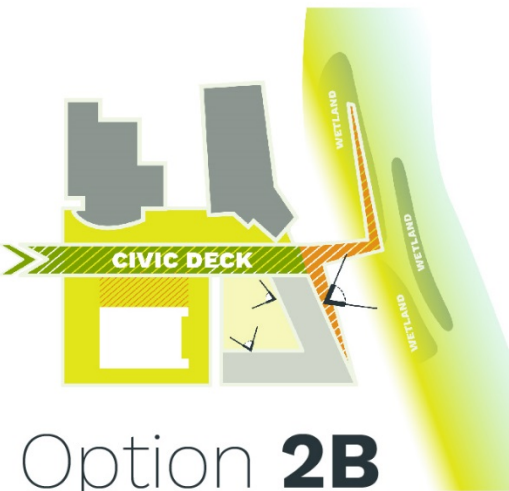
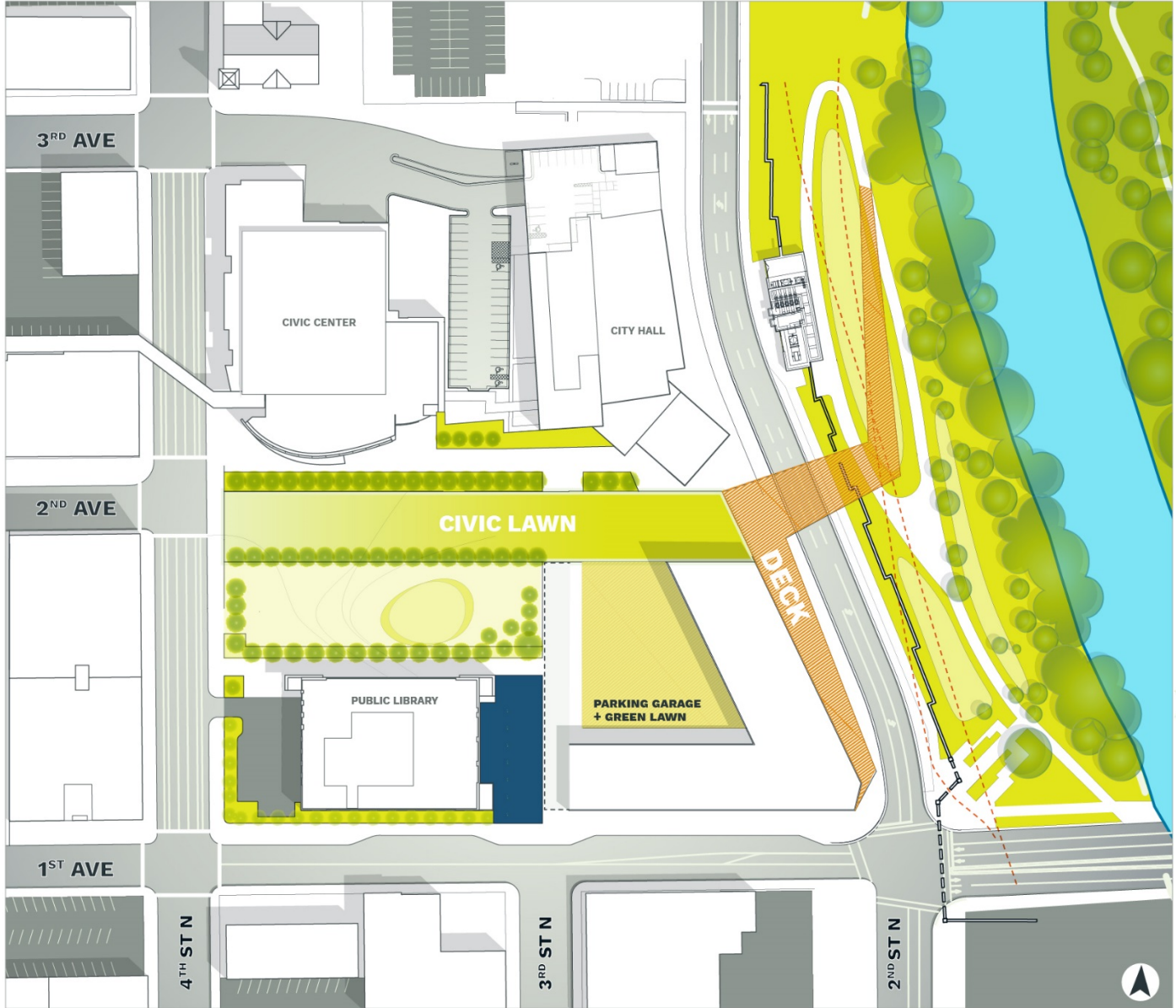


Option **2A**
2ND AVE PROMENADE

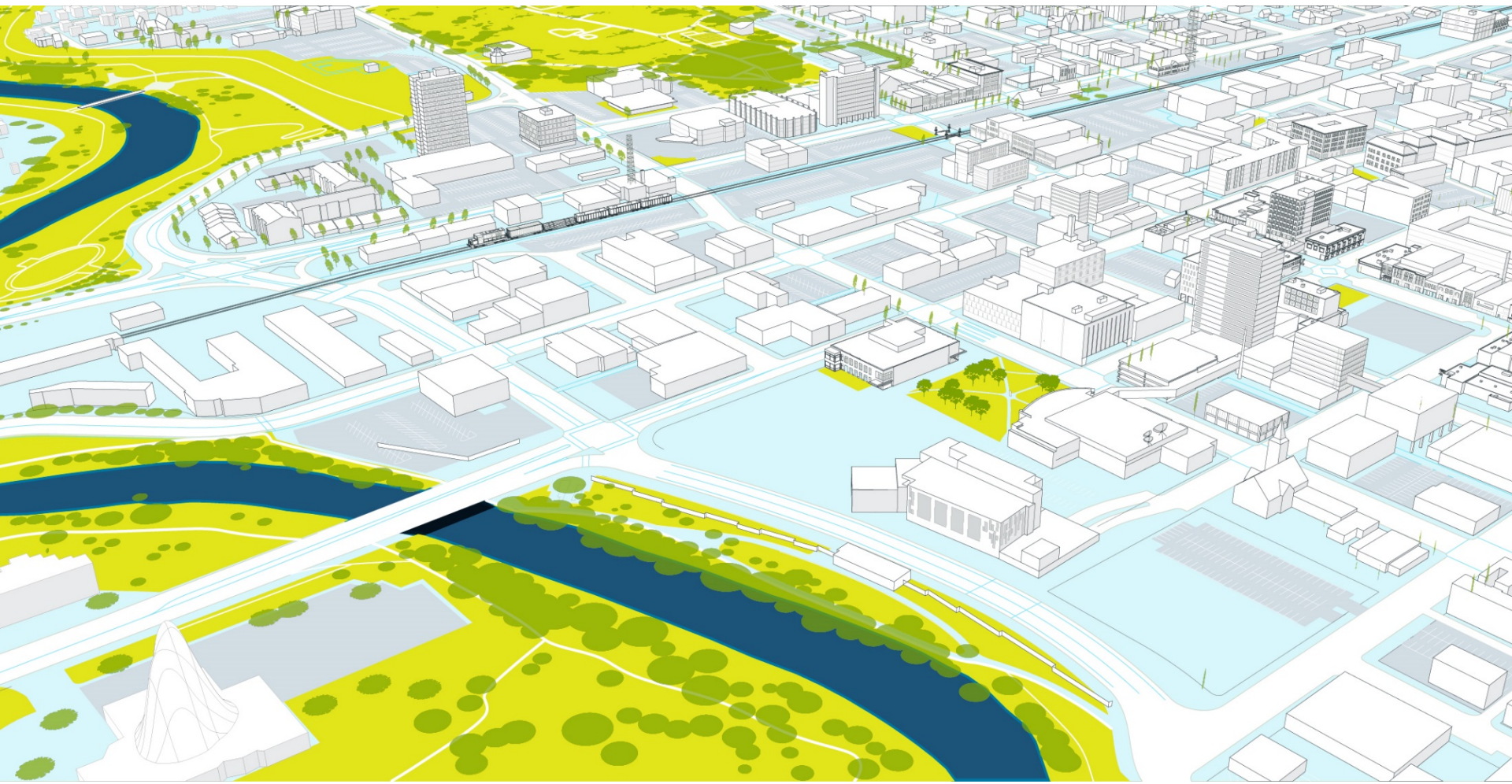


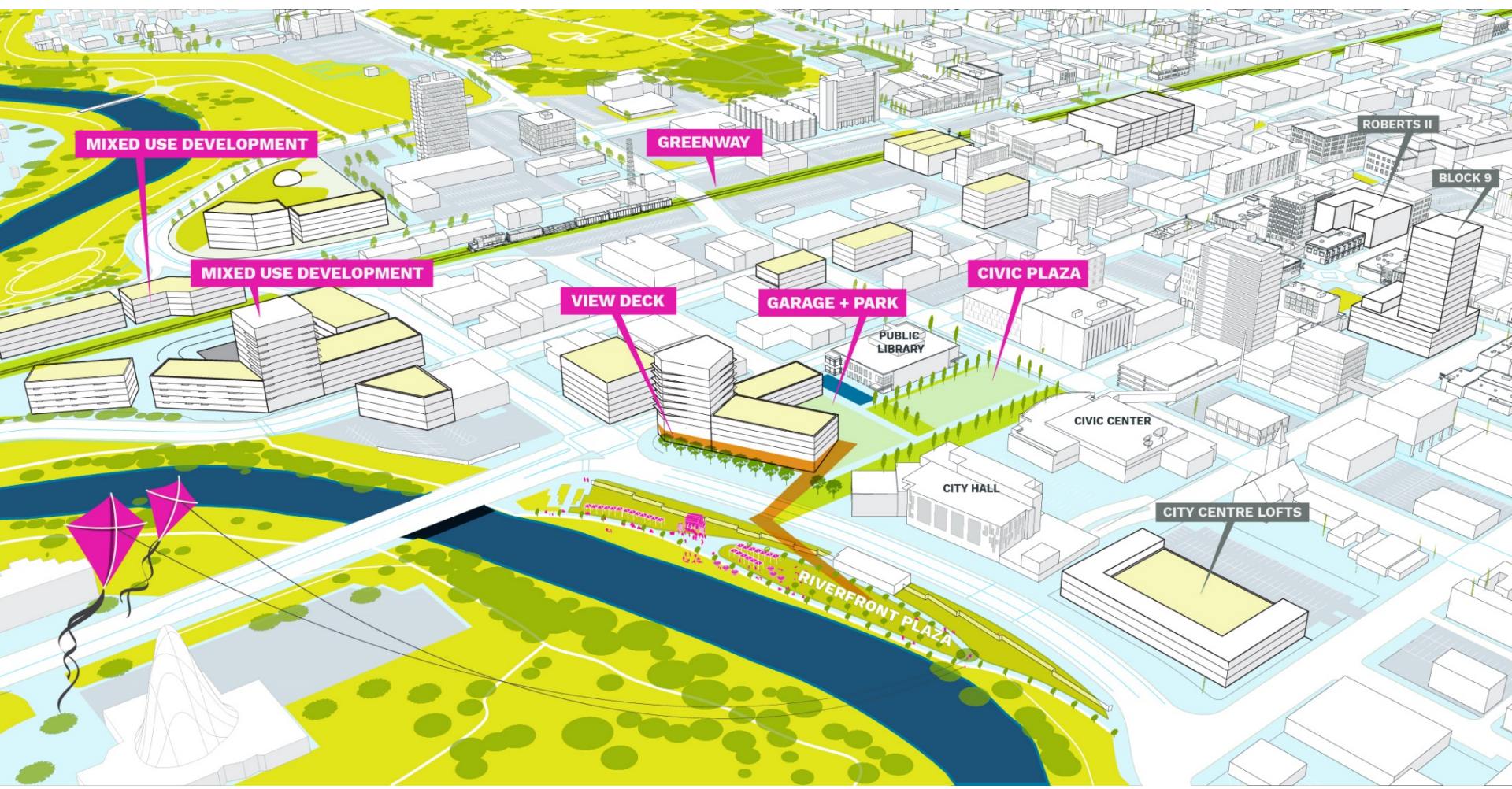
Riverfront

CONTINUOUS ELEVATED
TRAIL+LAND BRIDGE+PLAZA



Option **2B**
CIVIC DECK + OVERLOOK





MIXED USE DEVELOPMENT

MIXED USE DEVELOPMENT

GREENWAY

VIEW DECK

GARAGE + PARK

CIVIC PLAZA

PUBLIC LIBRARY

CIVIC CENTER

CITY HALL

CITY CENTRE LOFTS

RIVERFRONT PLAZA

ROBERTS II

BLOCK 9

Don't forget **temporary**
and short term **uses**

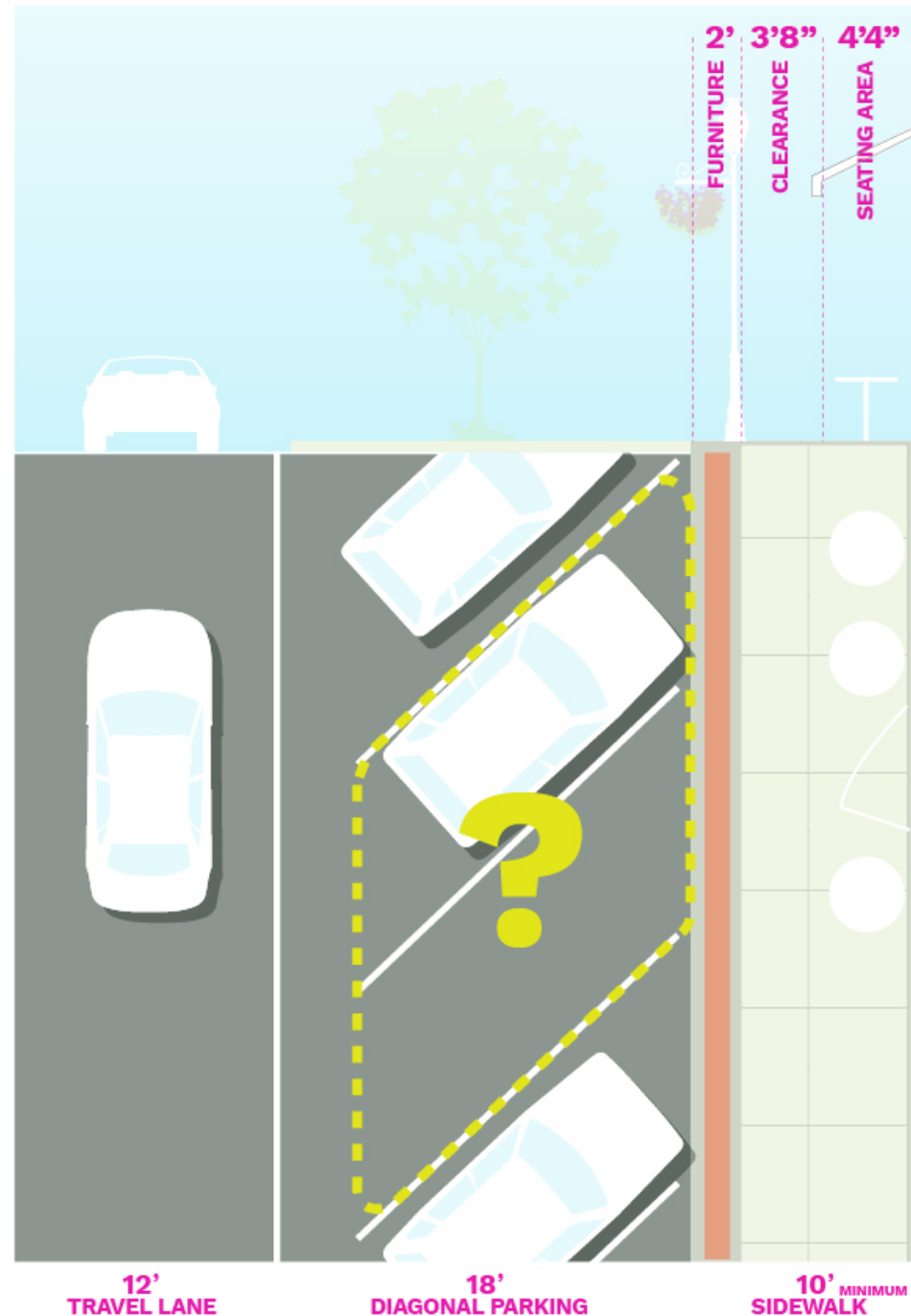
Some initial ideas:

Deregulate where appropriate **to loosen the restrictions** for outdoor dining, food trucks, parklets and other temporary uses to support local businesses



