



**PLANNING AND DEVELOPMENT**

**200 Third Street North  
Fargo, North Dakota 58102**

**Phone: (701) 241-1474**

**Fax: (701) 241-1526**

**E-Mail: [planning@FargoND.gov](mailto:planning@FargoND.gov)**

**[www.FargoND.gov](http://www.FargoND.gov)**

July 23, 2018

Roers Development  
Attn: Elissa Novotny Leino  
200 45<sup>th</sup> Street South  
Fargo, ND 58104

**Re: St. Paul Newman Center Addition – Planned Unit Development (PUD), Subdivision and Zone Change**

Dear Ms. Novotny Leino:

Thank you for your planned unit development application submitted on July 16, 2018. It is my understanding that you are seeking City approval to redevelop a church and administration facility as well as provide student housing on Lots 1-10, Block 2, College Addition and Lots 1-4 and 15-23, Block 9, Bolley’s Addition. It is my further understanding that you are seeking approval to replat Lots 1-10, Block 2, College Addition and Lots 1-4 and 15-23, Block 9, Bolley’s Addition, to be known as St. Paul Newman Center Addition, a one block, two lot minor subdivision. It is my further understanding that you are seeking city approval to rezone all of the proposed, St. Paul Newman Center Addition from, MR-3, Multi-Dwelling Residential, LC, Limited Commercial, and SR-3, Single-Dwelling Residential to MR-3, Multi-Dwelling Residential, with a PUD.

Your application is deemed incomplete. Please submit the items indicated in the un-checked boxes below by August 3, 2018 for your application to be considered complete:

Planned Unit Development application:

- 1.  \$300.00 Filing Fee
- 2.  Project Narrative
- 3.  Master Land Use Plan SEE NOTE 7a BELOW
- 4.  Site Plan

Subdivision application:

- 1.  \$600.00 Filing Fee Major Subdivision/ \$350.00 Filing Fee Minor Subdivision
- 2.  Preliminary Plat
- 3.  Proposed Amenities Plan (Major Subdivisions Only)
- 4.  Clear Title Opinion reflection ownership by applicant(s) SEE NOTE 7b BELOW
- 5.  Proof of paid-up taxes in the form of a receipt from the County; or reference to such in Title Opinion SEE NOTE 7c
- 6.  Copy of Letter to Special Assessment Coordinator SEE NOTE 7d below
- 7.  Additional items specific to your project
  - a. **Staff is further reviewing the submitted PUD materials.**
  - b. **The title documents submitted are deeds to the various properties. We need a title opinion from a title attorney indicating the current ownership of all those properties. Staff will e-mail an example.**
  - c. **This documentation needs to show current property taxes are paid on all properties**
  - d. **Please contact special assessments coordinator Danny Eberhardt at phone 241-1332 or [Deberhardt@FargoND.gov](mailto:Deberhardt@FargoND.gov)**

Your application is tentatively scheduled to be heard at the September 4, 2018 Planning Commission public hearing, contingent on submitting the materials noted above required to complete your application by August 3, 2018.

The Planning Commission meeting will be held in the City Commission Room of City Hall, 200 3<sup>rd</sup> Street North, Fargo, and begins at 3:00 PM. You and/or a representative of the application are required to attend the hearing.





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Fargo, North Dakota 58102**

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**E-Mail: [planning@FargoND.gov](mailto:planning@FargoND.gov)**

**[www.FargoND.gov](http://www.FargoND.gov)**

Your case has been assigned to Donald Kress. I can be reached at [DKress@FargoND.gov](mailto:DKress@FargoND.gov) or by calling (701) 241-1473. I will coordinate any comments from other city departments that will be reviewing your application. If you have any questions about your application, please contact your case planner.

Respectfully,

A handwritten signature in blue ink that appears to read "DKress".

Donald Kress  
Current Planning Coordinator

cc: Project File



# Plat (Minor) and Zone Change (MR-3, LC and SR-3 to MR-3 w/ PUD) and a PUD

1233, 1215, 1213, 1211 & 1201 11th Ave N;  
 1146, 1142, 1138, 1134, 1130, 1126, 1122,  
 1118 & 1112 12th St N; 1141, 1131, 1129,  
 1119, 1117 & 1113 University Dr N

## St. Paul Newman Center Addition

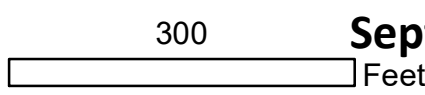


**Legend**

AG	LC	MHP	SR-2
DMU	MR-1	NC	SR-3
GC	MR-2	NO	SR-4
GO	MR-3	P/T	SR-5
		UML	City Limits

Fargo Planning Commission

September 4, 2018



# Plat (Minor) and Zone Change (MR-3, LC and SR-3 to MR-3 w/ PUD) and a PUD

1233, 1215, 1213, 1211 & 1201 11th Ave N;  
1146, 1142, 1138, 1134, 1130, 1126, 1122,  
1118 & 1112 12th St N; 1141, 1131, 1129,  
1119, 1117 & 1113 University Dr N

## St. Paul Newman Center Addition



**PUD NARRATIVE**  
**St. Paul Newman Center Block Redevelopment**

**DEVELOPER'S STATEMENT OF INTENT:** *The St. Paul Newman Center Block Redevelopment Project intends to expand the presence of the St. Paul Newman Center adjacent to the NDSU campus to provide a new church and admin facility to meet the program space needs today, provide faith-based student housing, and market-rate student housing in higher density near the gateway to campus to relieve the rental demand on single-family homes in the Roosevelt Neighborhood and resolve the blighted status of some homes within this block.*

The PUD will include a site plan for the development that is incorporated here by reference. The PUD will, generally, apply the MR-3, Multi-dwelling residential development standards, except as otherwise provided below:

	<b>Current LDC development standards for MR-3 zone</b>	<b>PUD modifications to MR-3 development standards</b>	<b>NOTES</b>
Allowed Uses	Detached houses, attached houses, duplexes, multi-dwelling structures, daycare centers up to 12 children or adults, group living, parks and open space, religious institutions, safety services, schools, and basic utilities.	<i>Include additional uses allowed under LC except the following: Detention Facilities, Off-Premise Advertising, Parking Commercial, Self-Service Storage, Vehicle Repair, and Vehicle Service Limited</i>	A book store and coffee shop is currently planned for within Lot 1.
Lot Size	5,000 SF		<i>Will Meet Requirements</i>
Residential Density	24 du/ac	<i>37 du/acre</i>	
Setbacks	Front: 25 Interior Side: 10 Street Side: 12.5 Rear: 20	<i>Front: 5 ft (Lot 1 Only and also underground parking entry along University Drive) Street Side 5 ft (Lot 1 Only) Interior Side: 0 (Between Lots 1 &amp; 2)</i>	Double Front
Max. Height	60 feet	<i>150' max bell tower; 226' max steeple</i>	
Building Coverage	35% of lot area	<i>38% of lot area</i>	
Parking-Residential—Group Living	1 stall per 100 square feet of sleeping area		<i>Will Meet Requirements</i>

Parking-Residential—Multi-dwelling	1.25 stalls per efficiency 2.0 stalls per 1BR + 0.25 guest stalls per living unit	<i>0.8 stalls per bed (Market Rate Housing Only)</i>	Faith Based Housing Meets Requirements.
Parking--Retail			
Landscaping—Street Trees	1 tree per 50 linear feet of frontage along an arterial; one tree per 35 linear feet of frontage along a local street		<i>Developer will coordinate with City Forester for options along boulevard with overhead power lines</i>
Landscaping—Open Space	3 plant units per 1,000 sq. ft. of lot area or fraction thereof, with 8 sq. ft. per plant unit (20-0705 (C)(3) and table)	<i>Request removal of 70% requirement in front of building</i>	
Landscaping—Parking Lot Perimeter	Buffer width: 9 feet Plantings: 1 small tree + 6 shrubs/perennial grasses per 25 linear feet. Berm also an option (20-0705(D)) and table	<i>Buffer width: 5 feet Plantings: 1 small tree + 6 shrubs/perennial grasses per 25 linear feet.</i>	
Residential Protection Standards (RPS)—Setback from abutting side and rear lot line	Off-street Parking Spaces: 10' Driveways: 10' Off-street Loading Spaces: 10' Accessory buildings: 10' Principal buildings: 15' Active recreational area: 20' Dumpsters: 20'		<i>Will Meet Requirements</i>
RPS—Front Setback	20 feet for 50 feet on either side		<i>Will Meet Requirements</i>
RPS—Visual screening of dumpsters and outdoor storage areas	Screening must be at least as tall as dumpster		<i>Will Meet Requirements</i>
RPS—building height 75 feet from residential	35 feet		<i>Will Meet Requirements</i>
RPS—building height 76-100 feet from residential	45 feet	<i>60 feet for Lot 1</i>	<i>Will Meet Requirements for Lot 2</i>

RPS—building height 101--150 feet from residential	55 feet	60 feet	
RPS-residential protection buffers	Type A 10 feet wide with 1 tree and 20 shrubs per 50 linear feet of buffer		<i>Will Meet Requirements</i>
RPS—operating hours	Collection of garbage, recyclables, loading, unloading prohibited between 10:00 p.m. and 6:00 a.m.		<i>Will Meet Requirements</i>
RPS--lighting	Lighting overspill onto SR-zoned lots not to exceed 0.4 footcandles (20-0704 (G))		<i>Will Meet Requirements</i>
RPS--odor	See 20-0704(H).		<i>Will Meet Requirements</i>