Sidewalk dining

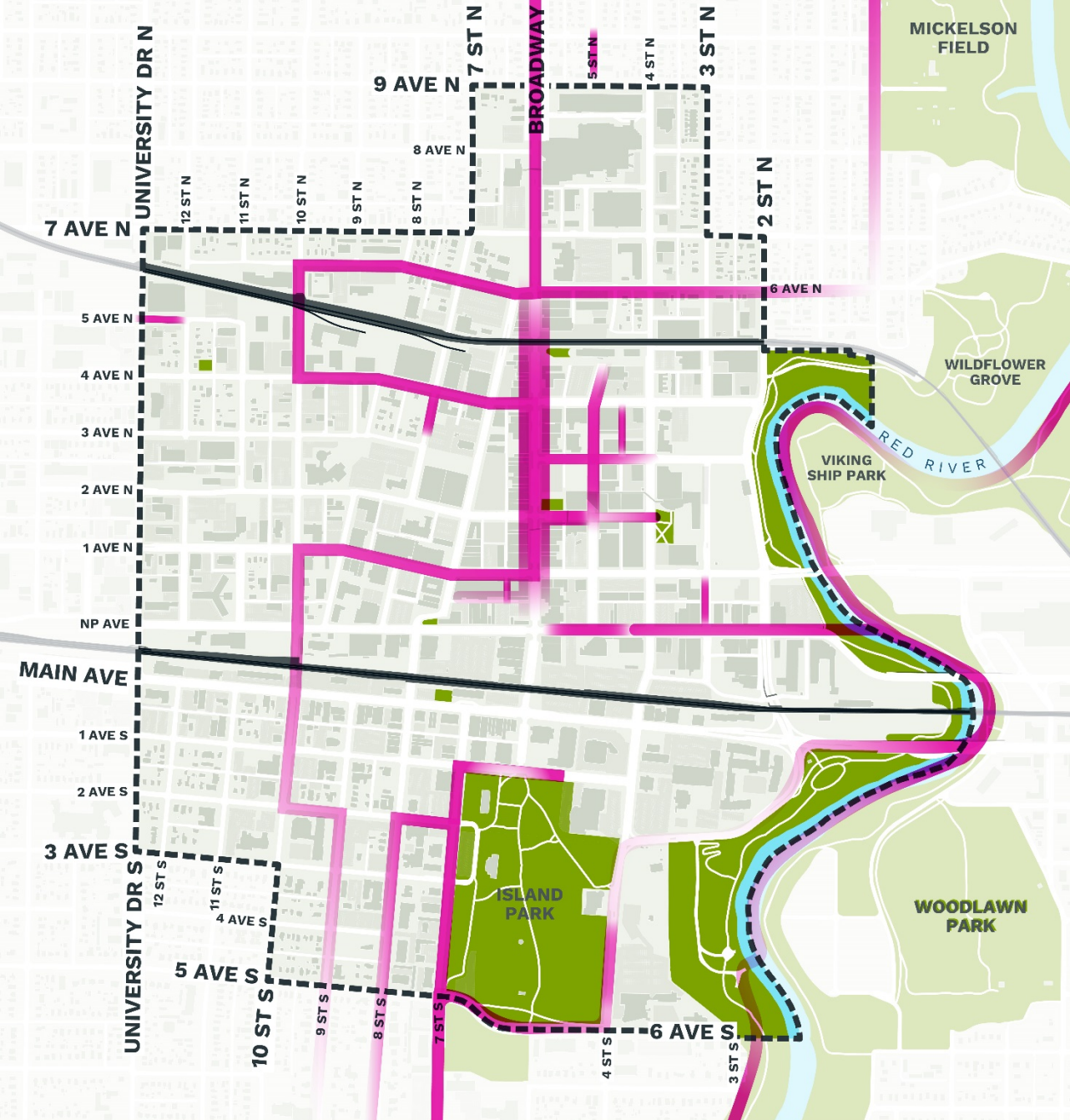
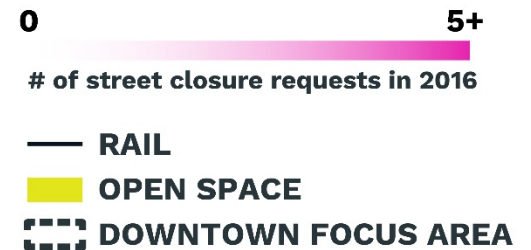
- Mandatory permit (\$125 plus \$1m insurance)
- Establishment must serve food
- Must maintain 44" of sidewalk clearance
- Barrier needed for alcohol
- Furniture must be temporary – removed every night



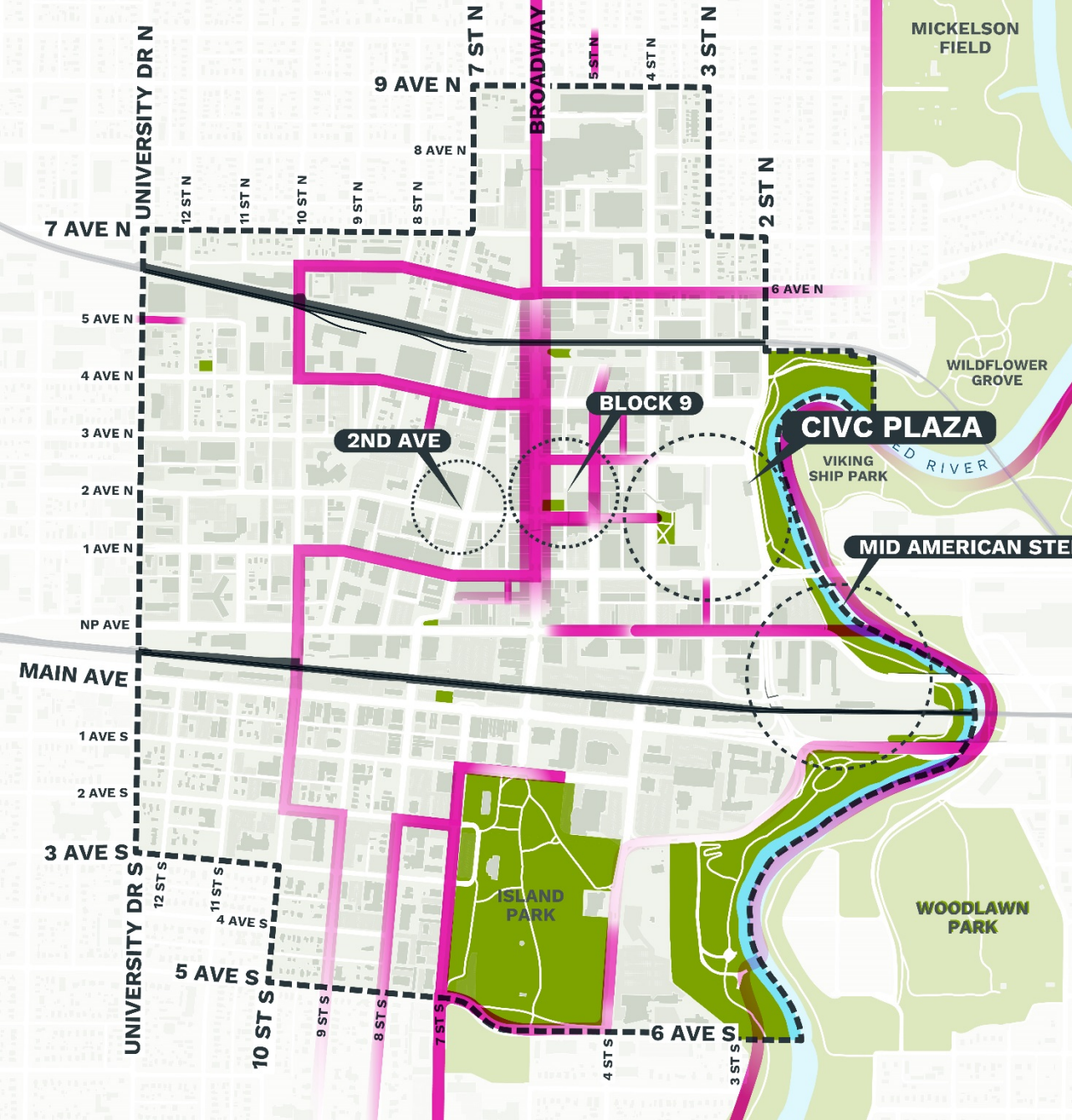
In 2016, **16** special events closed Broadway

Street Closures during Special Events

Source: Interface Studio

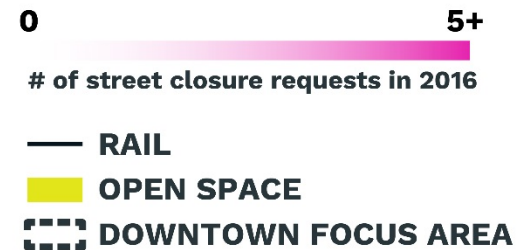


The goal is to relieve pressure on Broadway by creating new venues for special events



Potential Sites for Special Events

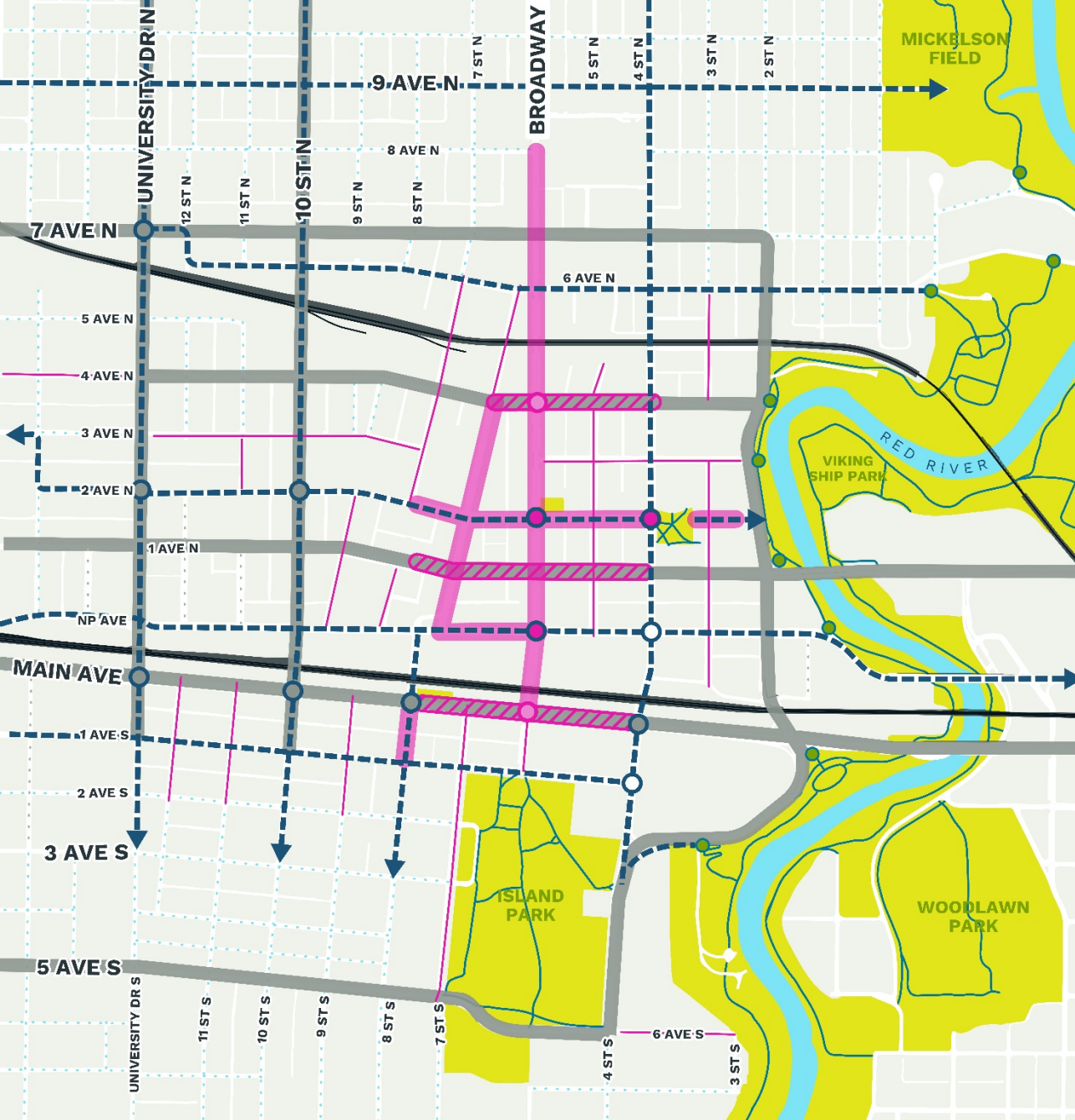
Source: Interface Studio



Focus on **complete streets** Downtown to improve safety and support economic development.

The look and feel of the “front door” matters.

Establish a Street Hierarchy Downtown



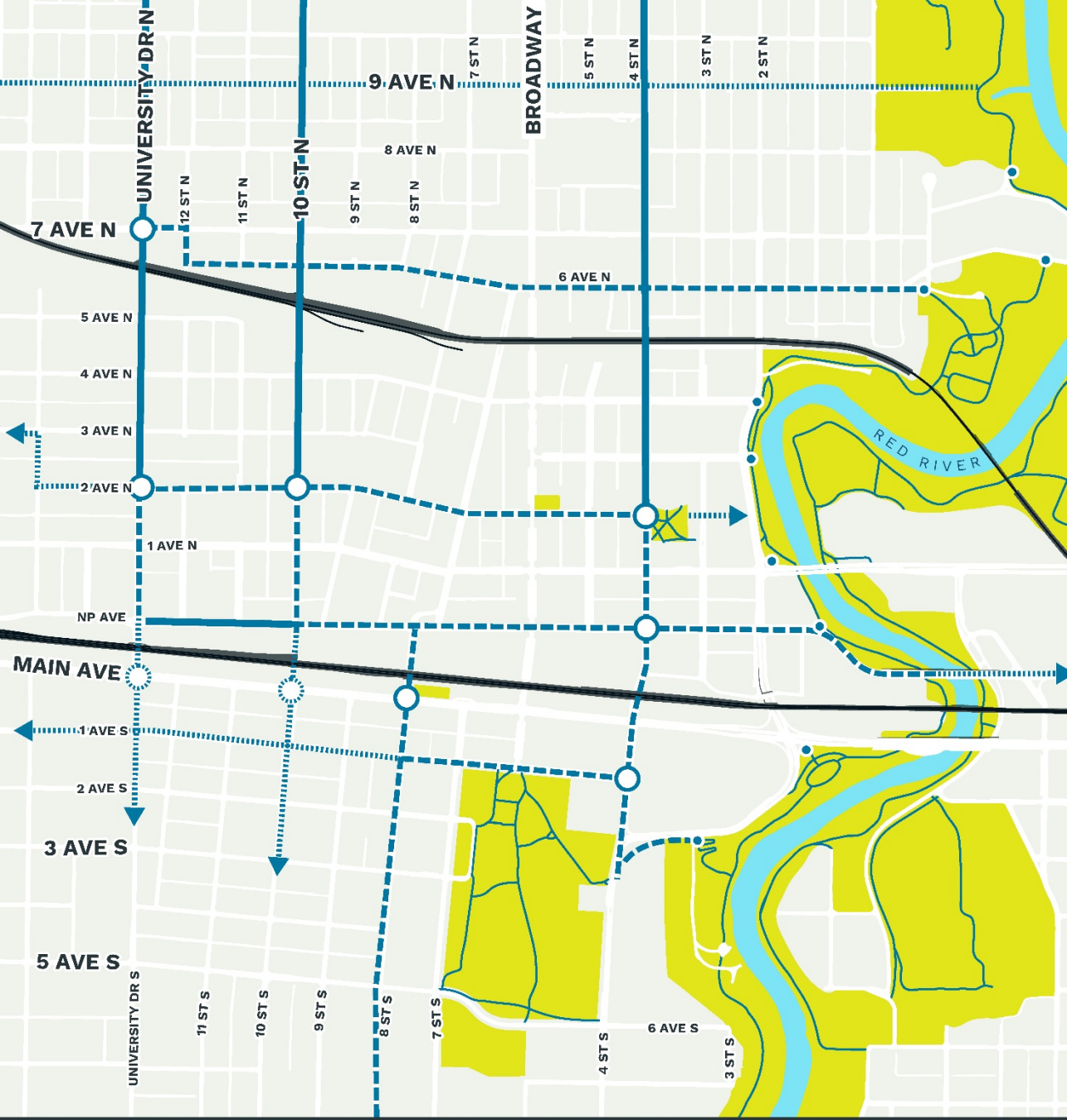
Proposed Street Network

Source: Sam Schwartz

- EXISTING OFF-STREET TRAILS
- PEDESTRIAN ENHANCEMENT FOCUS
- VEHICLE FLOW FOCUS
- BICYCLE CONNECTION
- INTERSECTION ENHANCEMENT
- LOCAL / FLEX STREETS
- NEIGHBORHOOD CHARACTER SLOW STREETS
- INTERSECTION ENHANCEMENT
- EXISTING TRAILHEADS



Ensure safe, connected spaces for bicycles

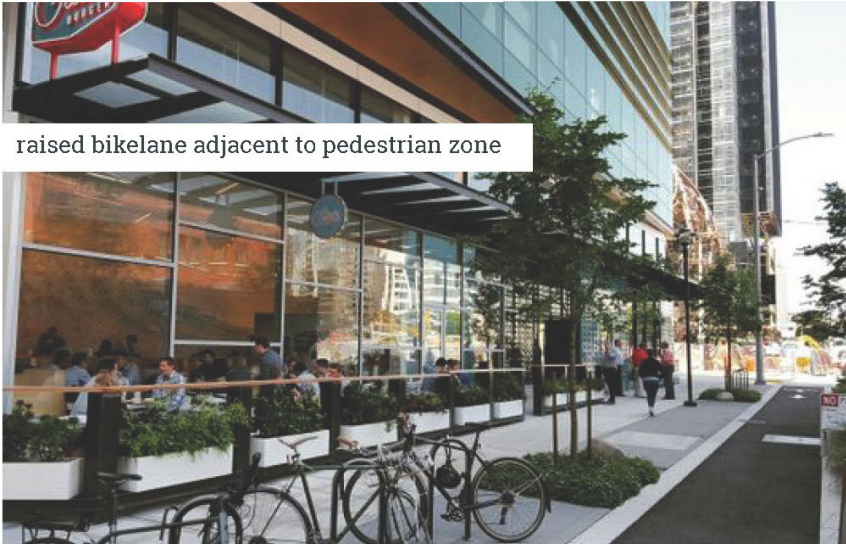


Proposed Bike Network

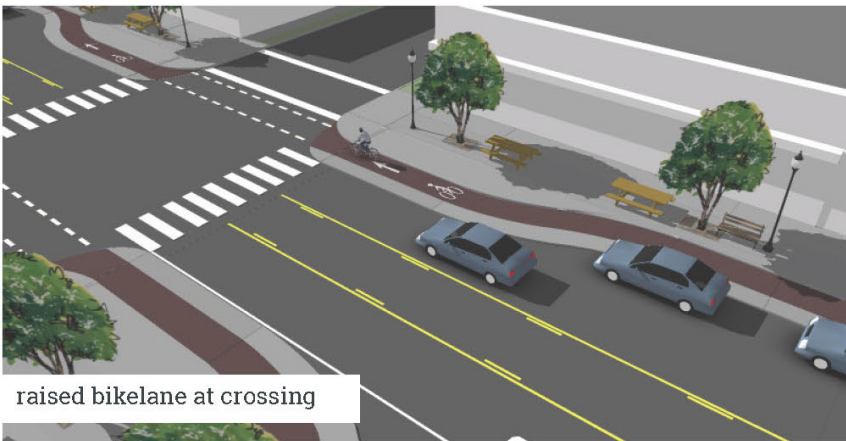
Source: Sam Schwartz

- EXISTING OFF-STREET TRAILS
- EXISTING ON-STREET BIKE LANES
- - - INFILL ON-STREET BIKE LANES
- EXTENSION OF ON-STREET NETWORK
- BIKE FACILITY THROUGH INTERSECTION
- TRAILHEAD