**MAX HEIGHT:** Max height of 60' shall be met with all buildings with the exception of the bell tower (150' max height) and steeple (226' max height) of the church building in Lot 1, or lesser height as allowed by Federal Aviation Administration (FAA). The request for a greater height for the bell tower and steeple are in response to the church design that is still in development to incorporate a traditional gothic design utilizing reclaimed stain-glass windows that reaches greater heights than existing Catholic churches currently in Fargo, ND. **See Church North Elevation Exhibit attached.**

**PARKING-RESIDENTIAL—MULTI-DWELLING:** The Newman Center Church & Admin parking demand shall be calculated at 0.4 stalls per seat in the Sanctuary as the highest parking demand noting that the Admin Building and Church Building will not both be fully occupied at any one given time. Faith-based housing shall meet the requirements of the LDC and Market Rate housing parking shall be calculated at 0.8 stalls per bed. The on-site parking provided will meet the needs of the housing and admin building staff with additional off-site parking to accommodate greater parking demands when the Sanctuary, or Parish Hall are in use. **See Parking Exhibit and St. Paul Newman Center Traffic Study Exhibit attached supporting the proposed parking reduction for the Market Rate Housing.**

**LANDSCAPING-OPEN SPACE:** Omitting the requirement for 70% of plant units to be placed in the front yard allows for greater flexibility and distribution of landscaping plant units through-out the site, also acknowledging that the parking lot buffer plantings may not be counted towards the open space landscaping requirement and that buffer strip accounts for 55% of the length of 12<sup>th</sup> Street North that is considered a 'double-front' and existing overhead power lines will restrict use of large trees in some portions of the block perimeter. The quantity of plant units required shall not be reduced.

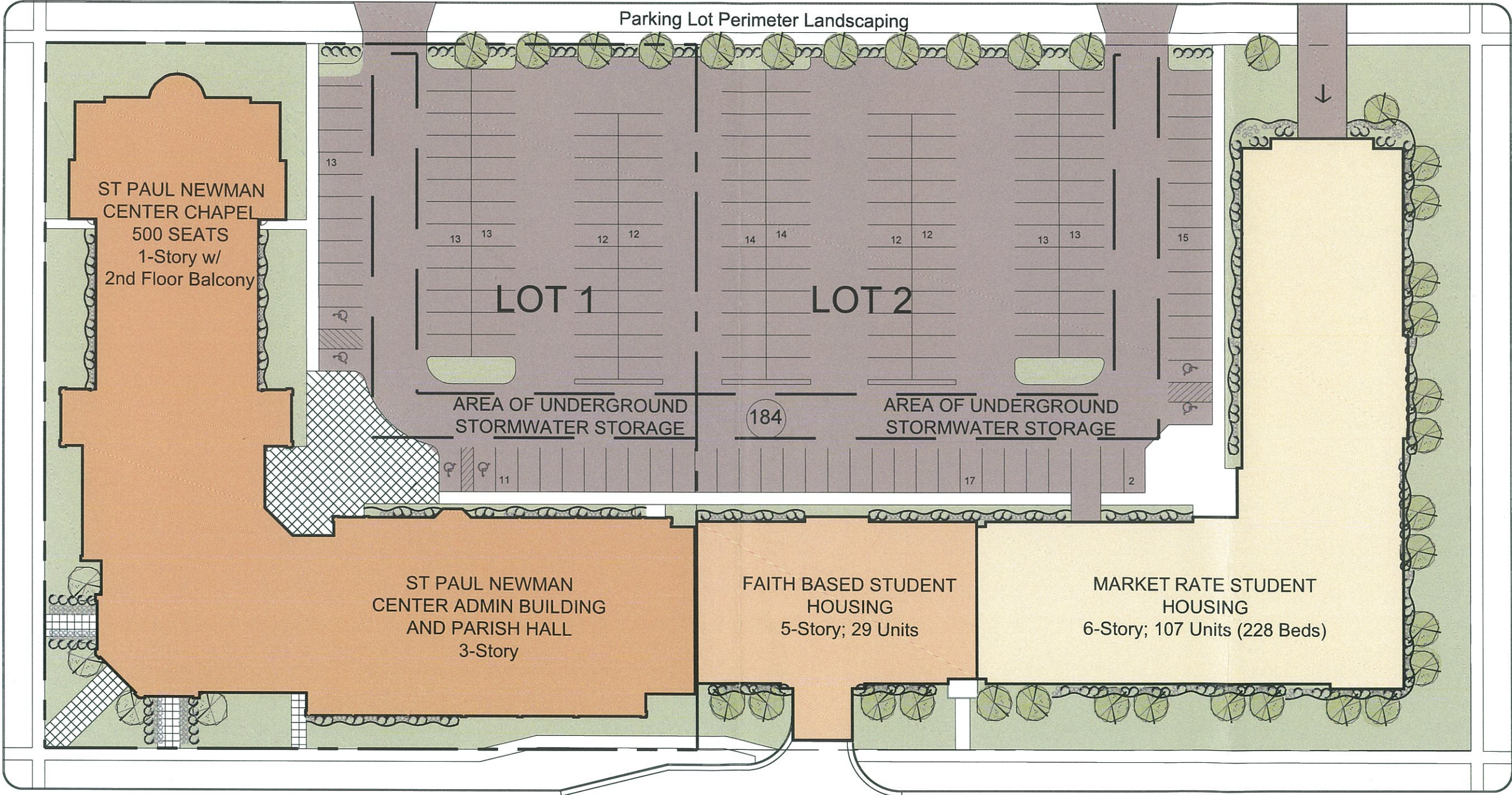
**RPS-BUILDING HEIGHT-76-100 FEET FROM RESIDENTIAL:** Increasing the max height to 60' for Lot 1 only within 76-100 feet to match the max height of the MR-3 underlying zoning district to accommodate the design of the church aspe on the east end. **See Church North Elevation Exhibit attached.**

**RPS-BUILDING HEIGHT-101-150 FEET FROM RESIDENTIAL:** Increasing the max height to 60' within 101-150 feet to match the max height of the MR-3 underlying zoning district to maximize utilization of site. **See Housing Height Exhibit attached.**