Examples from other cities



raised bikelane adjacent to pedestrian zone



raised bikelane at crossing

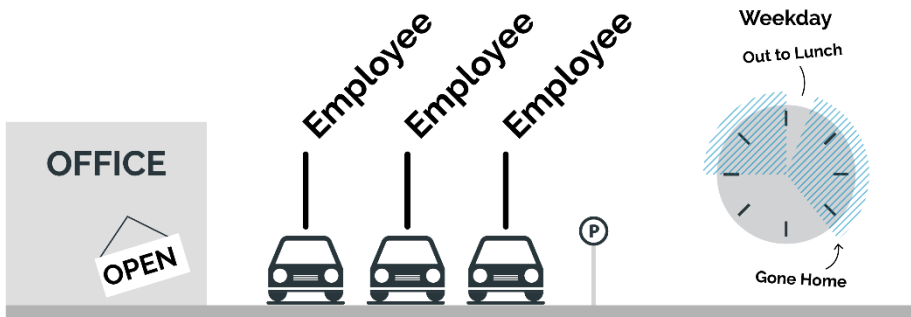


pavement material change at ped/bike conflicts



pavement material change at curb cut conflicts

WEEKEND + EVENING



Weekday Daytime, all of the spaces are full of employees... **but not on the weekends**

Private lots could provide lots of extra parking



PARKING
MANAGEMENT
ISSUE

WEEKDAY

WEEKEND

DAY

PEAK
DEMAND !
SUPPLY ISSUE

SPACES
AVAILABLE
BUT CAN I USE THEM?

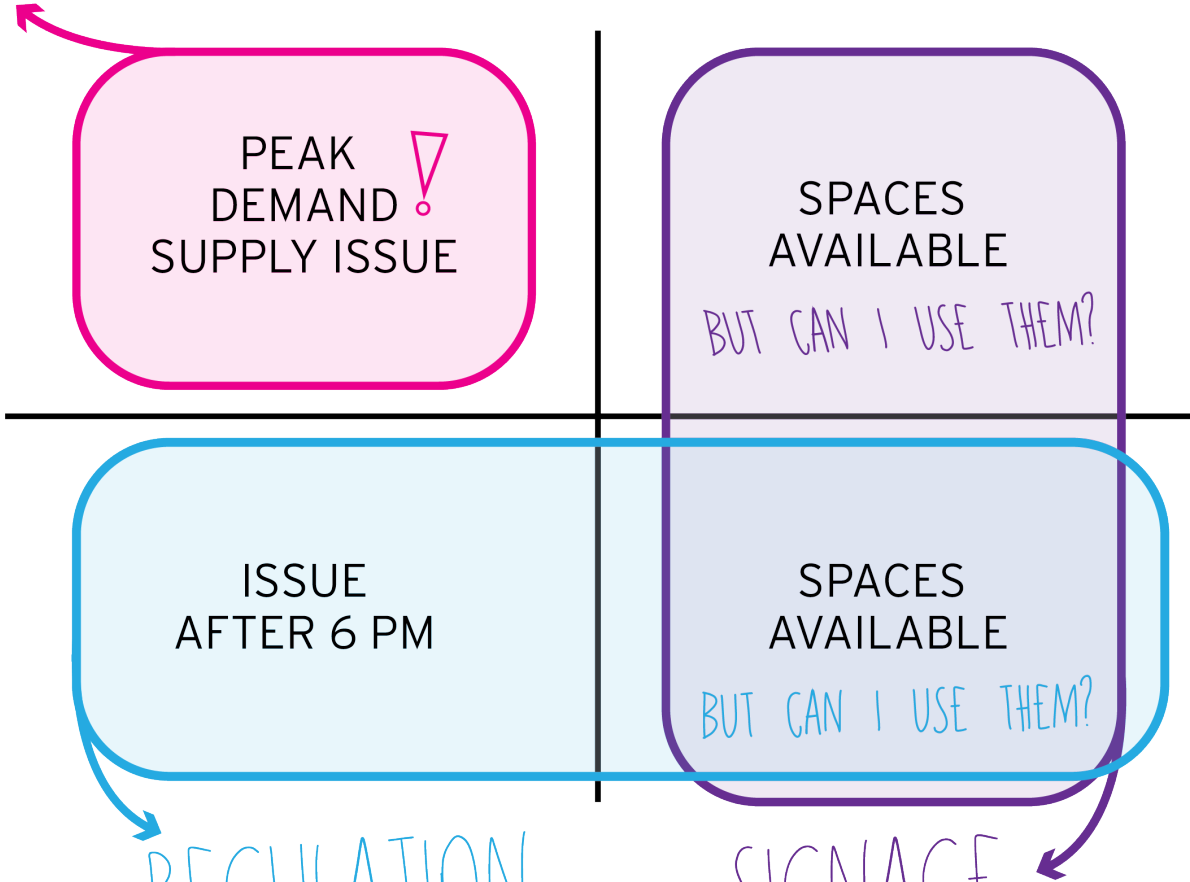
EVENING

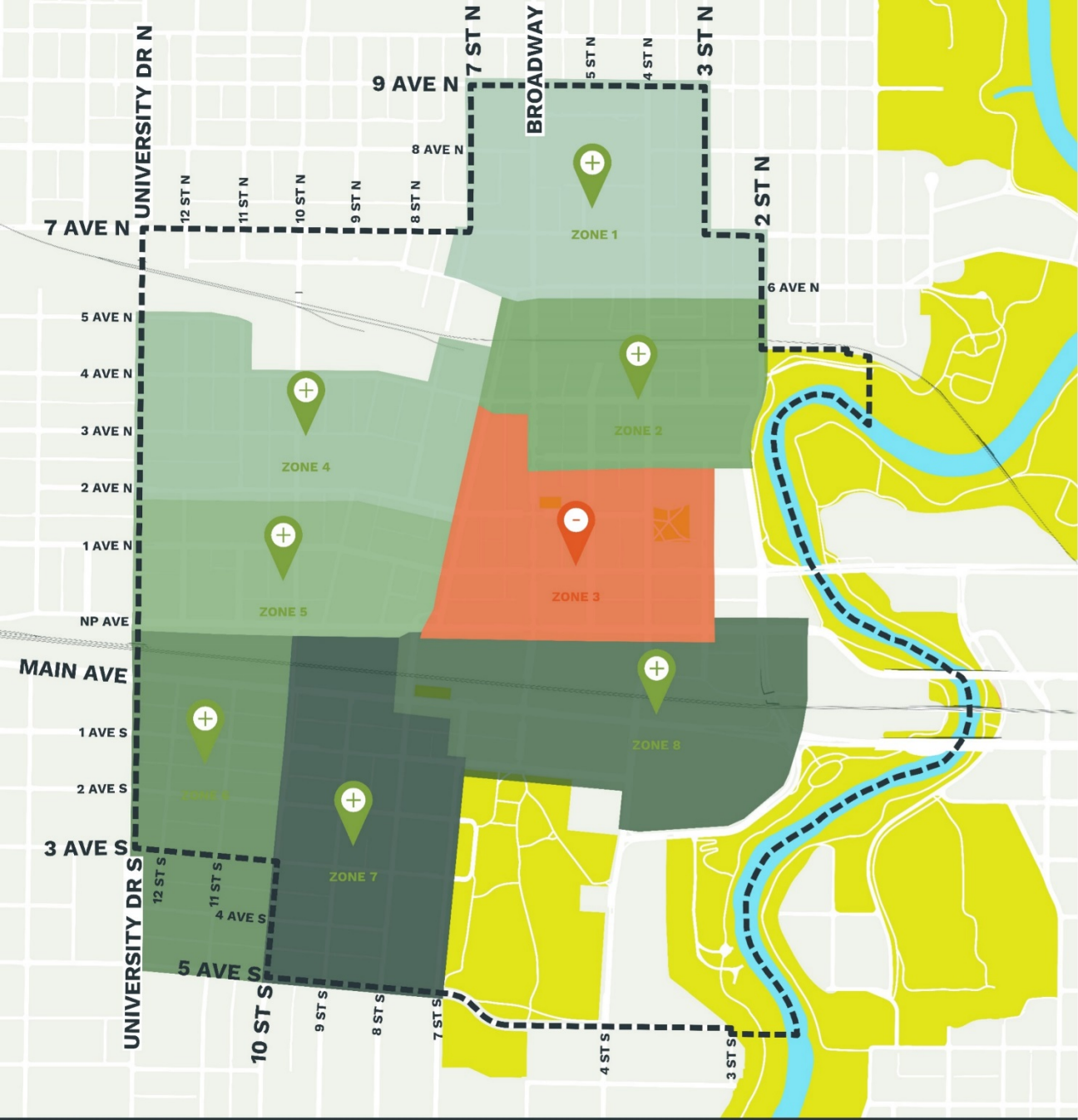
ISSUE
AFTER 6 PM

SPACES
AVAILABLE
BUT CAN I USE THEM?

REGULATION
ISSUE

SIGNAGE
ISSUE





WHAT WE KNOW:

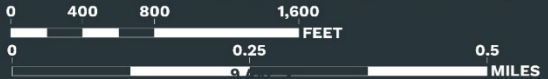
- There is a parking deficit in the Downtown area
- Parking surplus in periphery of Downtown

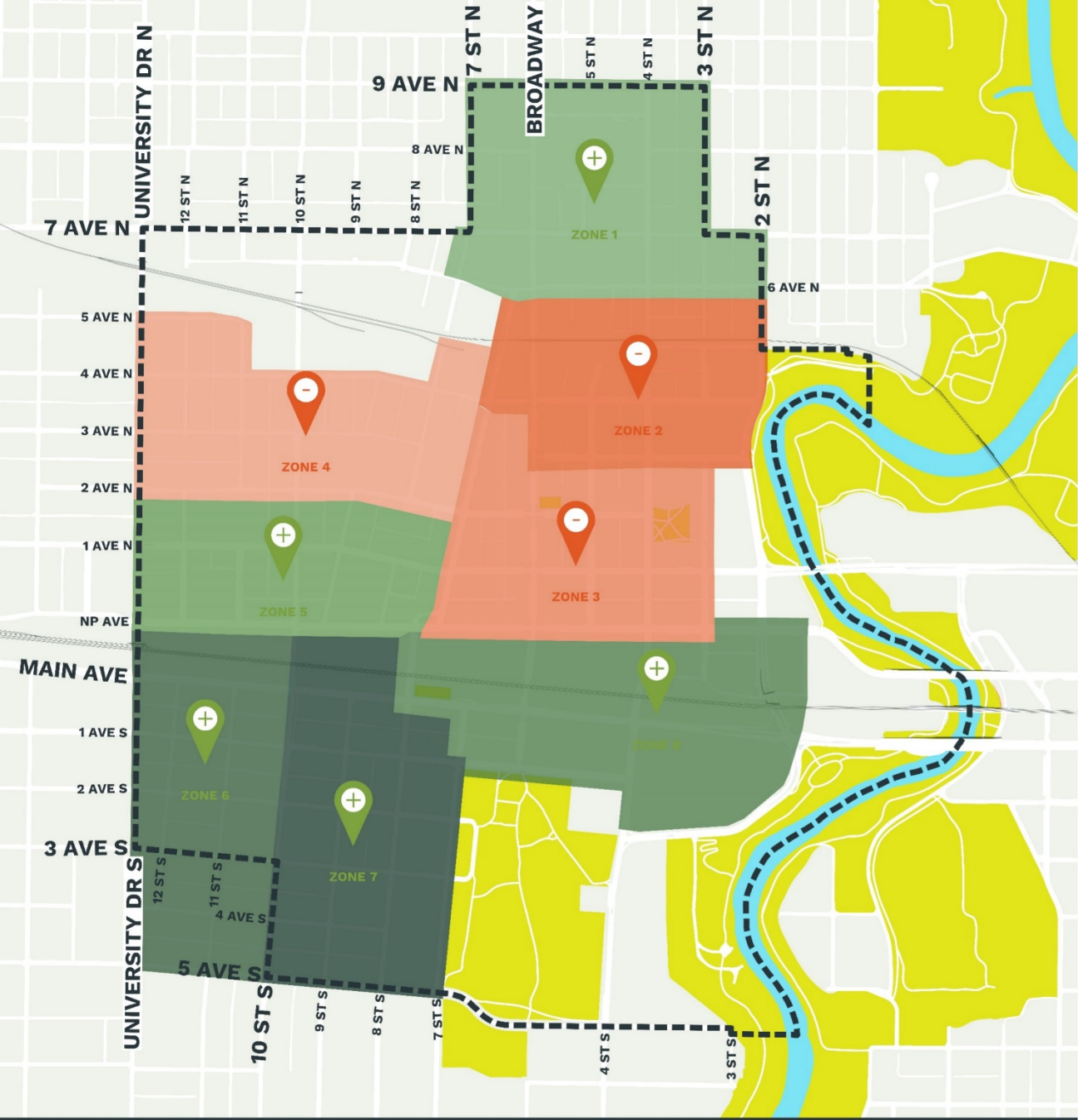
Existing Parking Zones

Source: City of Fargo, Interstate Parking

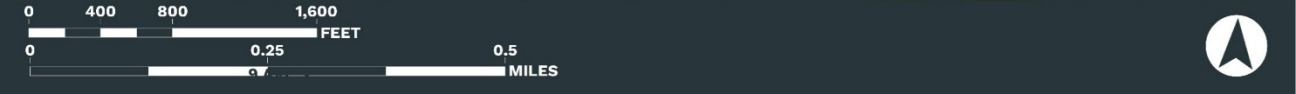
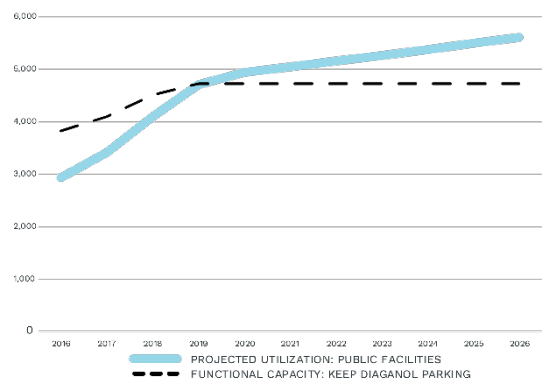
PARKING ZONES

	ZONE 1 (+41)
	ZONE 2 (+142)
	ZONE 3 (-44)
	ZONE 4 (+66)
	ZONE 5 (+91)
	ZONE 6 (+171)
	ZONE 7 (+215)
	ZONE 8 (+211)
	OPEN SPACE
	DOWNTOWN FOCUS AREA





Estimated Public Parking Demand



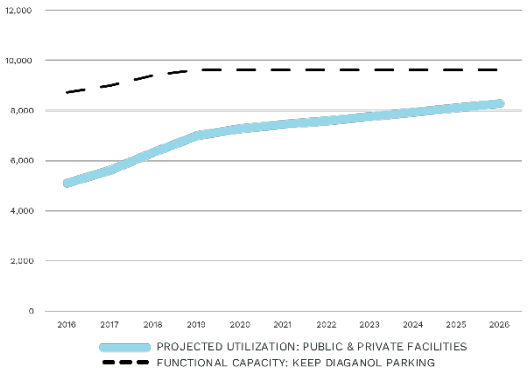


PRIMARY ISSUE:

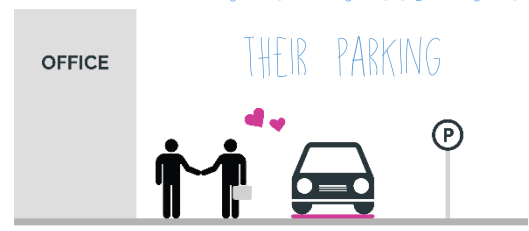
Parking Oversupply = **1.45/k sqft**

BUT

Employers are not able to get enough permits for their employees because businesses/services do not share parking.