12TH STREET NORTH

12TH AVENUE NORTH

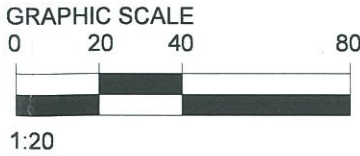
11TH AVENUE NORTH



UNIVERSITY DRIVE



ST PAUL NEWMAN CENTER BLOCK REDEVELOPMENT  
Site Plan Exhibit  
FARGO, NORTH DAKOTA

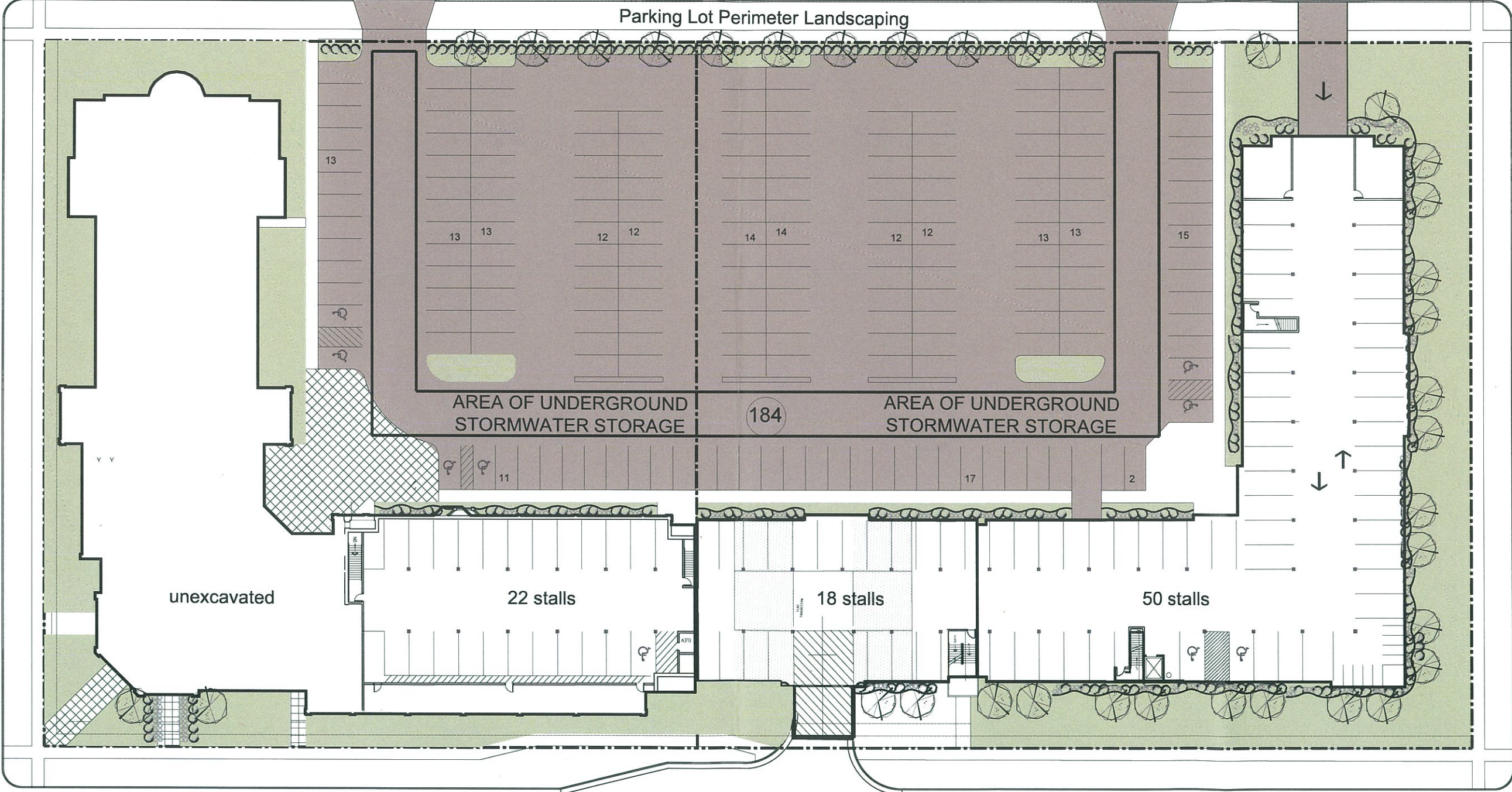




12TH STREET NORTH

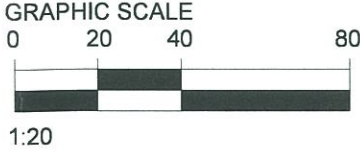
12TH AVENUE NORTH

11TH AVENUE NORTH

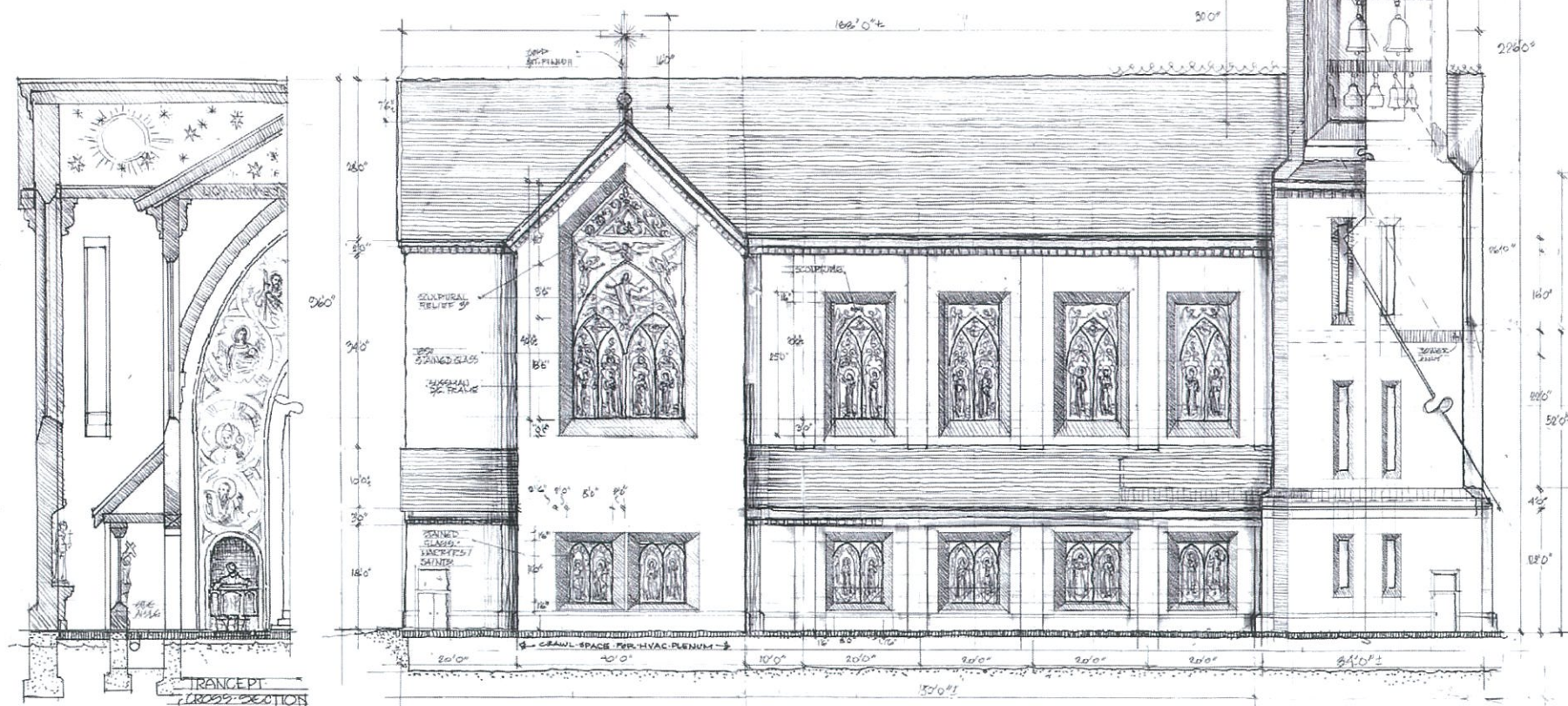
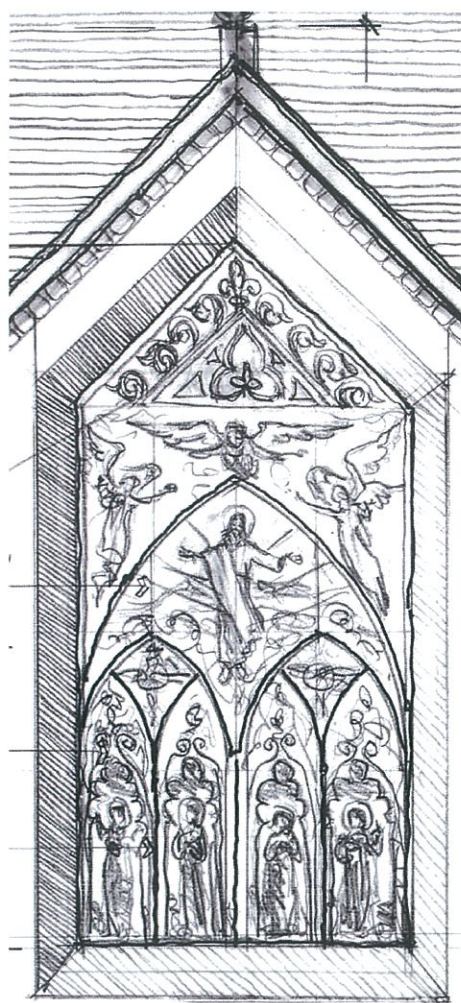
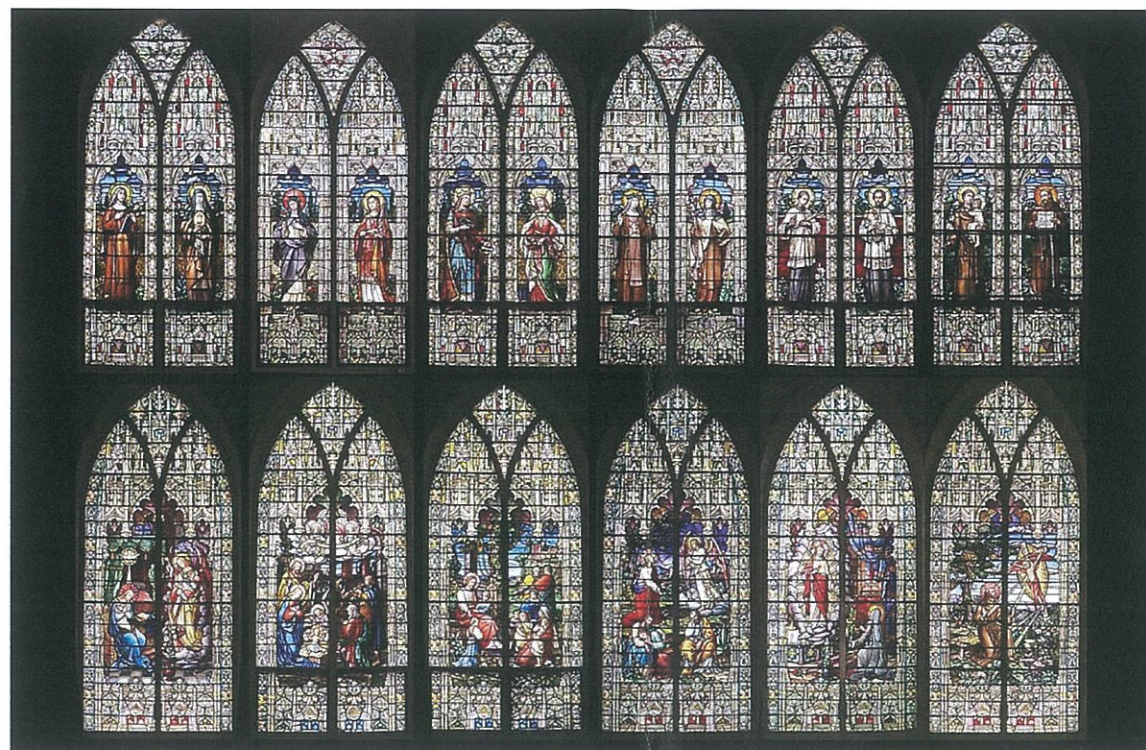
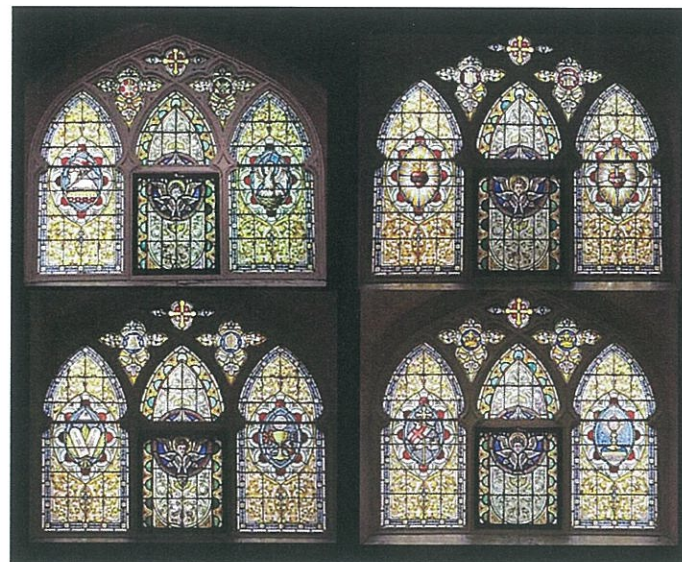