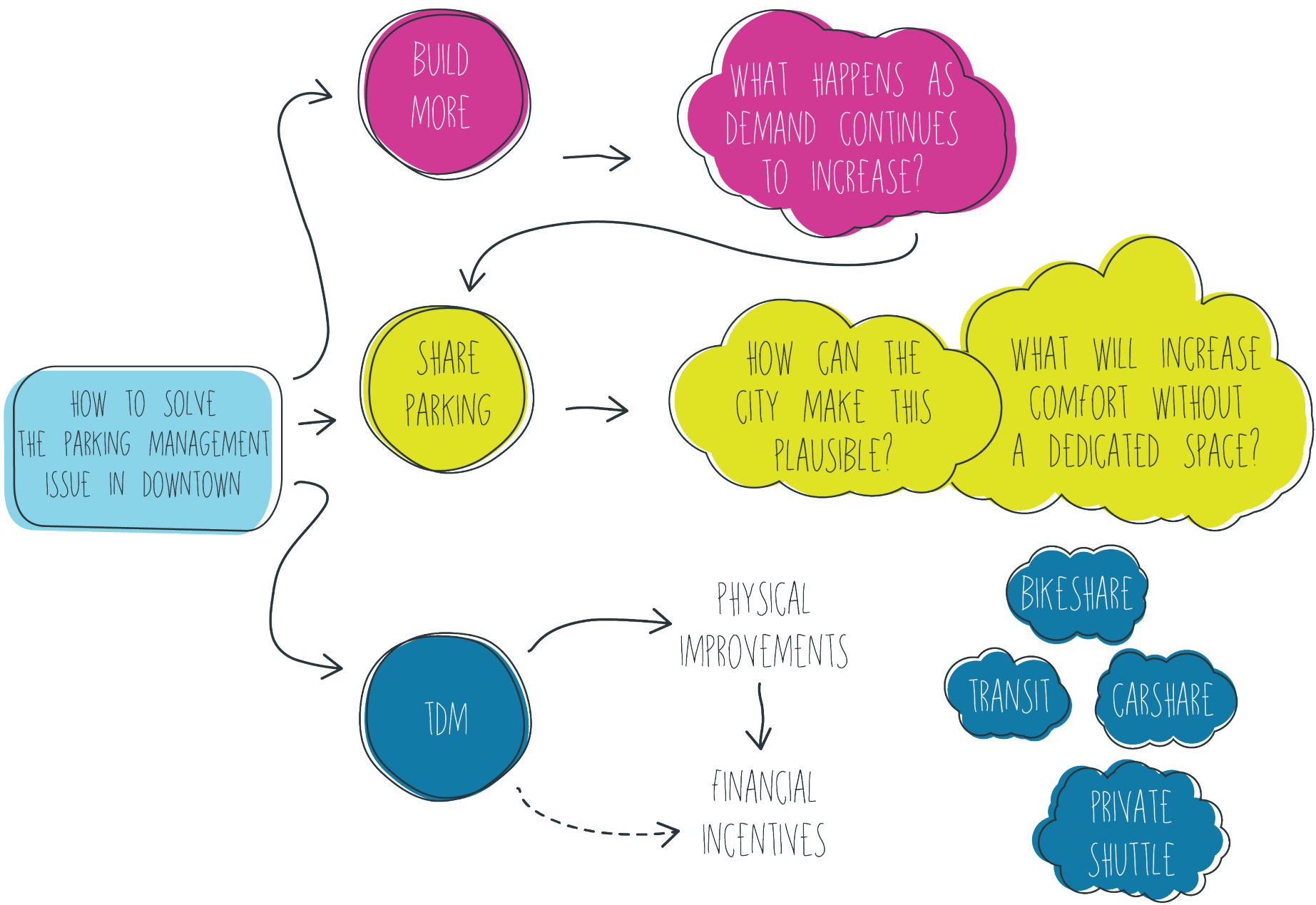


FARGO EMPLOYEES LOVE THEIR PARKING



- PRIVATE FACILITIES
- VISITOR FACILITIES
- OPEN SPACE
- DOWNTOWN FOCUS AREA





GUIDING PRINCIPLES FOR EACH ZONE:

ZONE 1:

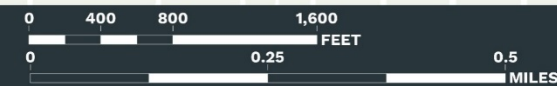
- Do not construct additional supply
- Prioritize **short-mid term** shoppers and visitors
- Invest in **Active Uses**

ZONE 2:

- Prioritize **mid-long term** employees or visitors
- Invest in **structured parking** or **shared parking**

ZONE 3:

- Prioritize **regular long-term employees**
- Invest in **remote parking** program



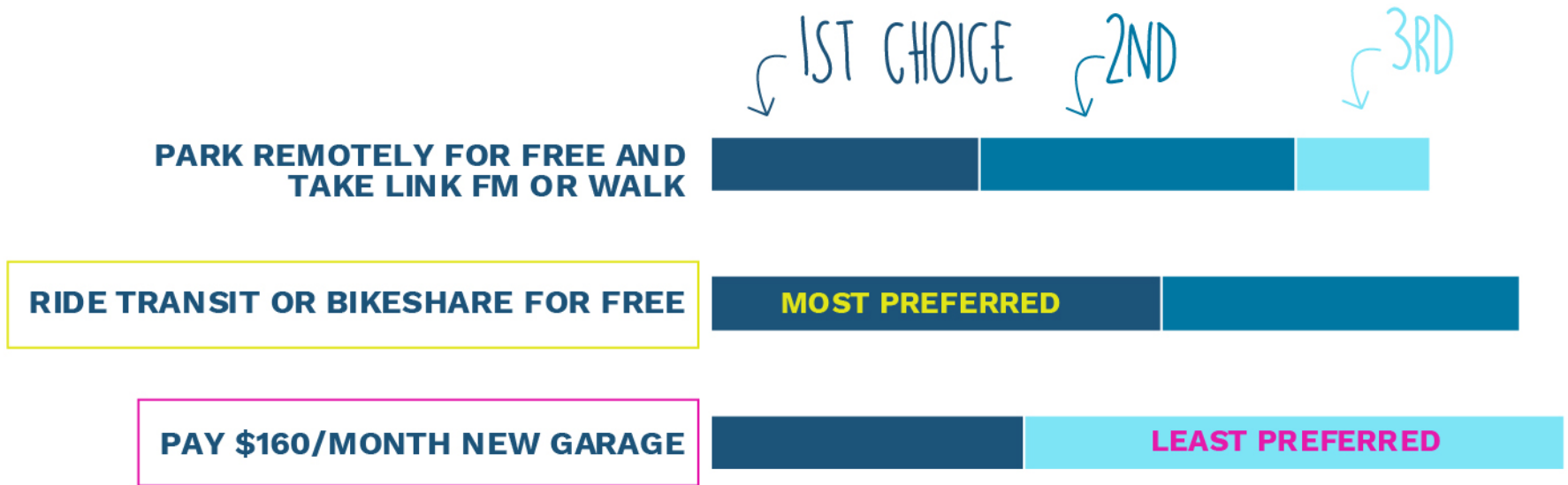
Work with local employers to incentivize alternative modes of commute: Encourage willing employers to offer employees transportation options including

- Potential parking cash out program or discounted transit pass
- Discounted bike share
- Reserved spaces in high-demand garages for carpooling employees
- Offering a guaranteed ride home for employees who take transit

Build out the **bike share system** in and around Downtown, **enhance local transit stops** and, **lengthen the season for alternative modes**

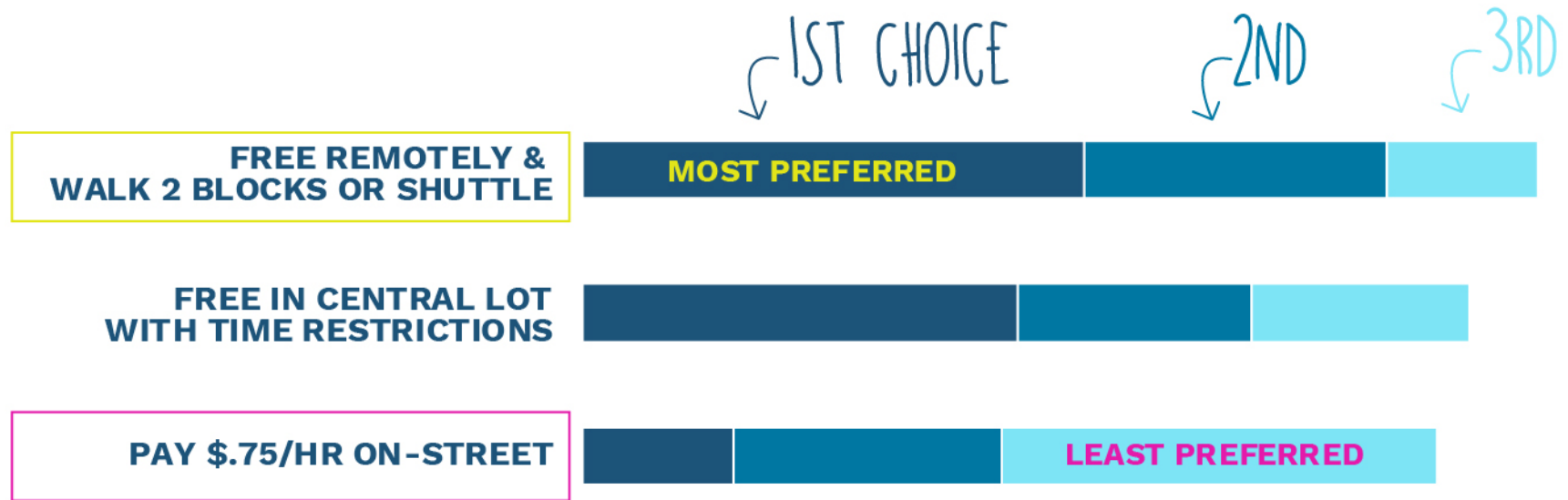


If you are an **employee** parking Downtown, which would you prefer to do?



Comments from this question discussed the importance of marketing and communicating LinkFM options and hours, as well as preferences to have employers pay for employee parking

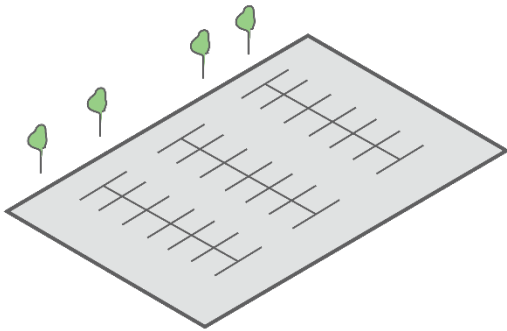
If you are a **shopper** parking Downtown, which would you prefer to do?



Comments from this question discussed the importance of frequent and reliable shuttles service and the option to park for free short term (less than 1 hour) and pay for extended periods of time

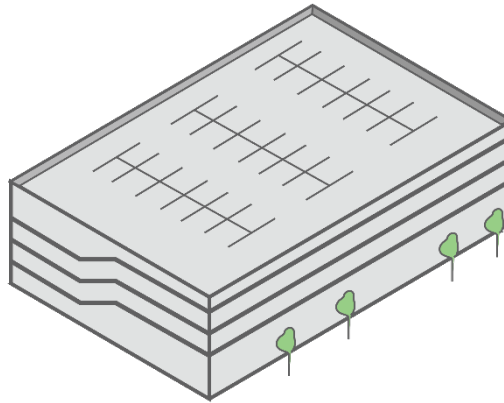
Rethink where investments should go

Cost Per Space



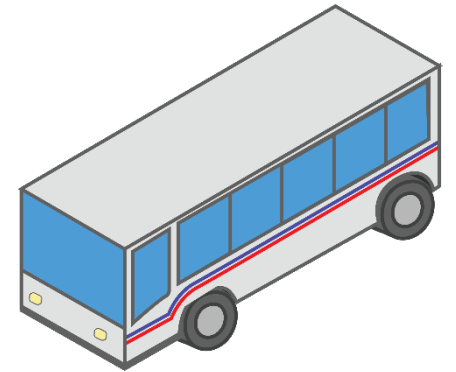
\$4,000

Cost Per Space



\$30,000

Cost Per Passenger



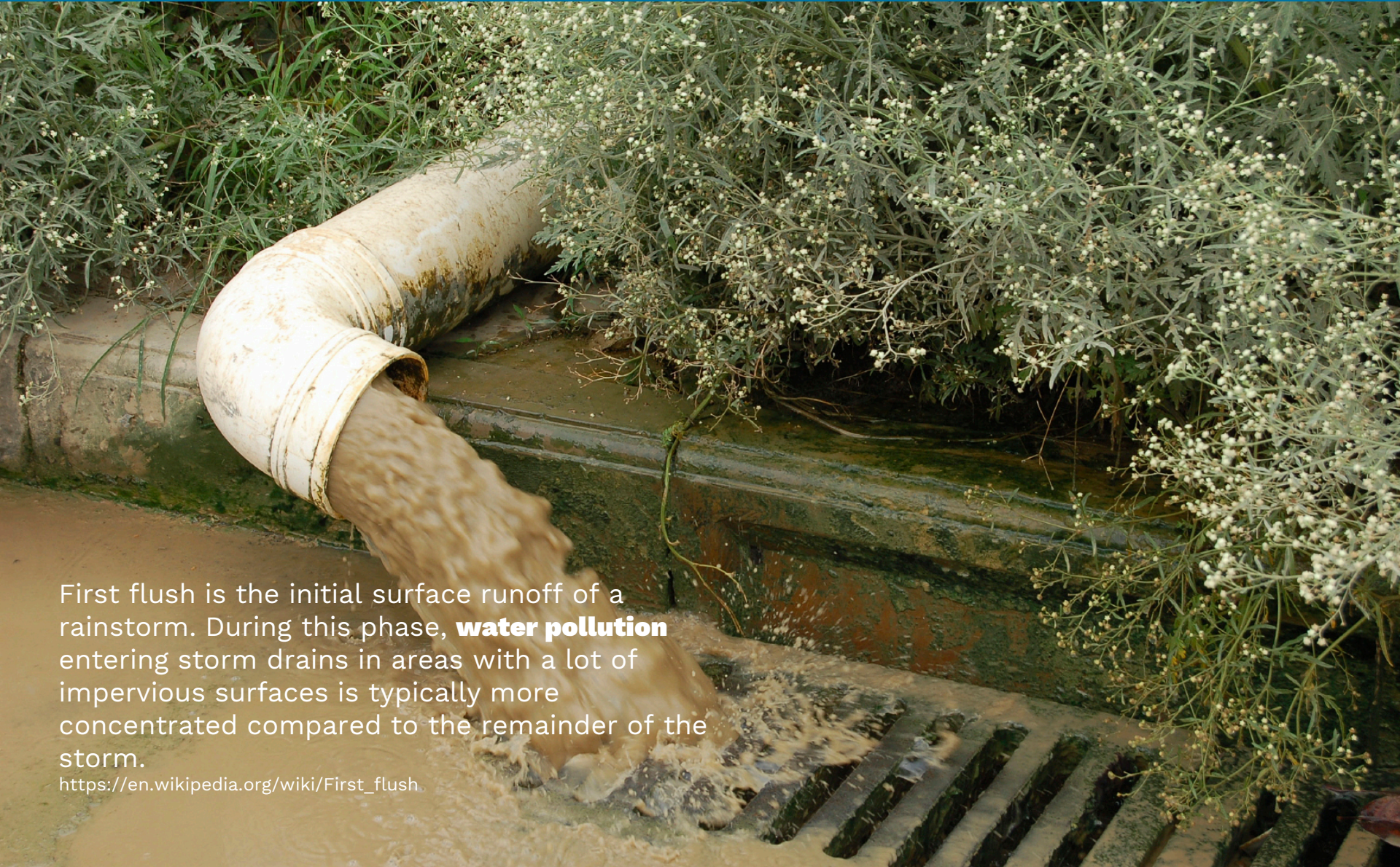
\$5,000

Create an integrated **open**
space network

Downtown

And focus not just on how the spaces look but how they function.

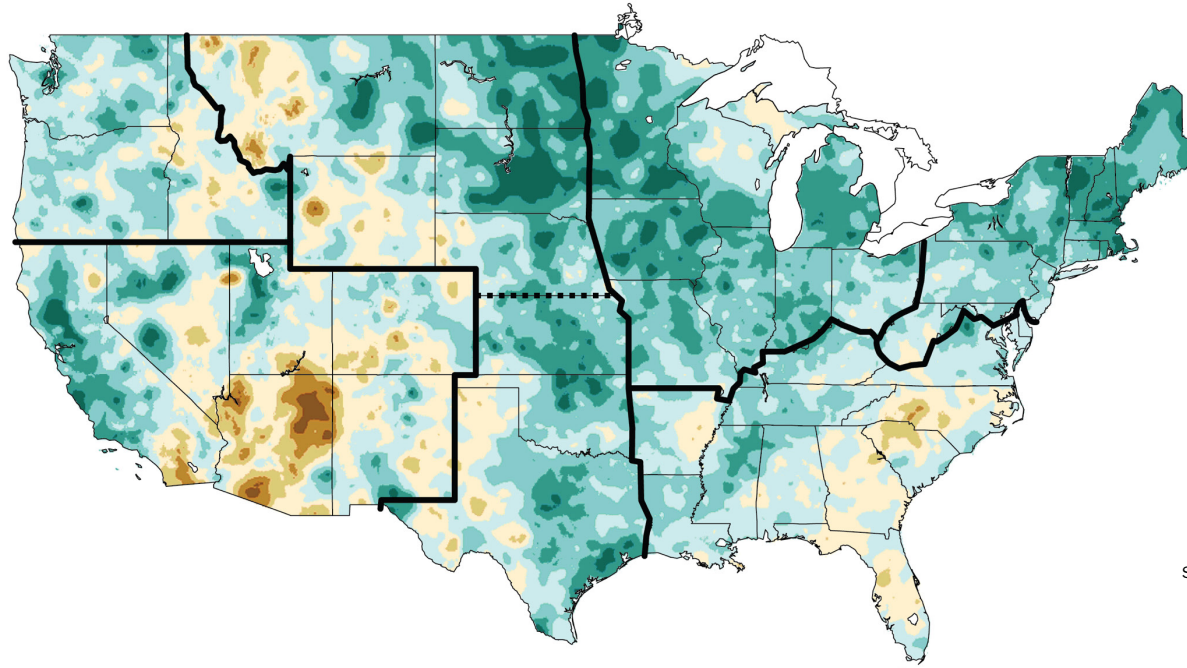
Create open spaces that act as infrastructure



First flush is the initial surface runoff of a rainstorm. During this phase, **water pollution** entering storm drains in areas with a lot of impervious surfaces is typically more concentrated compared to the remainder of the storm.

https://en.wikipedia.org/wiki/First_flush

PRECIPITATION CHANGE

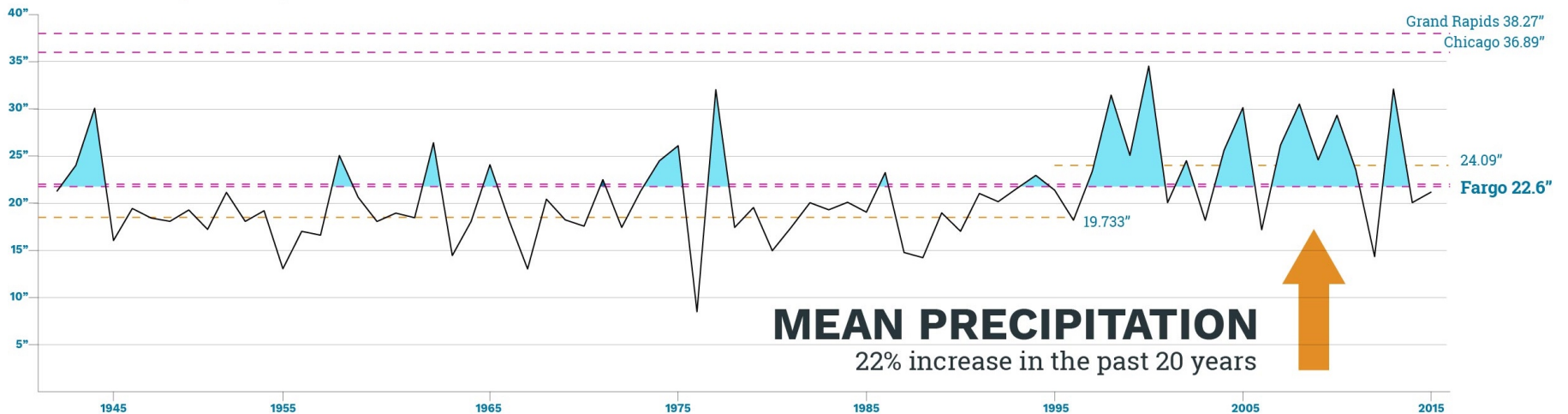


BETWEEN 1991 - 2012

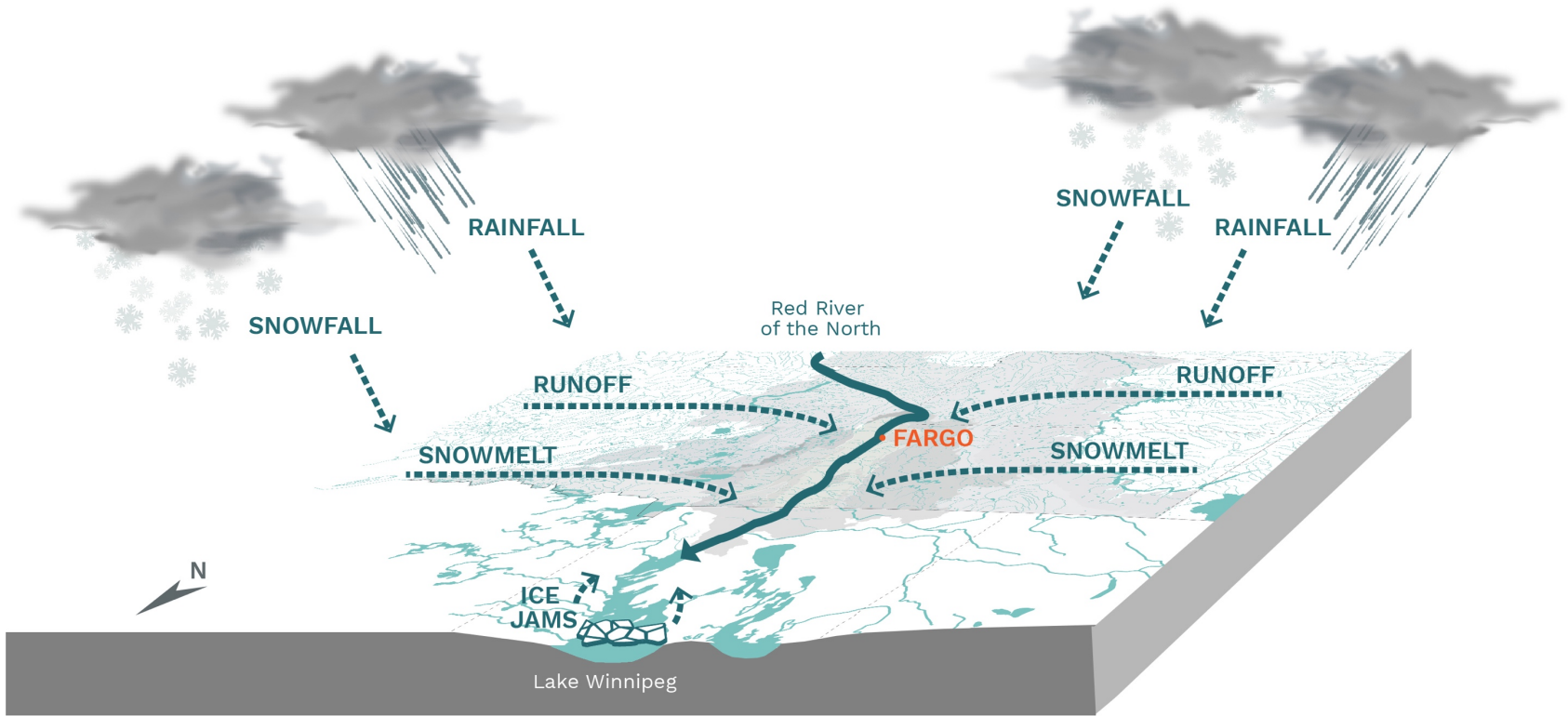
- > 15 %
- 10 TO 15
- 5 TO 10
- 0 TO 5
- 5 TO 0
- 15 TO -10
- 15 TO -10
- < -15