UNIVERSITY DRIVE

Total On-site Parking = 274  
Total Off-site Parking = 353



ST PAUL NEWMAN CENTER BLOCK REDEVELOPMENT  
FARGO, NORTH DAKOTA



ST. PAUL'S CATHOLIC NEWMAN CENTER CHAPEL - FARGO, ND  
 DESIGN DEVELOPMENT - EXTERIOR PLAN  
 ROHN & ASSOCIATES DESIGN, INC.

June 28, 2018



**The Most Reverend John T. Folda**  
 Bishop of the Roman Catholic Diocese of Fargo, ND

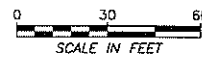
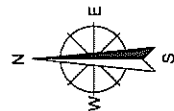
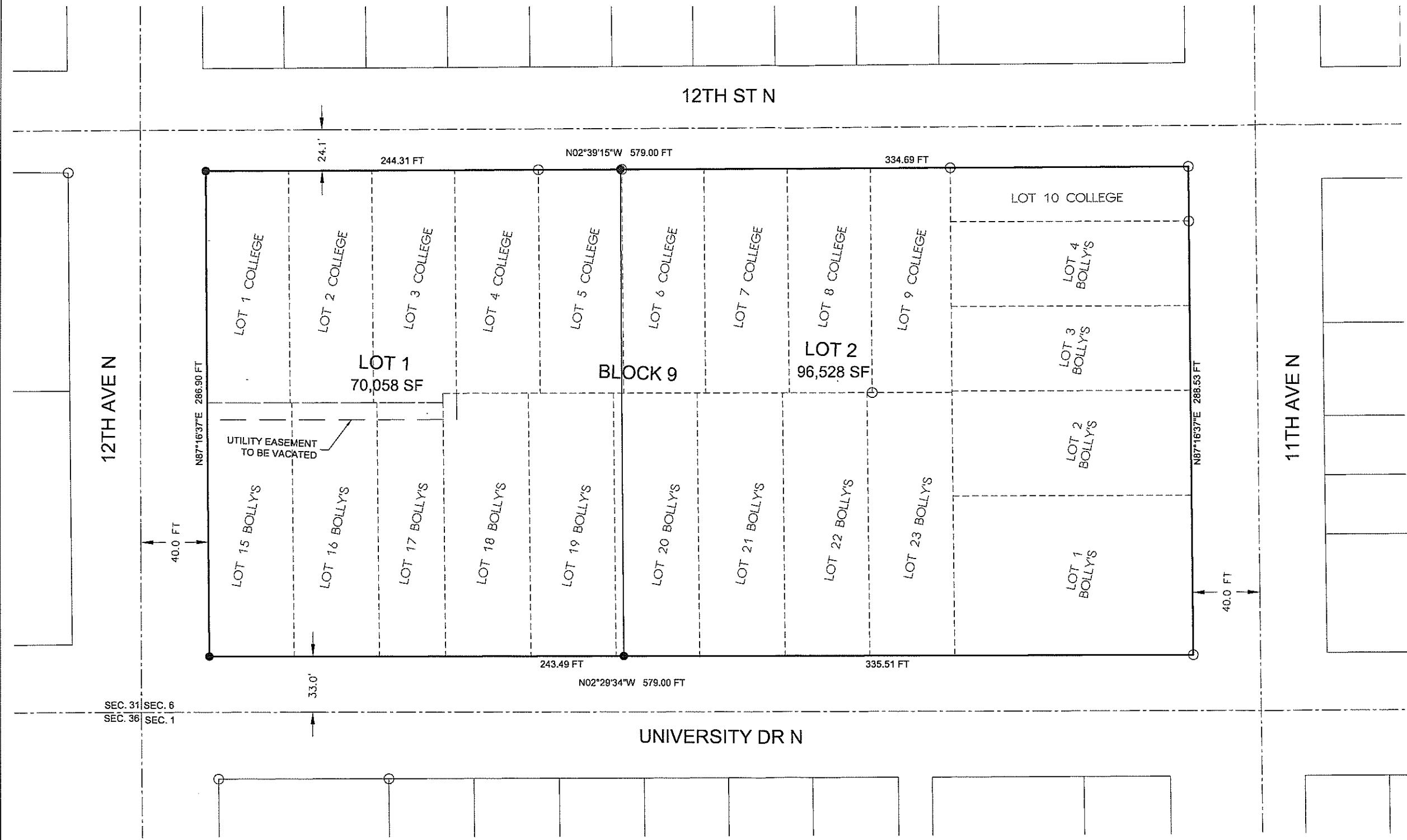
**Reverend James Cheney**, St. Paul's Catholic Newman Center  
**Mr. Earl Wilhelm**, Director of Properties, Roman Catholic Diocese of Fargo, ND  
**Rolf R. Rohn**, Liturgical Design Consultant

# ST. PAUL NEWMAN CENTER ADDITION

BEING A REPLAT OF BLOCK 9 OF CHAPIN'S ADDITION, FURTHER SUBDIVIDED AS BOLLEY'S SUB-DIVISION AND COLLEGE ADDITION  
 WITHIN THE NW ¼ SECTION 6, TOWNSHIP 139 NORTH, RANGE 48 WEST 5TH P.M.  
 CITY OF FARGO, CASS COUNTY, ND  
 (A PLANNED UNIT DEVELOPMENT)

**LEGEND**

- FOUND MONUMENT
- SET #5 REBAR
- SUBDIVISION BOUNDARY
- PROPERTY LINE
- - - EXISTING LOT LINE
- - - EASEMENT LINE



**LAND SURVEYOR:**  
 ROERS DEVELOPMENT, INC  
 200 45TH STREET S.  
 FARGO, NORTH DAKOTA 58103  
 PHONE: 701-356-5050

**PROPERTY OWNERS:**  
 NC INVESTMENTS, LLC. 5201 BISHOPS BLVD S STE A,  
 200 45TH ST S, FARGO, ND 58104  
 PHONE: 701-356-5050  
 DIOCESE OF FARGO  
 5201 BISHOPS BLVD S STE A,  
 FARGO, ND 58104  
 PHONE: 701-356-7900

**OWNER'S DESCRIPTION AND DEDICATION**

KNOW ALL MEN BY THESE PRESENTS, THAT THE DIOCESE OF FARGO, A NORTH DAKOTA NONPROFIT CORPORATION; ST. PAUL'S COLLEGE CHAPEL, A NORTH DAKOTA NONPROFIT CORPORATION; NEWMAN CENTER, ST. PAUL'S CATHOLIC CHAPEL, A NORTH DAKOTA NONPROFIT CORPORATION; AND NC INVESTMENTS LLC, A NORTH DAKOTA LIMITED LIABILITY COMPANY AS OWNERS OF TRACTS OF LAND LOCATED IN THE NORTHWEST QUARTER OF SECTION 6, TOWNSHIP 139 NORTH, RANGE 48 WEST OF THE 5TH PRINCIPAL MERIDIAN, CASS COUNTY NORTH DAKOTA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BOLLEY'S SUBDIVISION LOTS 1-4 & 15-23; AND COLLEGE ADDITION BLOCK 2 LOTS 1-10 ALL BEING WITHIN BLOCK 9 OF CHAPIN'S ADDITION TO THE CITY OF FARGO, CASS COUNTY NORTH DAKOTA. SAID TRACT OF LAND CONTAINS 3.824 ACRES, MORE OR LESS AND IS SUBJECT TO EASEMENTS AS MAY BE OF RECORD.

SAID OWNERS HAVE CAUSED THE ABOVE DESCRIBED TRACT OF LAND TO BE SURVEYED AND PLATTED AS "ST. PAUL NEWMAN CENTER ADDITION" TO THE CITY OF FARGO, CASS COUNTY, NORTH DAKOTA, AND DO HEREBY DEDICATE TO THE PUBLIC, FOR PUBLIC USE, ALL UTILITY EASEMENTS AS SHOWN ON THIS PLAT.