Source: <http://earthobservatory.nasa.gov/IOTD/view.php?id=83624>

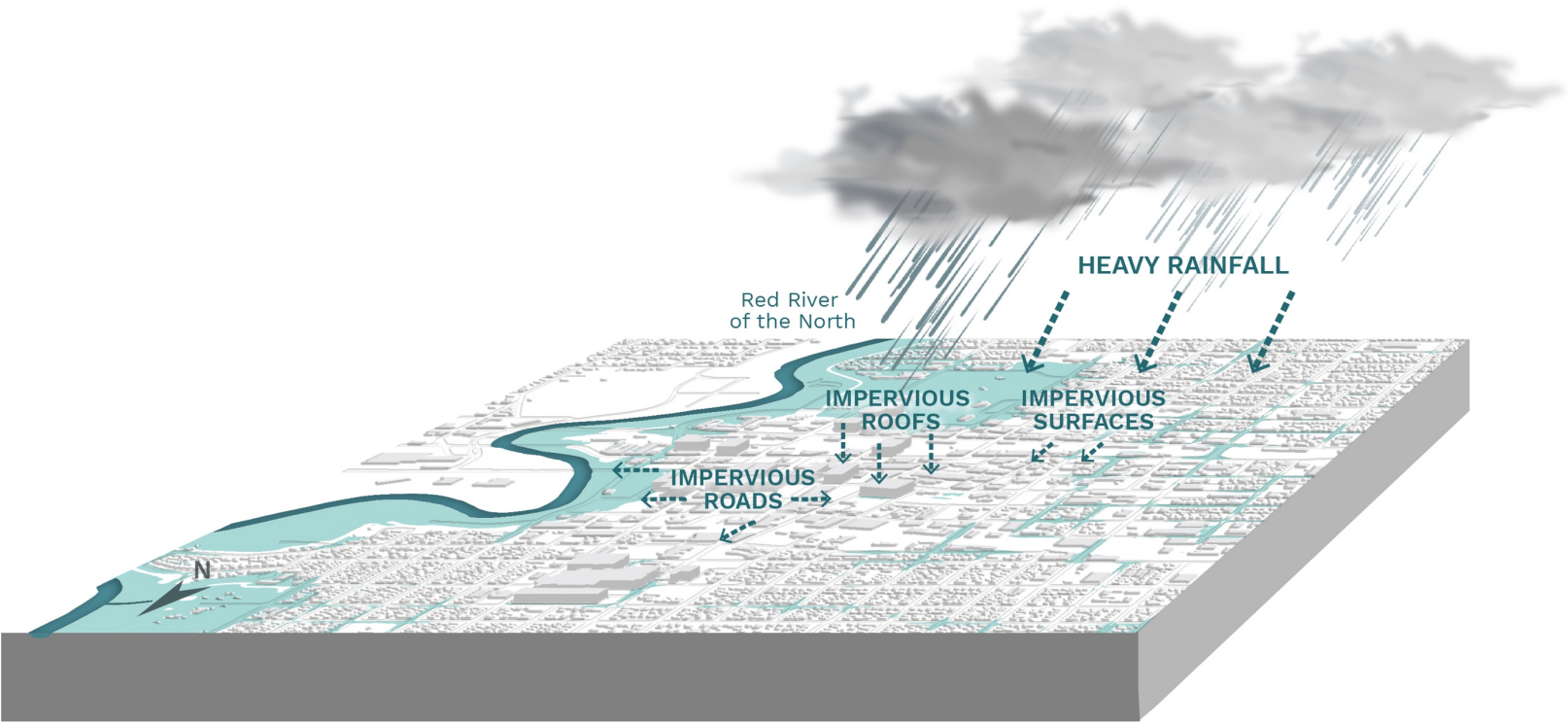
Total Yearly Precipitation

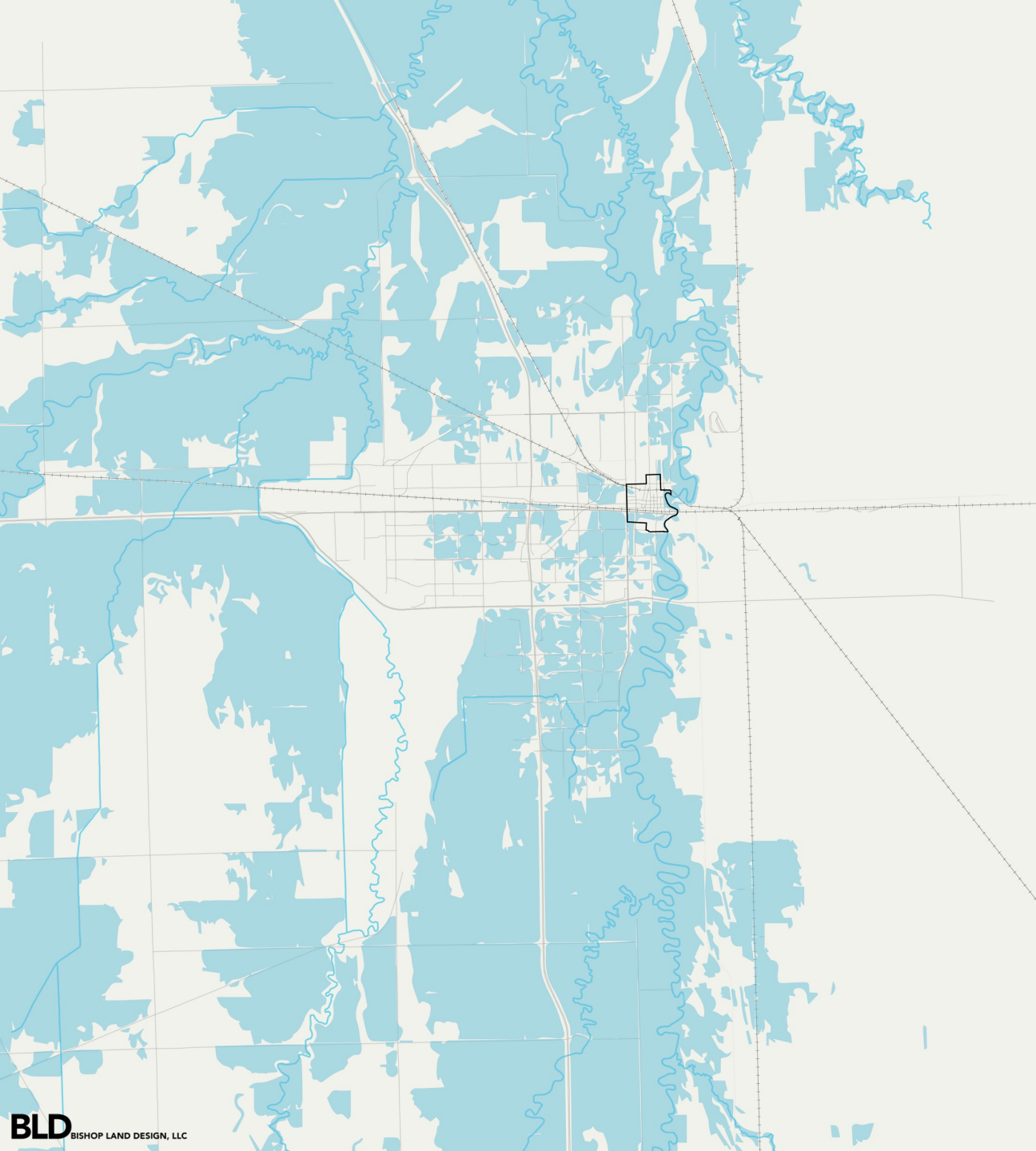


Regional Flooding



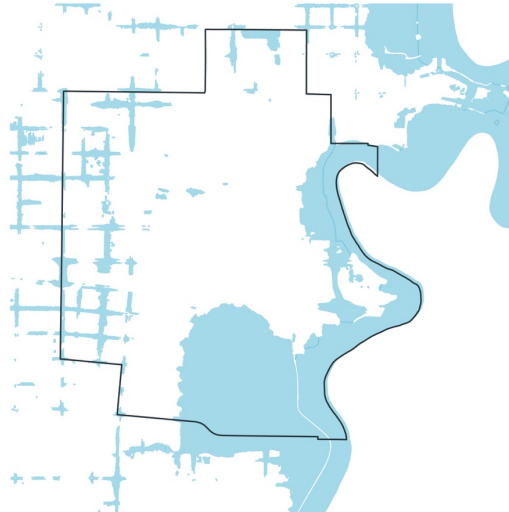
Localized Flooding

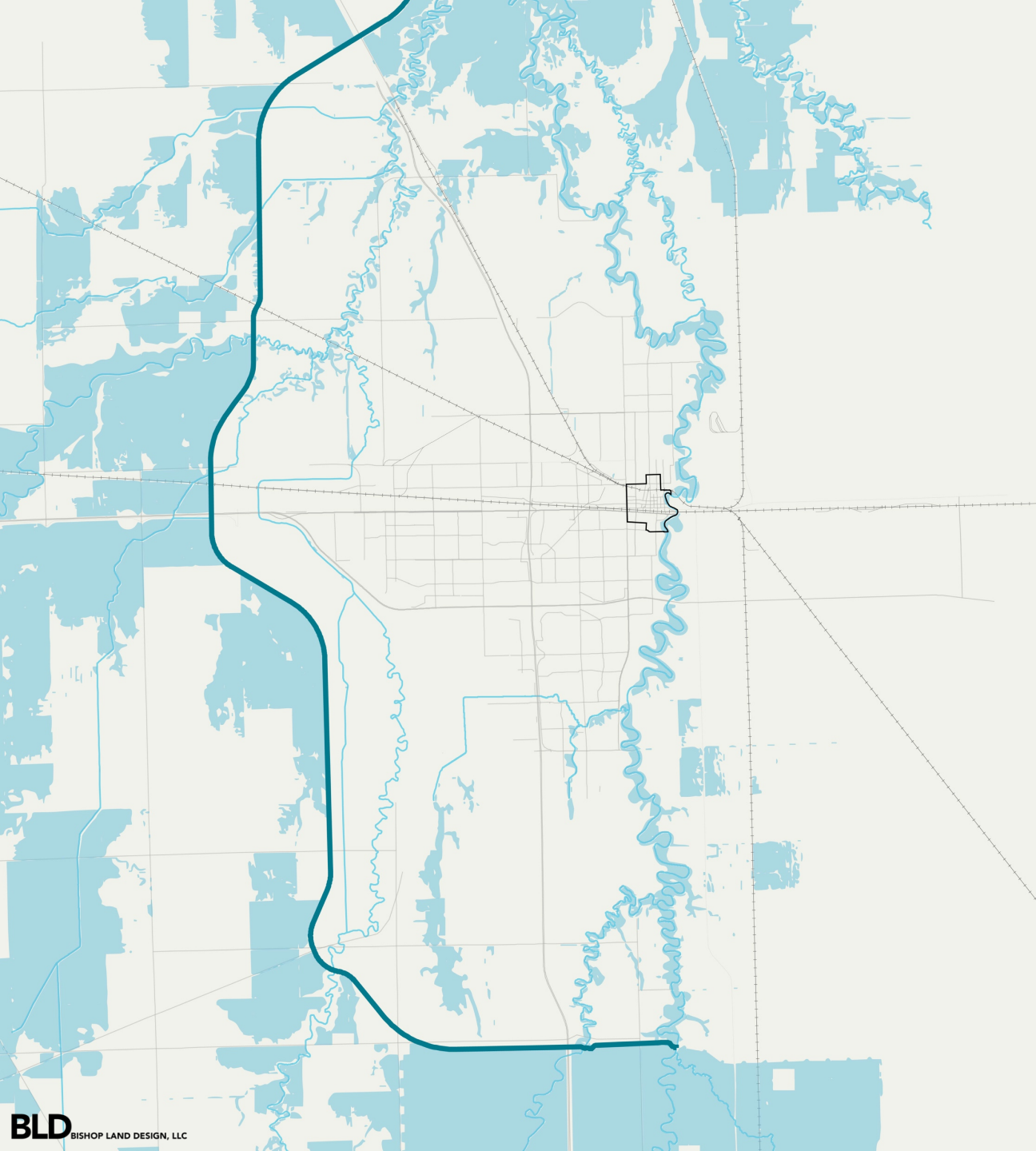




100-yr Flood before FM Diversion

-  **FLOOD**
-  **RIVER**
-  **DOWNTOWN FARGO**





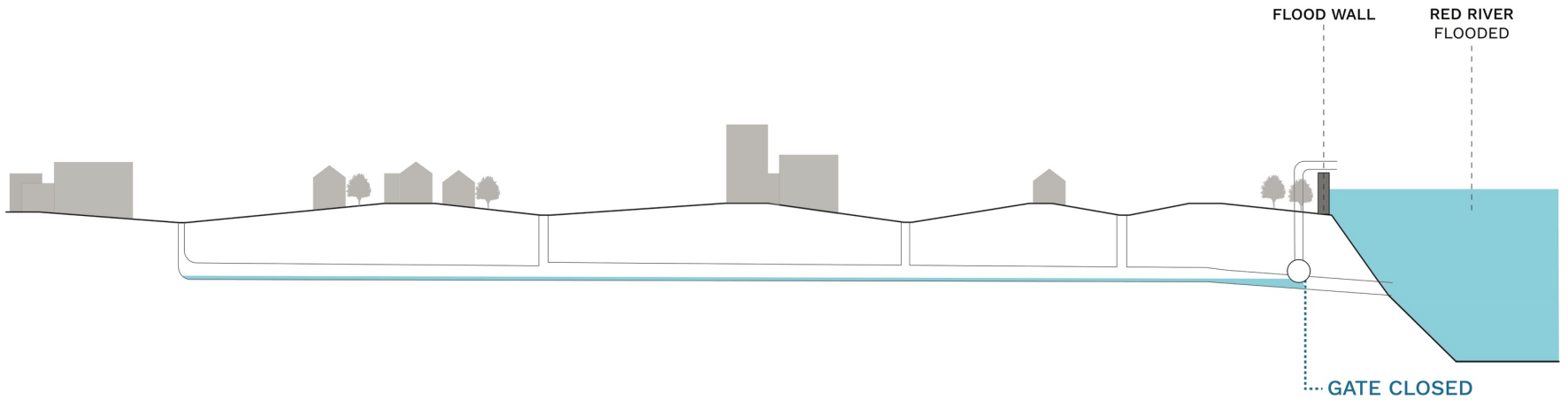
100-yr Flood after FM Diversion

- FM DIVERSION CENTERLINE**
- FLOOD**
- RIVER**
- DOWNTOWN FARGO**

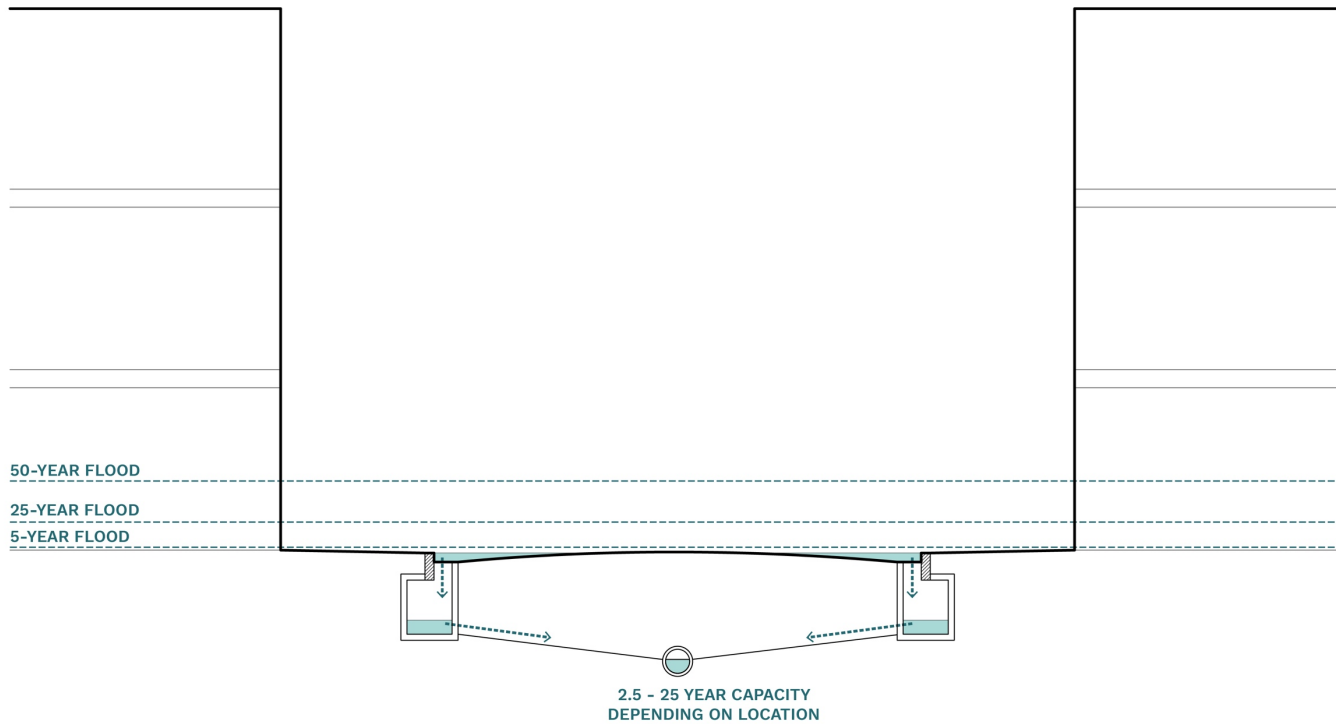


Regional Flooding

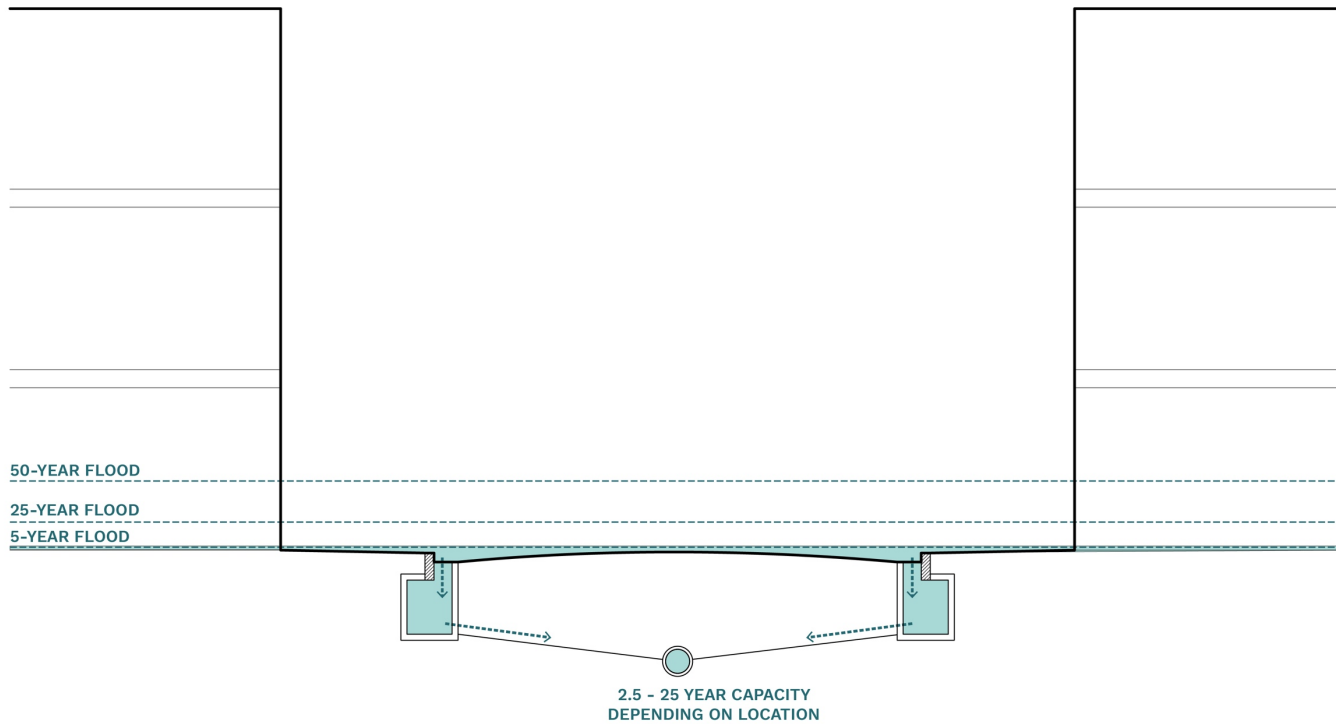
after FM diversion



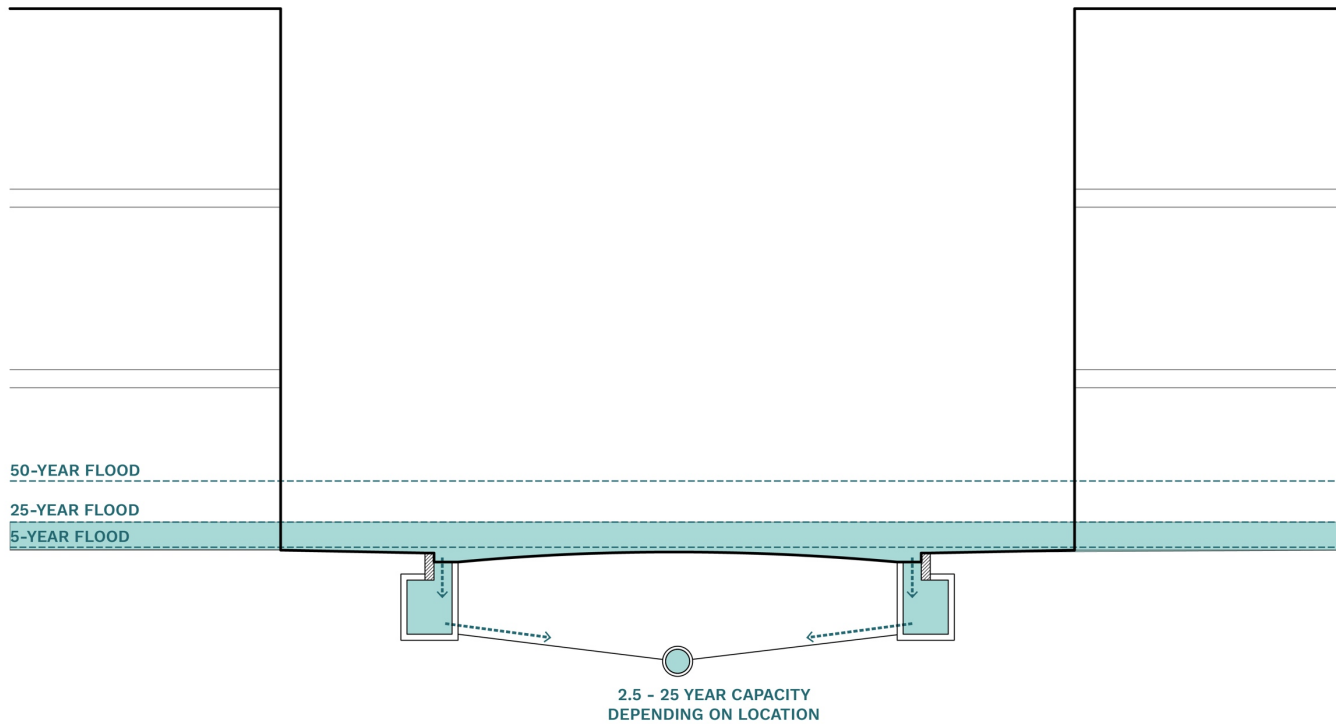
Street Flooding 2.5-Year Storm Event



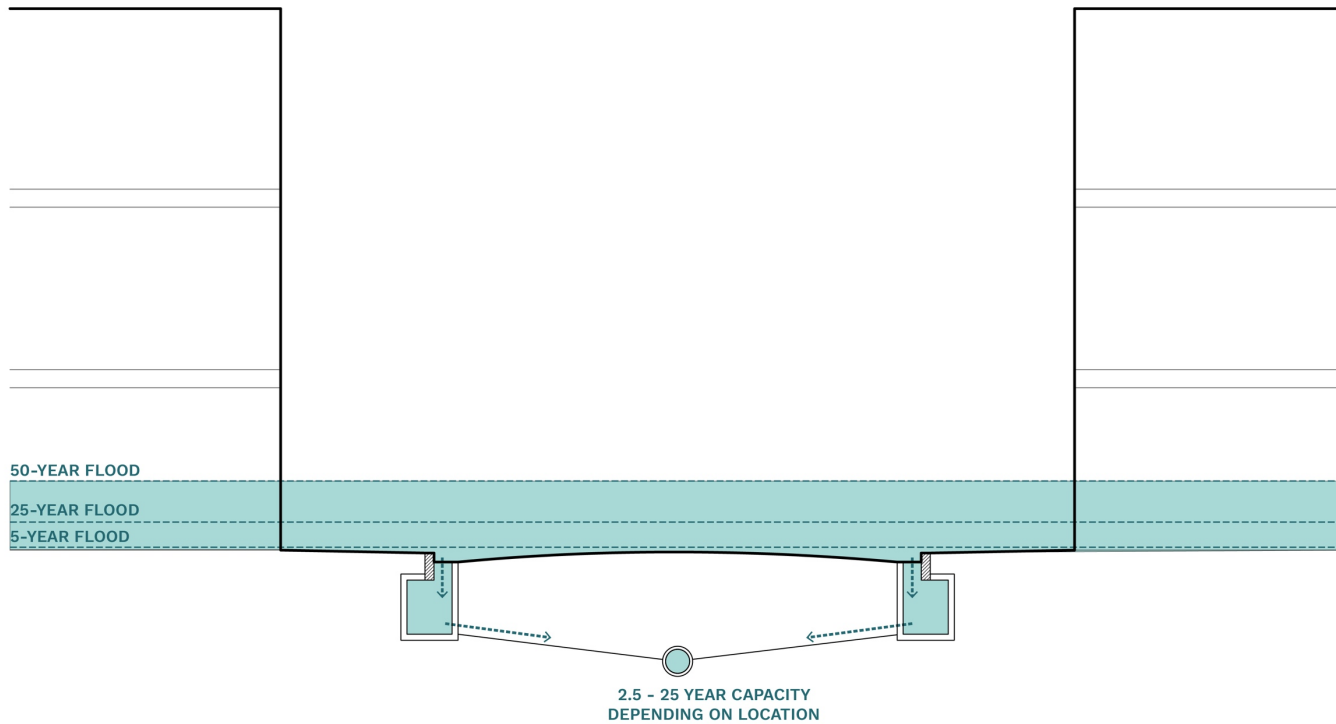
Street Flooding 5-Year Storm Event



Street Flooding 25-Year Storm Event

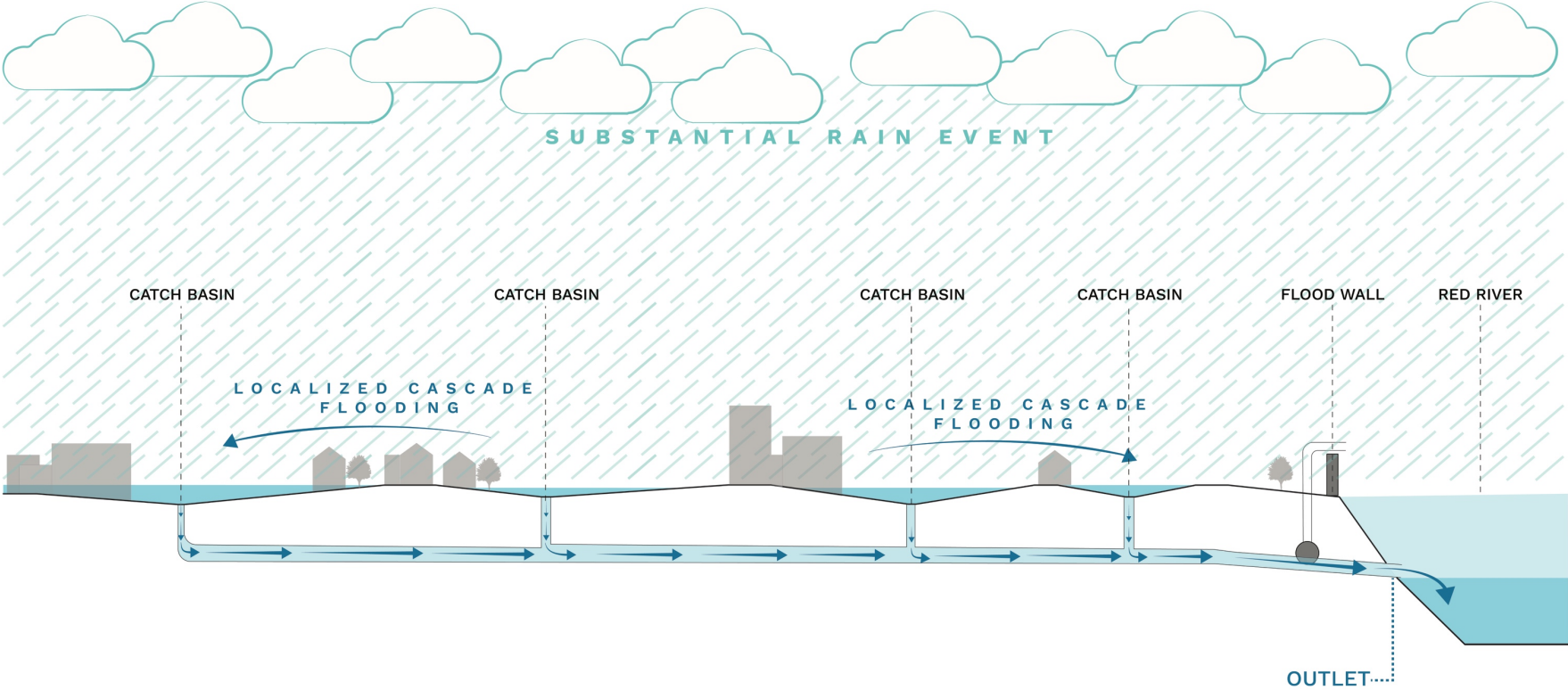


Street Flooding 50-Year Storm Event

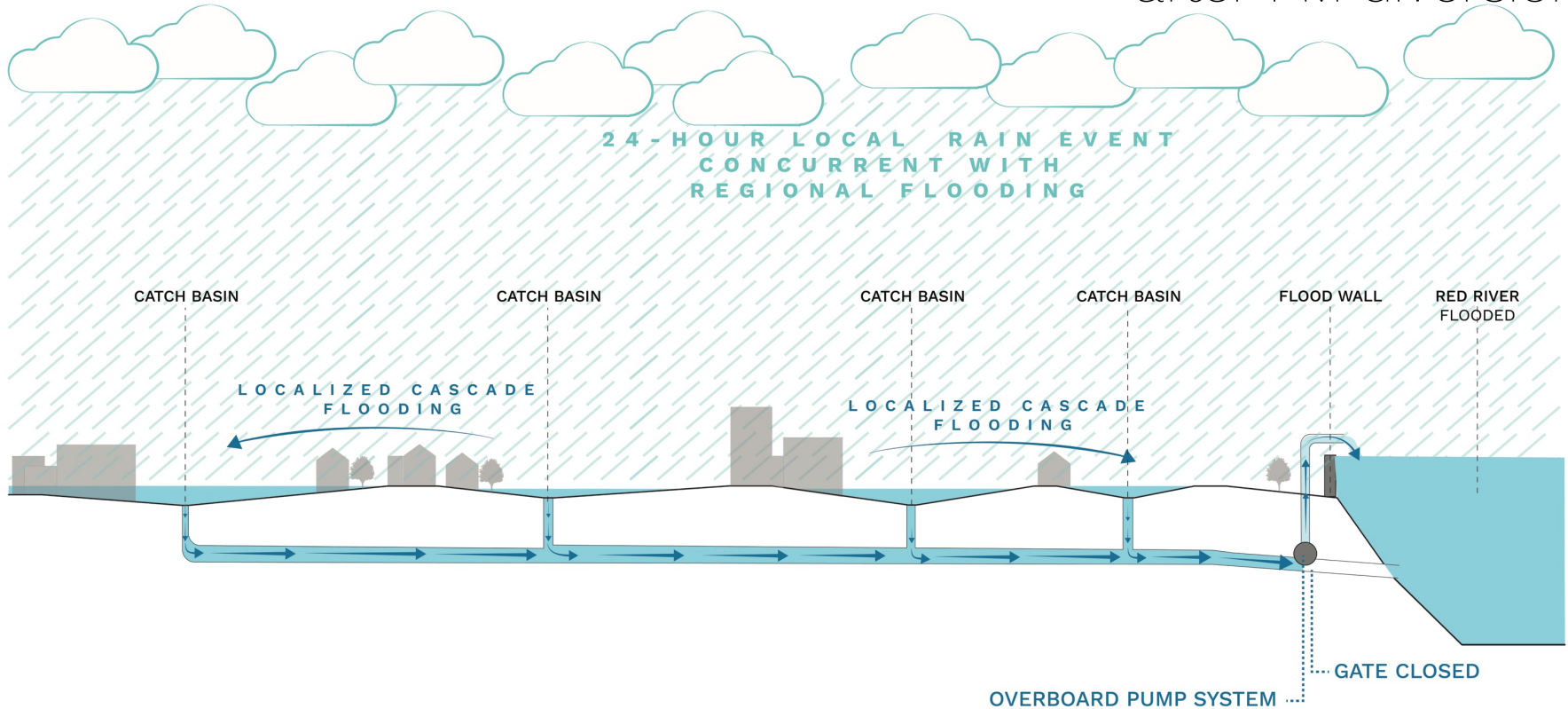


Localized Flooding

after FM diversion



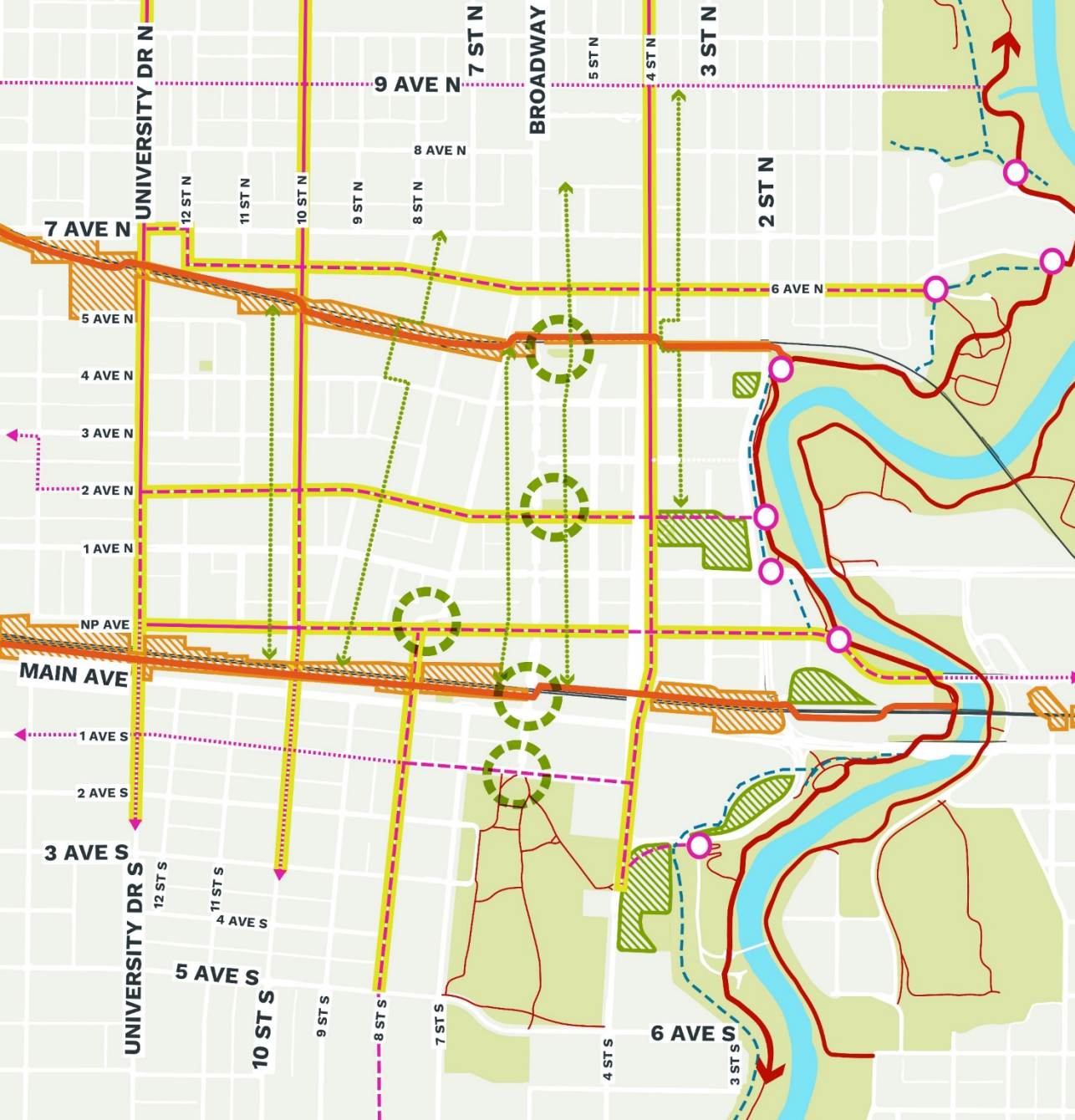
Localized & Regional Flooding after FM diversion



A **Downtown open space network** could stitch together alleys, small parks, new plazas and the River while helping to retain rainwater before it rushes into existing pipes.

Potential Open Space Network

Source: BLD



- **URBAN GREENWAY**
- ▨ **GREENWAY INFRASTRUCTURE SITE**
- ▨ **PROPOSED OPEN SPACE**
- ⋯ **ALLEYWAYS**
- **GREEN STREETS**
- - - **BIKE INFRASTRUCTURE**
- **RIVERFRONT ACCESS**
- - - **FLOODWALL**
- **EXISTING OPEN SPACE**
- **EXISTING TRAIL**

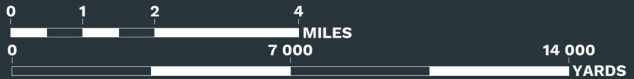
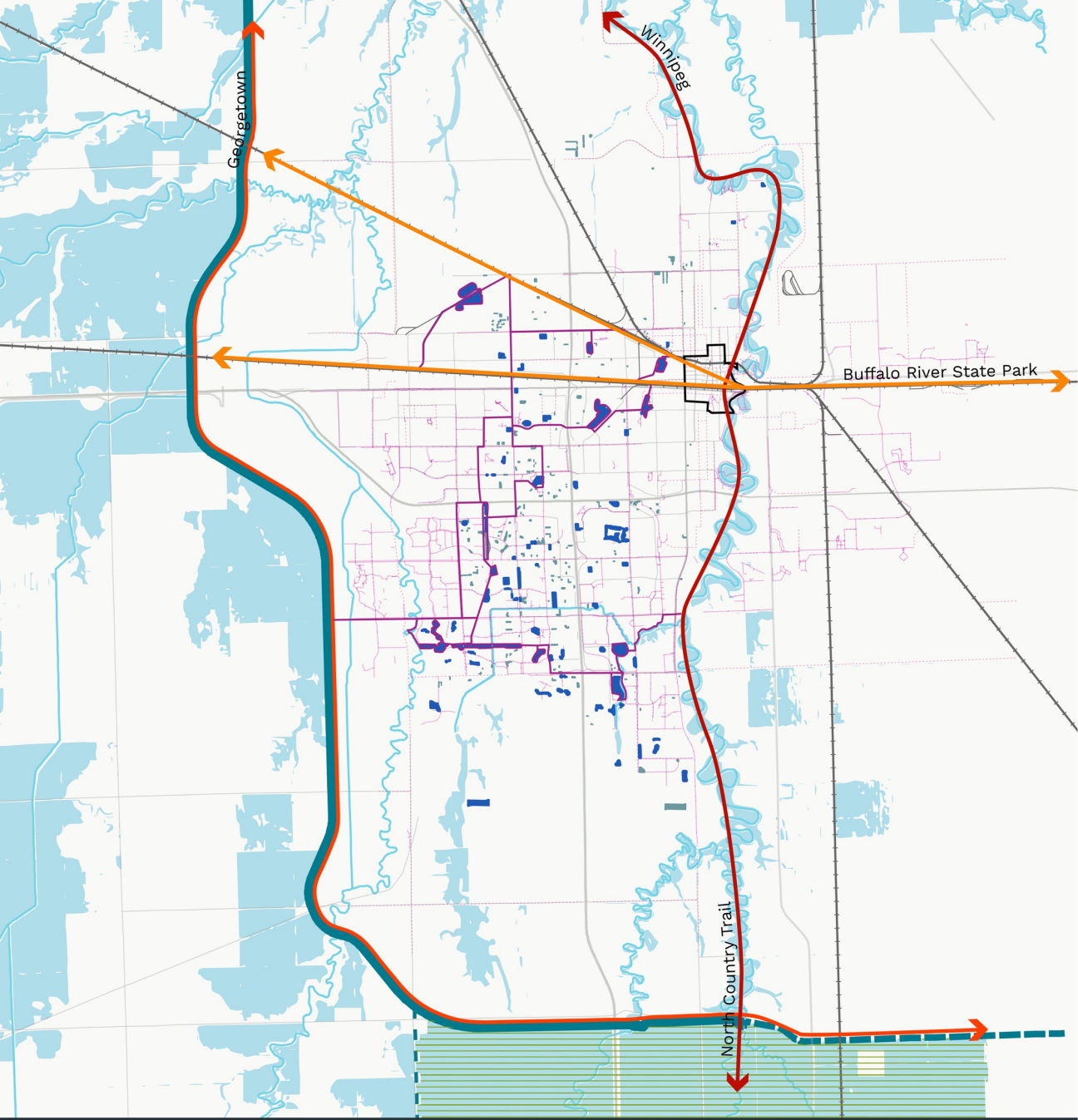


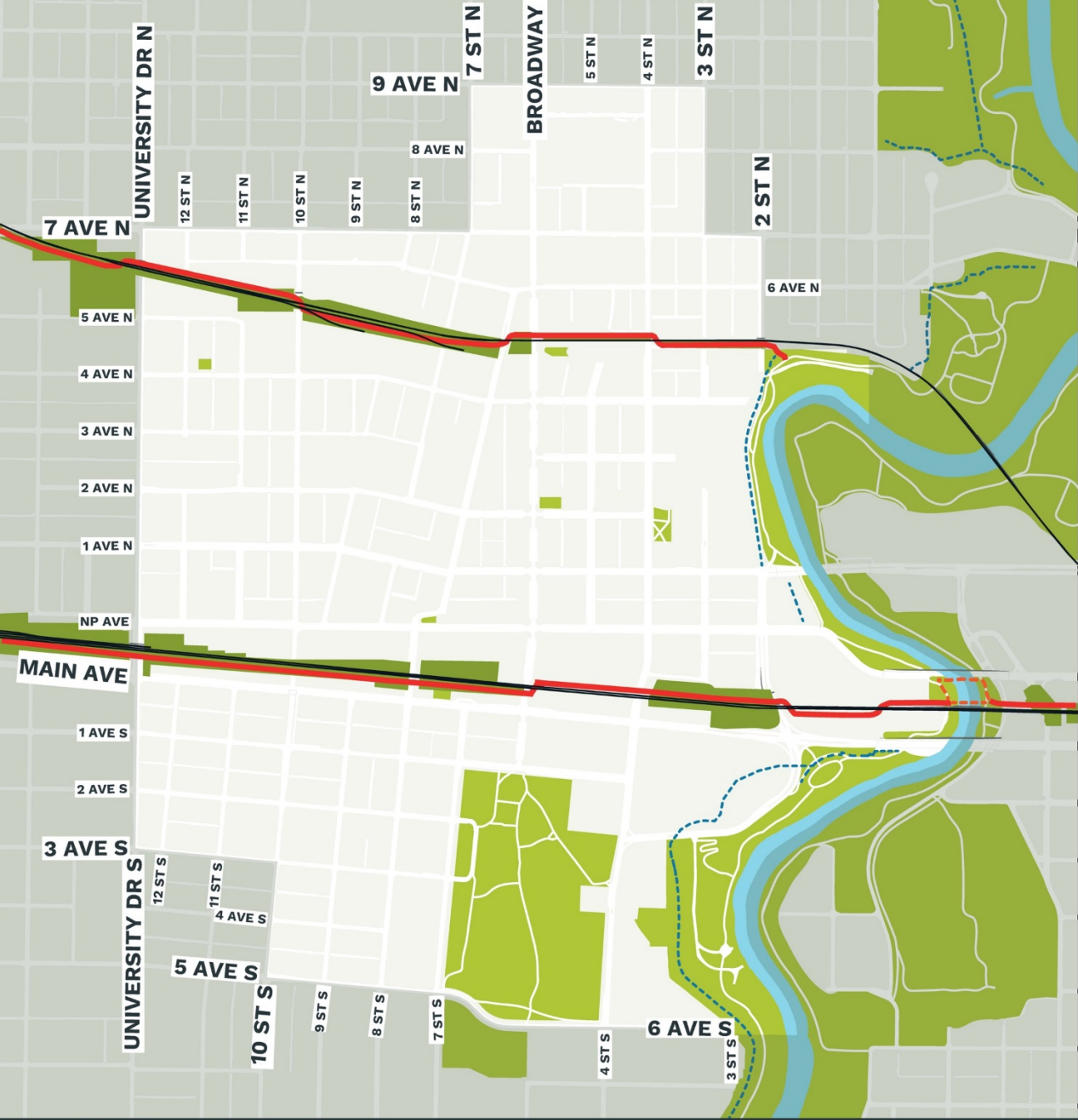
Create a multi-use trail on both sides of the River and connect to regional trails created with the Diversion

Regional Trail Network

Source: BLD

- RIVERFRONT TRAIL**
- URBAN GREENWAY**
- DIVERSION TRAIL**
- BIKE INFRASTRUCTURE**
- TRAIN TRACKS**
- RIVER**
- DIVERSION CENTERLINE**
- TIEBACK EMBANKMENT**
- OVERFLOW EMBANKMENT**
- PUBLIC DETENTION BASIN**
- PRIVATE DETENTION BASIN**
- PROPOSED NATURE RESERVE**









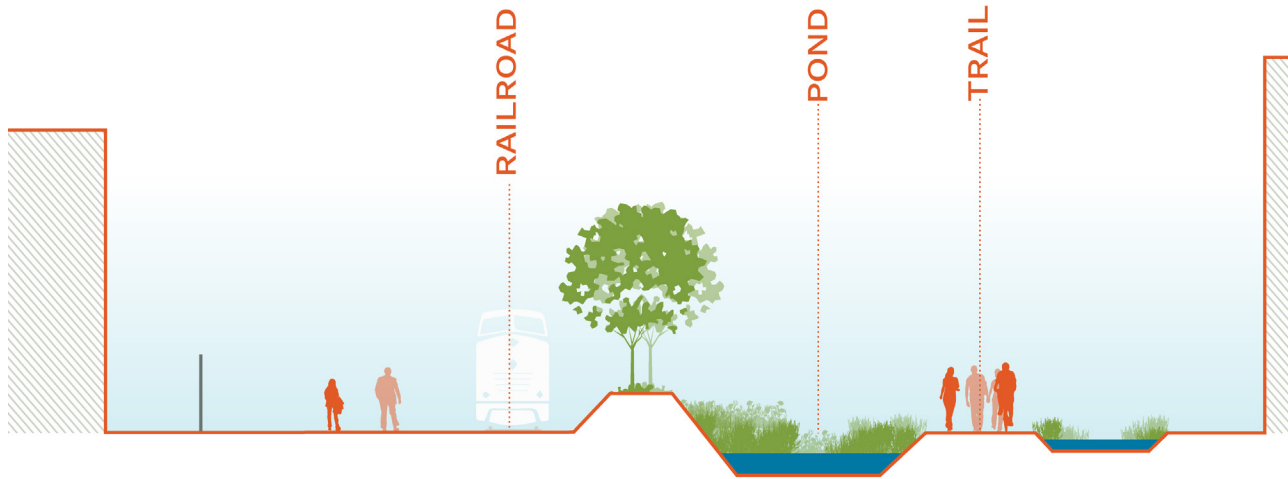
To connect to a regional trail system, we need to create greenspace. There are opportunities adjacent to the rail lines to do this.