DIOCESE OF FARGO

BY: \_\_\_\_\_  
MOST REV. JOHN T. FOLDA, PRESIDENT OF THE DIOCESE OF FARGO

STATE OF NORTH DAKOTA )  
  ) ss  
COUNTY OF CASS         )

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, IN THE YEAR OF 2018, BEFORE ME PERSONALLY APPEARED MOST REV. JOHN T. FOLDA, PRESIDENT OF THE DIOCESE OF FARGO, KNOWN TO ME TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT HE EXECUTED THE SAME AS HIS FREE ACT AND DEED.

\_\_\_\_\_  
NOTARY PUBLIC, CASS COUNTY, NORTH DAKOTA

ST. PAUL'S COLLEGE CHAPEL

BY: \_\_\_\_\_  
MOST REV. JOHN T. FOLDA, PRESIDENT OF ST. PAUL'S COLLEGE CHAPEL

STATE OF NORTH DAKOTA )  
  ) ss  
COUNTY OF CASS         )

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, IN THE YEAR OF 2018, BEFORE ME PERSONALLY APPEARED MOST REV. JOHN T. FOLDA, PRESIDENT OF ST. PAUL'S COLLEGE CHAPEL, KNOWN TO ME TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT HE EXECUTED THE SAME AS HIS FREE ACT AND DEED.

\_\_\_\_\_  
NOTARY PUBLIC, CASS COUNTY, NORTH DAKOTA

NEWMAN CENTER, ST. PAUL'S CATHOLIC CHAPEL

BY: \_\_\_\_\_  
MOST REV. JOHN T. FOLDA, PRESIDENT OF THE NEWMAN CENTER, ST. PAUL'S CATHOLIC CHAPEL

STATE OF NORTH DAKOTA )  
  ) ss  
COUNTY OF CASS         )

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, IN THE YEAR OF 2018, BEFORE ME PERSONALLY APPEARED MOST REV. JOHN T. FOLDA, PRESIDENT OF THE NEWMAN CENTER, ST. PAUL'S CATHOLIC CHAPEL, KNOWN TO ME TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT HE EXECUTED THE SAME AS HIS FREE ACT AND DEED.

\_\_\_\_\_  
NOTARY PUBLIC, CASS COUNTY, NORTH DAKOTA

NC INVESTMENTS LLC

BY: \_\_\_\_\_  
JAMES P. ROERS, PRESIDENT OF NC INVESTMENTS LLC

STATE OF NORTH DAKOTA )  
  ) ss  
COUNTY OF CASS         )

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, IN THE YEAR OF 2018, BEFORE ME PERSONALLY APPEARED JAMES P. ROERS, PRESIDENT OF NC INVESTMENTS LLC, KNOWN TO ME TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT HE EXECUTED THE SAME AS HIS FREE ACT AND DEED.

\_\_\_\_\_  
NOTARY PUBLIC, CASS COUNTY, NORTH DAKOTA

# ST. PAUL NEWMAN CENTER ADDITION

BEING A REPLAT OF BLOCK 9 OF CHAPIN'S ADDITION, FURTHER SUBDIVIDED AS BOLLEY'S SUB-DIVISION AND COLLEGE ADDITION WITHIN THE NW ¼ SECTION 6, TOWNSHIP 139 NORTH, RANGE 48 WEST 5TH P.M. CITY OF FARGO, CASS COUNTY, ND (A PLANNED UNIT DEVELOPMENT)

**CITY OF FARGO PLANNING COMMISSION APPROVAL**

APPROVED BY THE CITY OF FARGO PLANNING COMMISSION ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2018.

\_\_\_\_\_  
SHARA FISCHER, CHAIR  
FARGO PLANNING COMMISSION

STATE OF NORTH DAKOTA )  
  ) ss  
COUNTY OF CASS         )

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2018, BEFORE ME, A NOTARY PUBLIC WITHIN AND FOR SAID COUNTY, PERSONALLY APPEARED SHARA FISCHER, PLANNING COMMISSION CHAIR, KNOWN TO ME TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE SAME AS A FREE ACT AND DEED.

\_\_\_\_\_  
NOTARY PUBLIC, CASS COUNTY, NORTH DAKOTA  
MY COMMISSION EXPIRES \_\_\_\_\_

**FARGO CITY COMMISSION APPROVAL**

APPROVED BY THE BOARD OF CITY COMMISSIONERS AND ORDERED FILED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2018.

\_\_\_\_\_  
TIMOTHY J. MAHONEY, MAYOR

\_\_\_\_\_  
STEVEN SPRAGUE, CITY AUDITOR

STATE OF NORTH DAKOTA )  
  ) ss  
COUNTY OF CASS         )

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2018 BEFORE ME, A NOTARY PUBLIC WITHIN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED TIMOTHY J. MAHONEY, MAYOR, AND STEVEN SPRAGUE, CITY AUDITOR, KNOWN TO ME TO BE THE PERSONS DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT THEY EXECUTED THE SAME IN THE NAME OF THE FARGO CITY COMMISSION

\_\_\_\_\_  
NOTARY PUBLIC, CASS COUNTY, NORTH DAKOTA

**SURVEYOR'S CERTIFICATE AND ACKNOWLEDGEMENT**

I, DOUGLAS W. KUMMER, PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF NORTH DAKOTA, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND PLATTED "ST. PAUL NEWMAN CENTER ADDITION" TO THE CITY OF FARGO, CASS COUNTY, NORTH DAKOTA; THAT THIS PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY; THAT ALL MONUMENTS ARE OR WILL BE INSTALLED CORRECTLY IN THE GROUND AS SHOWN.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2018.

\_\_\_\_\_  
DOUGLAS W. KUMMER, PROFESSIONAL LAND SURVEYOR  
NORTH DAKOTA LICENSE NO. 1225

STATE OF NORTH DAKOTA )  
  ) ss  
COUNTY OF CASS         )

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2018, BEFORE ME, A NOTARY PUBLIC WITHIN AND FOR SAID COUNTY, PERSONALLY APPEARED DOUGLAS W. KUMMER, KNOWN TO ME TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE SAME AS A FREE ACT AND DEED.

\_\_\_\_\_  
NOTARY PUBLIC, CASS COUNTY, NORTH DAKOTA

**CITY OF FARGO ENGINEERING DEPARTMENT APPROVAL**

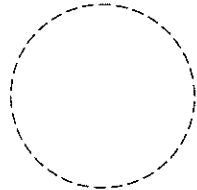
APPROVED BY CITY ENGINEER THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2018.

\_\_\_\_\_  
BRENDA E. DERRIG, CITY ENGINEER

STATE OF NORTH DAKOTA )  
  ) ss  
COUNTY OF CASS         )

ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2018, BEFORE ME, A NOTARY PUBLIC WITHIN AND FOR SAID COUNTY, PERSONALLY APPEARED BRENDA E. DERRIG, CITY ENGINEER, KNOWN TO ME TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE SAME AS A FREE ACT AND DEED.

\_\_\_\_\_  
NOTARY PUBLIC, CASS COUNTY, NORTH DAKOTA  
MY COMMISSION EXPIRES \_\_\_\_\_



**PROPERTY OWNERS:**

NC INVESTMENTS, LLC.      DIOCESE OF FARGO  
200 45TH ST S.              5201 BISHOPS BLVD S STE A,  
FARGO, ND 58103            FARGO, ND 58104  
PHONE: 701-356-5050        PHONE: 701-356-7900

**LAND SURVEYOR:**

ROERS DEVELOPMENT, INC  
200 45TH STREET S,  
FARGO, NORTH DAKOTA 58103  
PHONE: 701-356-5050

**To:** Roers Development, Inc.  
Fargo Dioceses

**From:** Sara Schmidt, Senior Analyst  
Matt Pacyna, PE, Senior Associate

**Date:** July 12, 2018

**Subject:** St. Paul Newman Center Traffic Study

## Introduction

SRF has completed a traffic and parking study for the proposed development of the St. Paul Catholic Newman Center and adjacent parcels in Fargo, North Dakota. The project is generally bounded by University Drive to the west, 12th Avenue to the north, 12th Street to the east, and 11th Avenue to the south (see Figure 1: Project Location). The site is located within the Roosevelt neighborhood and includes an expansion to the existing Newman Center, as well as proposed faith-based and market rate apartments. The main objectives of the study are to evaluate transportation impacts to the adjacent roadway network, including proposed access, parking, and circulation, and recommend any necessary improvements to accommodate the proposed development. The following information provides the assumptions, analysis, and recommendations offered for consideration.

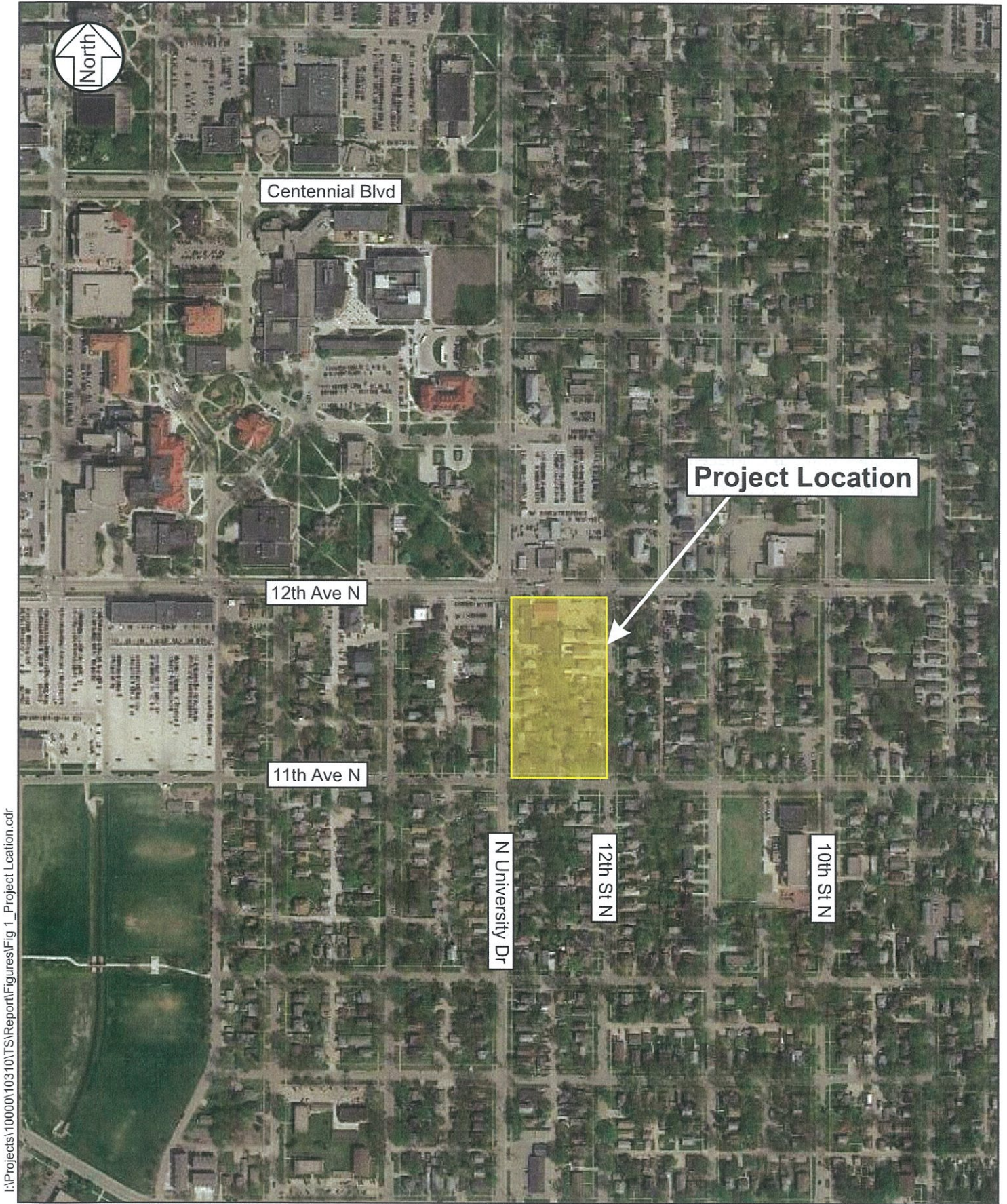
## Existing Conditions

The existing conditions were reviewed to establish a baseline in order to identify any future impacts associated with the proposed development. The evaluation includes field observations, driveway counts, parking counts, and a safety review.

### Driveway Counts

Peak period intersection turning movement counts were collected at the following locations on Sunday, February 5, 2017 from 9:30 a.m. to 11:30 a.m. and from 4:30 p.m. to 6:30 p.m. Counts were also collected on Monday, February 6, 2017 from 4:30 p.m. to 6:30 p.m. These times coincide with the peak periods near the start and end times of the Sunday and weekday church mass times. The purpose of the counts was to identify existing site trip generation and general area travel patterns.

- University Drive and Newman Center Access
- 12th Avenue and Newman Center Access
- 12th Street and Newman Center Access (Two Locations)



I:\Projects\10000\10310\TSM\Report\Figures\Fig 1\_Project Location.cdr



## Project Location

St. Paul Newman Center Traffic Study  
Fargo, ND

Figure 1

Historical intersection turning movement count information from April 2015 at the University Drive/12th Avenue intersection was provided by the North Dakota Department of Transportation (NDDOT). The NDDOT also provided recent and historical annualized average daily traffic (AADT) volumes in the study area.

Observations were completed to identify roadway characteristics (i.e. roadway geometry, posted speed limits, and traffic controls) within the study area. University Drive is one-way southbound principal arterial roadway with two-travel lanes and a posted speed limit of 30 miles per hour (mph). An existing southbound bike lane is located on the east side of the roadway. 12th Avenue is a three-lane undivided minor arterial roadway with a center two-way-left-turn lane (TWLTL) and a 25 mph posted speed limit. 12th Street is a local two-lane roadway with on-street parking permitted on the east side of the road and a 25 mph speed limit. The University Drive/12th Avenue and University Drive/11th Avenue intersections are both signalized, while other study intersections and site access locations are unsignalized with side-street stop control.

### **Existing Trip Generation Estimates**

The existing Newman Center has two parking lots. The main parking lot is located east of the building in the southwest quadrant of the 12th Avenue/12th Street intersection. There is a small staff parking lot located south of the building and east of University Drive. Access to the main parking lot is provided on both 12th Avenue and 12th Street; access to the staff lot is provided on University Drive.

The Newman Center offers mass throughout the week, including Monday and Wednesday at 5:15 p.m., Thursday at 9:00 p.m., Friday at 12:10 p.m., Saturday at 4:30 p.m., and Sunday at 10:00 a.m. and 5:00 p.m. The existing worship center has a capacity of 294 seats.

Attendance count information from the October 2016 weekend masses indicate that average weekend attendance is approximately 410 attendees (sum for the three weekend masses). Weekend mass census counts were also collected in October 2014, October 2012, and October 2011 and the average weekend attendance during those years was approximately 330 attendees, 360 attendees, and 345 attendees, respectively. A comparison of the October 2016 mass attendance to previous years indicates that weekend mass attendance has been generally increasing.

To understand current trip generation and travel patterns, entering and exiting driveway counts were collected at the University Drive access (staff only), 12th Avenue access (enter only), and 12th Street accesses during the Sunday 10:00 a.m. and 5:00 p.m. masses and during the Monday 5:15 p.m. mass. The driveway counts summarized in Table 1 show the entering and exiting volumes for the three masses during a two hour period near the start and end time. The 15-minute driveway count information is provided in the Appendix of the document. In general, a majority of vehicles enter the parking lot within 15-minutes of the start of the mass and exit the parking lot within 15-minutes of the end of the mass.

**Table 1. St. Paul Newman Center Church Driveway Counts (Two-Hour Counts)**

Mass Day/Time	University Drive Access		12th Avenue Access		12th Street Accesses		Total	
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
Sunday at 10:00 a.m.	1	3	32	0	1	41	34	44
Sunday at 5:00 p.m.	1	0	29	0	8	36	38	36
Monday at 5:15 p.m.	0	2	3	0	3	22	6	24

On Sunday, February 12, 2017 observations were completed to identify pedestrians walking to/from the church during the 15-minute period prior to the start and 15-minute period after the end of the Sunday 10:00 a.m. mass. During this period, 44 pedestrians were observed entering the church prior to the start, and 36 pedestrians were observed exiting the church shortly after the end. It is unknown how many of the pedestrians were walking to their vehicle parked off-site versus pedestrians that walked to/from their home and the church.

Not all weekend church attendees park in the Newman Center parking lots. This occurs since there is not enough parking in the Newman Center main parking lot to accommodate the parking demand, but also because some attendees prefer to park off-site. To estimate the number of attendees that are either walking or parking off-site, the Newman Center conducted a survey in 2014. The survey was conducted for attendees at the three weekend masses (Saturday 4:30 p.m., Sunday 10:00 a.m., and Sunday 5:00 p.m.). Results of this survey shown in Table 3 indicate that approximately 40 percent of people walked, 33 percent drove/parked on-site, and 27 percent drove/parked off-site on adjacent streets or in nearby parking lots. Of attendees that drove, approximately 54 percent parked on-site and 46 percent parked off-site.

**Table 2 St. Paul Newman Center Travel Survey Results**

Mass Day/Time	Walk	Vehicles (Parked On-Site)	Vehicles (Parked Off-Site)	Total
Saturday at 4:30 p.m.	14	26	1	41
Sunday at 10:00 a.m.	53	26	37	116
Sunday at 5:00 p.m.	22	22	24	68
Total	89	74	62	225

The driveway counts, pedestrian counts, and survey were reviewed to estimate the number of trips currently generated by the existing Newman Center for the Sunday 10:00 a.m. mass, which had the highest driveway counts. These counts were modified to account for trips generated by vehicles parking both on-site and off-site based on the survey results summarized in Table 2. It should be noted that the driveway counts observed vehicles exiting the Newman Center parking lot prior to the start of the 10:00 a.m. mass, which is likely due to a combination of vehicles dropping people off and leaving after the end of the Sunday 9:00 a.m. religious education/parent bible study class.



The existing Newman Center trip generation for the peak hour prior to the start and peak hour after the end of the Sunday 10:00 a.m. mass was estimated. As shown, the peak hour prior to the mass (9:30 to 10:30 a.m.) had the highest trip rate. Therefore, this peak hour was used to estimate future trips generated by the Newman Center.