Urban Greenway

Source: BLD

-  **RAILROAD**
-  **GREENWAY TRAIL**
-  **PROPOSED CONNECTION**
-  **OPPORTUNITY CORRIDOR**

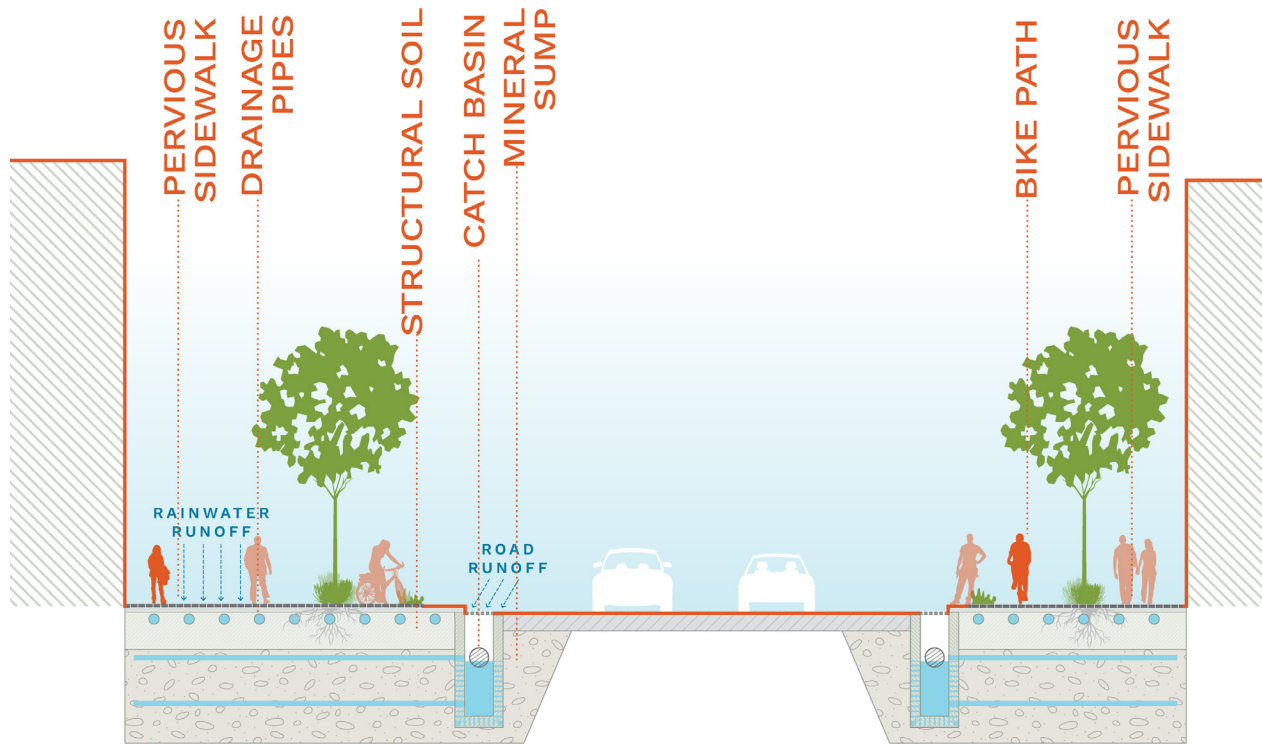




The greenway could make use of unused space adjacent to the rail to connect trails

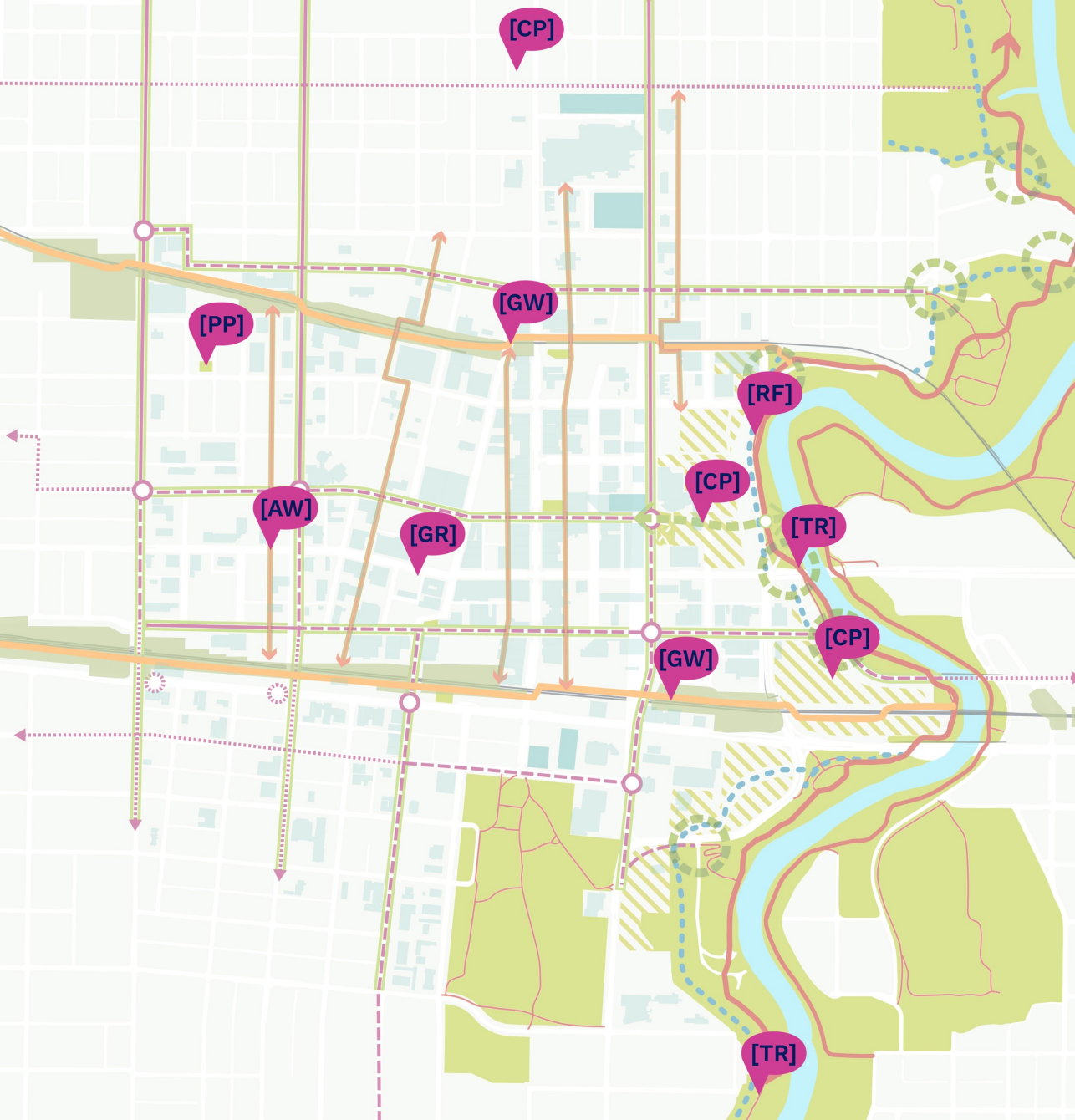
Urban Greenway

RAIL-SIDE TRAIL
+DETENTION/RETENTION PONDS



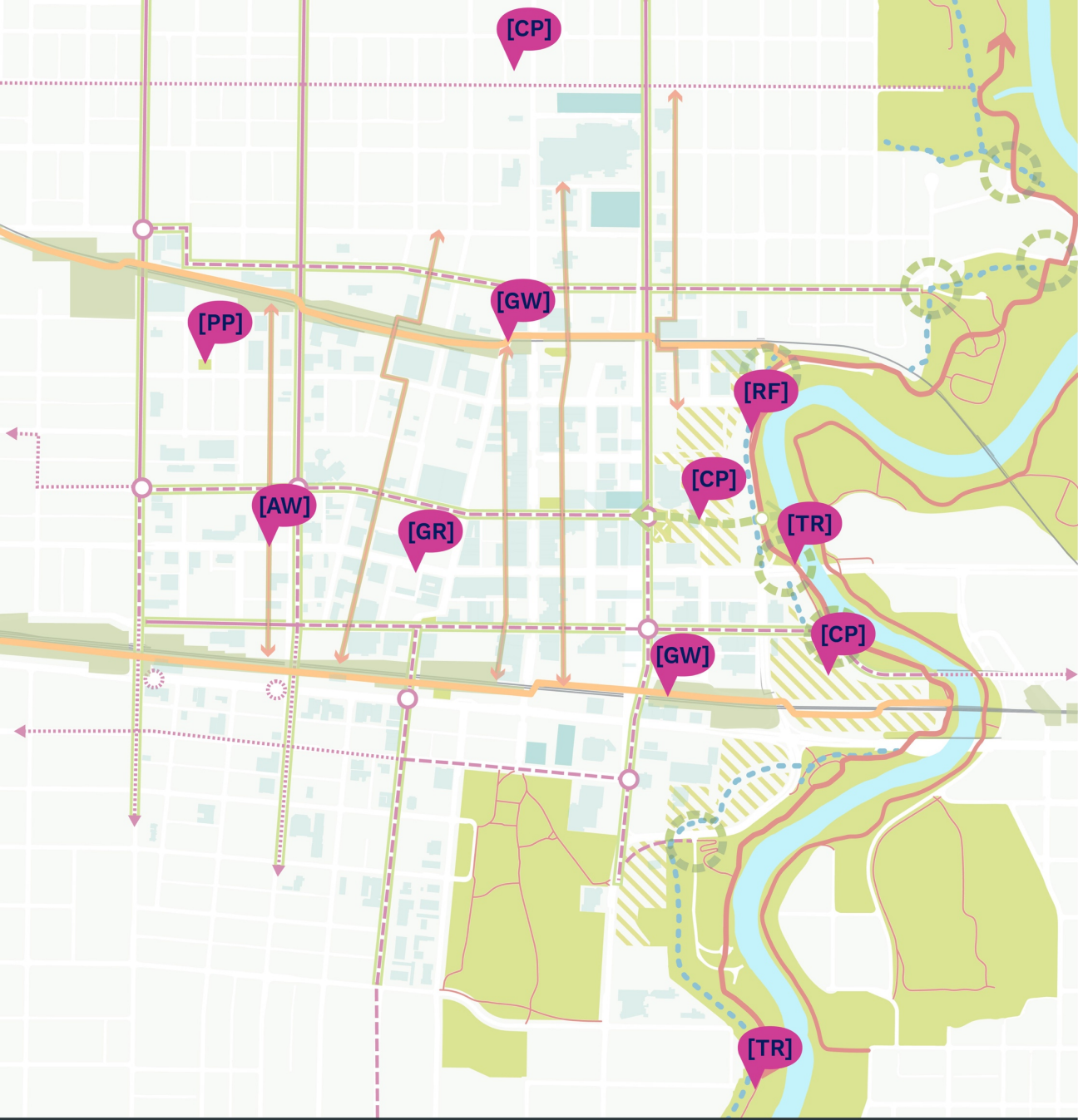
Streets too can provide some space for water retention when reconstructed. The “Mineral Sumps” can hold water, which can be used for trees and landscaping.

Streetscape



There was a total of 48 participants, 6 of whom expressed concerns mainly about the location of the landscape type. 13 had positive feedback expressing enthusiasm about the outcome and opportunities that will unfold. Finally, 43 offered agreements with ideas that help us refine the landscape types and their programs.





CENTRAL PLAZA - [CP]

People have expressed a need for more central plazas, with one suggestion to have them closer to the university. The results also show a desire to have concerts at the city hall plaza. Lastly, one person questioned the use of the skating rink in summer.

SMALL EVENTS, FARMERS MARKET, CONCERT

URBAN GREENWAY - [GW]

Flooding of the railway underpasses is a concern. Another resident underlined the importance of railroads and trains as a signature of Fargo.

TRAIL - [TR]

There seems to be an interest in having a well-connected trail North/South but also East/West.

JOGGING, WALKING, BIKING

GREEN ROOF - [GR]

Several comments brought up the question of ownership. One suggests that residents and businesses should take advantage of the space to grow produce. Others, emphasize the value of having these as public amenities.

VEGETABLE GARDEN, GREEN SPACE, ACTIVITIES

RIVERFRONT - [RF]

One resident commented on the need to clean up the debris along the river. Other comments asked for a better connection with Moorehead.

KAYAK, PERFORMING ARTS, SKATING

POCKET PARK - [PP]

Several comments suggested that pocket parks are good places for art installations by local artists.

PLAYGROUND, DOG PARK, GARDEN

ALLEYWAY - [AW]

The comments indicated an appreciation for alleyways as a good connective element and public space opportunity.

ART INSTALLATION, SHOPPING, CHRISTMAS MARKET, BAR, EATERY



ORDINANCE

CONSIDERATIONS

ARTICLE 21-06 FLOOD PLAIN MANAGEMENT

21-0601. - Definitions

7. "Flood" or "flooding" means a general and temporary condition of partial or complete inundation of normally dry land areas from:

- a. The overflow of inland waters and/or*
- b. The unusual and rapid accumulation or runoff of surface waters from any source.*

NOTE: This means this ordinance can regulate localized flooding

ORDINANCE

CONSIDERATIONS

ARTICLE 21-06 FLOOD PLAIN MANAGEMENT

21-0602. - General Provisions.

B. Identification of affected area—The areas of special flood hazard identified by FEMA in the most recent Flood Insurance Study for the City of Fargo, North Dakota, with the accompanying FIRM is hereby adopted by reference and declared to be a part of this ordinance. The Flood Insurance Study and FIRM are on file at the office of the city engineer in Fargo, North Dakota.

ISSUE: The FIRM (FEMA Insurance Rate Map) Maps the flood risk of the regional flood risk **NOT** localized flood risk. Therefore the risk is not assessed nor can it be enforced.

ORDINANCE CONSIDERATIONS

ARTICLE 21-06 FLOOD PLAIN MANAGEMENT

Draft Recommendations:

1. Create a map that assesses local flood risk, include that in map in the 21-0602.B
2. Review and enforce flood proofing code, ideally variances would not be granted without conformance to this code or a critical portion therein.

Become a model for
**inclusive growth and
development.**

Downtown is a place that should be welcoming to all.

communal opportunity evolving extraordinary infill
exclusive alive safe bustling exciting social events strong
place for all renovated historic example attraction
world class leader diverse dense
populated fantastic thriving affordable sensible bright
number one inclusive engaging cooler
extended entrepreneur more vibe greenspace eclectic magical bicycle friendly
dynamic TOMORROW sustainable
vibrant progressive better destination
artful spreading growing magnetic useful leading walkable
photogenic nice unique welcoming accessible
exceptional gentrified
cosmopolitan family friendly green
comfortable home friendly better publicized congested bigger

Make space for the most vulnerable, 24 hours a **DAY** with a day center close to other services

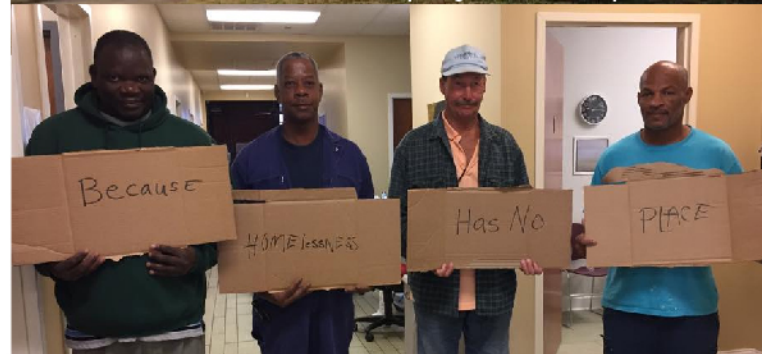
PRECEDENT

DAYBREAK: DAY/RESOURCE CENTER MACON, GA

- * Critical services all in one place
- * 6,000SF former warehouse at edge of central business district
- * OFFERS: showers, laundry, health care, education, counseling/referrals, job connection assistance, internet, telephones, shade, rest, a sense of community, and a safe space to simply be.

ALSO SUGGESTED

- * Water fountains
- * Large coin-operated lockers



FARGO

THANK YOU!

FARGO

DOWNTOWN INFOCUS 1/28 11-12
FROSTIVAL FARGOINFOCUS.ORG

NO PARKING
DROP