- Sunday 9:30 and 10:30 a.m. – 57 entering and 21 exiting vehicles
- Sunday 10:30 and 11:30 a.m. – 3 entering and 43 exiting vehicles

**Parking Counts**

Parking observations were completed to identify the current parking supply and demand (i.e. utilization) for the Newman Center parking lots, as well as on-street parking on the adjacent roadways. Parking data was collected on Wednesday, February 8, 2017 during the 5:15 p.m. mass and on Sunday, February 12, 2017 during the 10:00 a.m. and 5:00 p.m. masses. This data was collected to estimate the current parking demand of the church. There are approximately 34 parking spaces in the main lot and eight (8) parking spaces in the staff lot for a total on-site parking supply of 42 spaces. The existing parking utilization counts, shown in Table 3, indicate that during weekend masses the main parking lot is fully utilized and vehicles were observed to park in non-designated spaces. The parking utilization counts also indicate that there is available on-street parking within a block of the church available during all mass times.

**Table 3 Parking Observations**

Parking Lot Area	Supply	Parking Utilization					
		Wednesday 5:15 PM Mass		Sunday 10:00 AM Mass		Sunday 5:00 AM Mass	
<b>On-Site</b>							
Newman Main Lot	34	24	71%	36	106%	39	115%
Newman Staff Lot	8	1	13%	8	100%	3	38%
<b>On-Street</b>							
12th Street (13th Avenue/12th Avenue)	28	18	64%	14	50%	16	57%
12th Street (12th Avenue/11th Avenue)	28	9	32%	19	68%	20	71%
11th Avenue (11th Street/12th Street)	8	1	13%	2	25%	2	25%
11th Avenue (12th Street/University Drive)	7	0	0%	3	43%	2	29%
11th Avenue (University Drive/College Street)	7	1	14%	1	14%	2	29%

During both the Sunday 10:00 a.m. and 5:00 p.m. masses, vehicles were observed to park off-site. As previously mentioned, a survey conducted for the weekend estimates that on average 40 percent of people walk, 33 percent drive/park on-site, and 27 percent drive/park off-site. Of the attendees that drive, approximately 54 percent park on-site. Using the survey data, the number of vehicles observed to park on-site in the main parking lot were adjusted to estimate the total on-site and off-site parking demand. The staff parking was not adjusted since all staff were assumed to park in the staff lot. Therefore, the existing parking demand for the Newman Center is estimated to be approximately 75 spaces during Sunday masses.

### **Safety Review**

A cursory review of the existing crash information was completed to determine if there are currently any safety related issues within the study area (University Drive to the west, 12th Avenue to the north, 12th Street to the east, and 11th Avenue to the south). Crash data was provided by the NDDOT from January 1, 2014 through December 31, 2016, which represents the most recent three-year period available. Based on this data, there were a total of 31 intersection-related crashes reported over the analysis period at the University Drive/12th Avenue, University Drive/11th Avenue, and 12th Avenue/12th Street intersections.

A crash rate analysis was also conducted for the three intersections with reported crashes to review intersection crash rates. The purpose of reviewing crash rates is to determine the statistical significance of the number of crashes. Crash rates were calculated and then compared to typical crash rates for intersections with similar characteristics. Since the NDDOT does not publish crash rates by roadway type or traffic control, published crash rates from the Minnesota Department of Transportation (MnDOT) were referenced for comparison purposes.

Results of the crash analysis indicate that all three intersections have a crash rate above the typical crash rate for intersections with similar characteristics. However, it should be noted that higher than typical crash rates do not necessarily indicate a significant crash problem. Therefore, the critical crash rate was calculated to determine the statistical significance of the above average crash rates. If the calculated crash rates are below the critical crash rates, crashes that occurred are likely due to the random nature of crashes and not necessarily a geometric design or traffic control issue. If the calculated crash rates are above the critical crash rates, there is a significant number of crashes above normal to warrant further review or mitigation. Based on this approach, the calculated crash rates did not exceed the critical crash rates for all three intersections. Therefore, no existing safety issue was identified from a crash frequency perspective.

## Proposed Development

The proposed development shown in Figure 2 includes the entire block bounded by University Drive to the west, 12th Avenue to the north, 12th Street to the east, and 11th Avenue to the south. The proposed land uses include redevelopment and expansion of the Newman Center to provide additional administrative offices and a 500-seat worship center. A 136-unit apartment complex that includes 29 faith-based units (106 beds) and 107 market rate units (228 beds) is also planned. It should be noted that the market rate housing will focus on student housing and the faith-based housing is expected to operate similarly, but will be managed by the diocese. The proposed development includes removal of 16-single family homes, and an apartment complex with four (4) dwelling units.

The proposed site plan includes 190 surface parking spaces, 95 spaces in an underground parking facility, and 176 parking spaces through an off-site parking agreement, for a total proposed parking supply of 461 spaces. The developer is working with two adjacent properties (North Dakota State University (NDSU) and Bison Turf) who are currently reviewing parking agreement letters for a minimum of 176 spaces for Newman Center church attendees to utilize. Access to the proposed development is provided at three locations on 12th Street with the two northern locations providing access to the surface parking lot. The southernmost access on 12th Street provides access to the underground parking ramp. Vehicles will not be able to circulate between the surface parking lot and the underground parking area. Access to the underground parking area will also be provided on University Drive (approximately 350 feet south of 12th Avenue). All parking spaces within the underground parking area will be assigned/reserved.

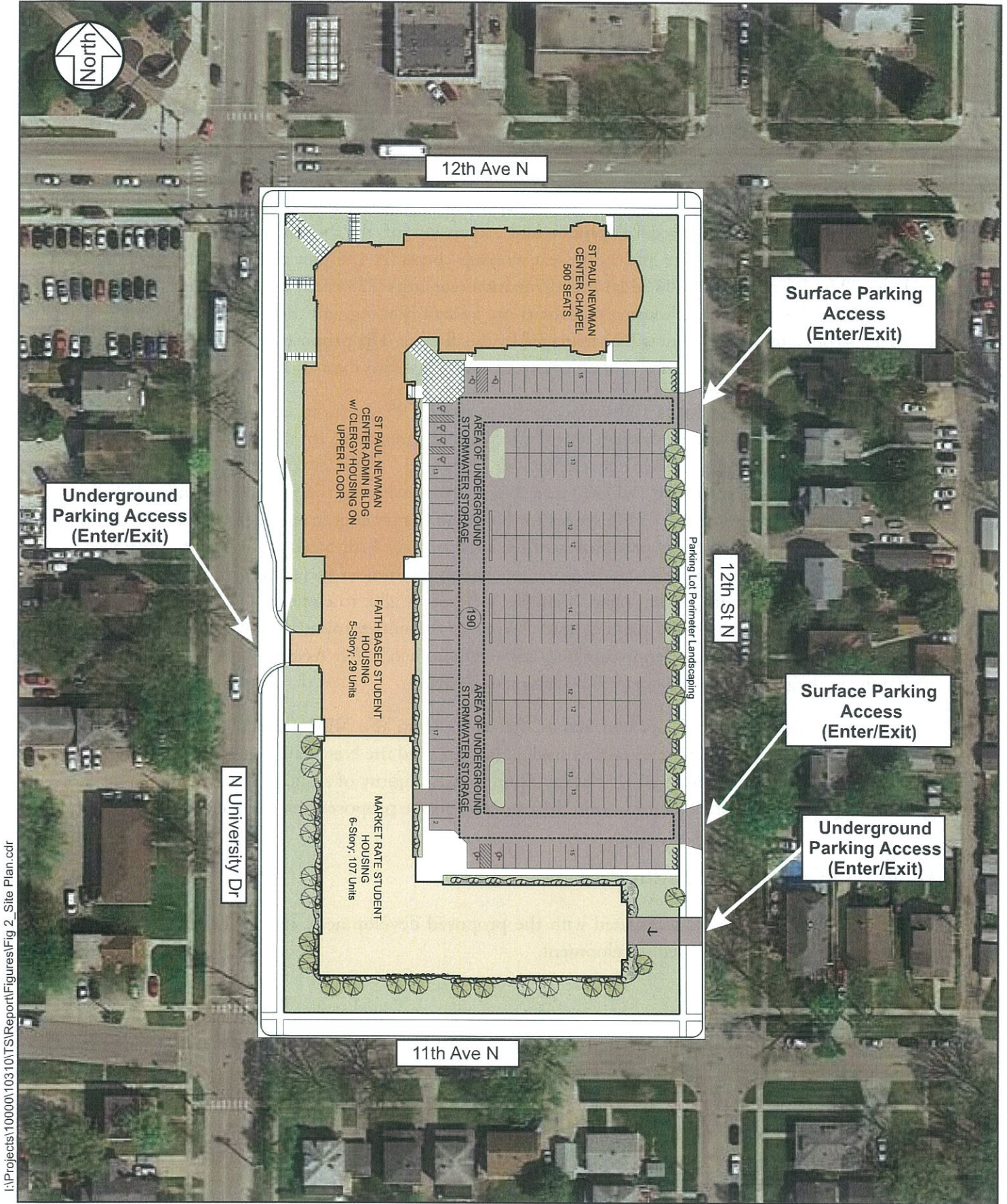
The proposed development is located across the street from the NDSU campus. As previously mentioned, the housing will be marketed as student housing and the Newman Center currently serves as the Catholic Church for the NDSU campus. Therefore, a majority of students are expected to walk and/or take transit when traveling to/from the campus and the proposed development.

## Build Trip Generation Estimates

To identify potential impacts associated with the proposed development, trip generation estimates were developed for the proposed development.

### Trip Generation

To account for traffic impacts associated with the proposed development, trip generation estimates for the weekday p.m. and Sunday peak hours as well as on a daily basis were developed. The existing trip rates for the proposed Newman Center were used to estimate trips under build conditions. The proposed worship center is estimated to have 500 seats, which provides approximately 70 percent more capacity than the current 294 seats. Therefore, to estimate the number of trips generated by the proposed Newman Center, the existing trips generated by the Newman Center were increased by 70 percent.



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Based on the mode share information provided in the *North Dakota State University Student Transit Survey* dated September 2012, approximately six (6) percent of students within one-quarter (1/4) mile of the campus travel to/from the NDSU campus via an automobile. The majority of students surveyed walk, bike, and/or use transit to travel to/from the campus. However, this does not account for trips to/from non-campus destinations. Therefore, student housing trip rate data collected at apartment complexes in Minnesota by *Spack Consulting* was used as a comparable to estimate trips generated by both the faith-based and market rate housing. The trip rates from the Minnesota student housing are a better representation of how many vehicle trips will be generated by the proposed development rather than using data from standard apartment complexes, such as trip generation rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition* which does not differentiate between student and non-student apartment uses.

The trip generation estimates for the existing land uses were developed based on existing driveway counts and the *ITE Trip Generation Manual, 9th Edition*. Results of the trip generation analysis shown in Table 4 indicate the proposed development is expected to generate 58 weekday p.m. peak hour, 473 weekday daily, 149 Sunday peak hour, and 829 Sunday daily trips. Compared to the trip generation estimates for the existing land use, the proposed development is expected to generate an additional 22 p.m. peak hour, 229 weekday daily, 56 Sunday peak hour, and 368 Sunday daily trips.

**Table 4 Proposed Development Trip Generation Estimates**

Land Use (ITE Code)	Size	Weekday P.M. Peak Hour		Daily	Sunday Peak Hour		Sunday Daily
		Enter	Exit		Enter	Exit	
<b>Existing Land Uses</b>							
St. Paul Newman Center <sup>(1)</sup>	294 seats	1	16	65	57	21	300
Single Family Home (#210) <sup>(2)</sup>	16-units	10	6	152	6	7	138
Apartment (#220) <sup>(2)</sup>	4-units	2	1	27	1	1	23
<b>Existing Total</b>		<b>13</b>	<b>23</b>	<b>244</b>	<b>64</b>	<b>29</b>	<b>461</b>
<b>Proposed Land Uses</b>							
St. Paul Newman Center	500 seats	2	27	111	97	36	510
Faith-Based Housing <sup>(3)</sup>	29-units	3	3	77	1	2	68
Market Rate Housing <sup>(3)</sup>	107-units	12	11	285	5	8	251
<b>Proposed Total</b>		<b>17</b>	<b>41</b>	<b>473</b>	<b>103</b>	<b>46</b>	<b>829</b>
<b>Delta</b>		<b>+4</b>	<b>+18</b>	<b>+229</b>	<b>+39</b>	<b>+17</b>	<b>+368</b>

- (1) Peak hour trips are based on the driveway counts and the weekday and Sunday daily trips were estimated.
- (2) Sunday peak hour trip generation estimates were not available in the ITE Trip Generation Manual. Peak hour counts were estimated based on a combination of the weekday trips and Sunday daily trips.
- (3) Sunday peak hour and daily trip generation estimates were not available for the Minnesota Student Housing data. Trips were estimated based on a combination of the weekday trip rate data and the ITE Trip Generation Manual.

Trips generated were distributed to the study area based on the directional distribution developed for the church and residential trips shown in Figure 3. The directional distributions were developed based on existing travel patterns and engineering judgment. The new site trips for the proposed development are shown in Figure 4. Similar to current conditions, the on-site parking lot will not be able to accommodate the entire parking demand during services at the Newman Center. Approximately 80 trips generated by the Newman Center are estimated to park off-site. As previously noted, approximately 176 spaces will be provided off-site.

## Parking Review

To determine if the proposed parking supply will meet the demand for the site, a detailed parking review was completed using combination of the City of Fargo Land Development Code (LDC), existing utilization counts, *ITE Parking Generation Manual, 4th Edition* and local parking data collected at a similar site. As previously mentioned, the proposed development includes 190 parking spaces in a surface parking lot, 176 parking spaces in off-site parking lots, and 95 spaces in an underground parking area. The site has a total proposed parking supply of 461 spaces.

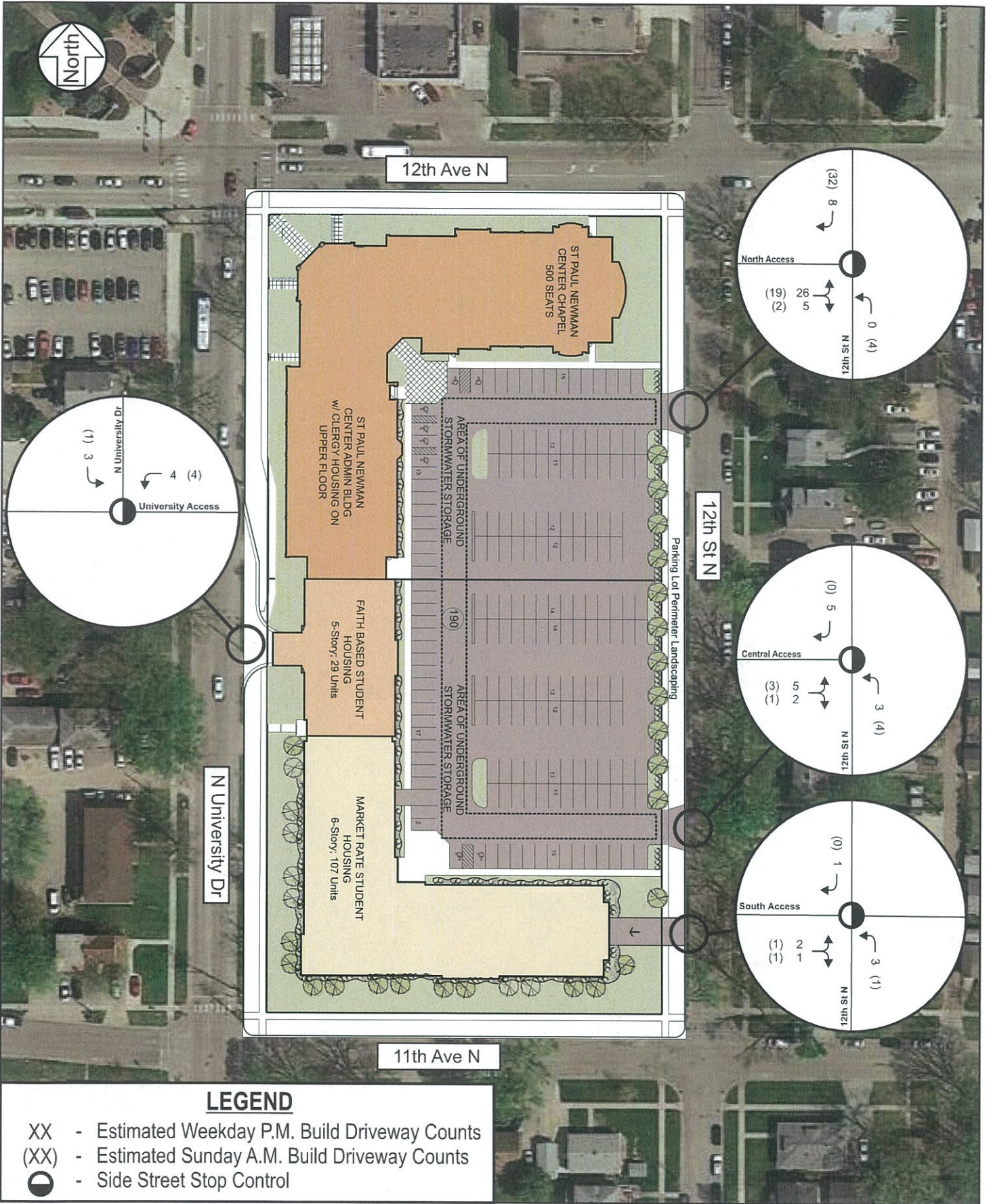
Parking for the Newman Center will be provided in both the surface parking lot and through an off-site parking agreement. As mentioned previously, the developer is working with NDSU and Bison Turf who are currently reviewing parking agreement letters for a minimum of 176 spaces for Newman Center church attendees to utilize. The locations being considered for off-site shared parking agreements and the parking supply of the off-site parking lots are shown in Figure 5. Parking for the faith-based and market rate housing will be provided in the surface parking lot and underground parking area. While all underground parking spaces will be reserved for apartment users, the details are still to be determined as to how the parking will be assigned between the entities within the surface lot. The following information summarizes the parking demand and supply review.

### 1) St. Paul Newman Center Church Review

- a. The minimum parking requirement based on of Fargo LDC (20-01701), states that for religious institutions the minimum number of parking spaces required 0.4 spaces per seat. The proposed worship space is 500 seats, which results in a total of 200 spaces required.
- b. The existing utilization counts indicate that the parking demand of the current Newman Center is 75 spaces or 0.26 spaces per seat. Assuming the parking demand rate remains consistent under build conditions, the proposed church is expected to have a parking demand of approximately 130 spaces.
- c. For planning purposes it is recommended to provide 10 to 15 percent excess spaces to allow for circulation on-site and reduce the perception of inadequate parking. Therefore, based on the Newman Center current parking demand, it is recommended to provide a minimum of 146 spaces for the proposed church.



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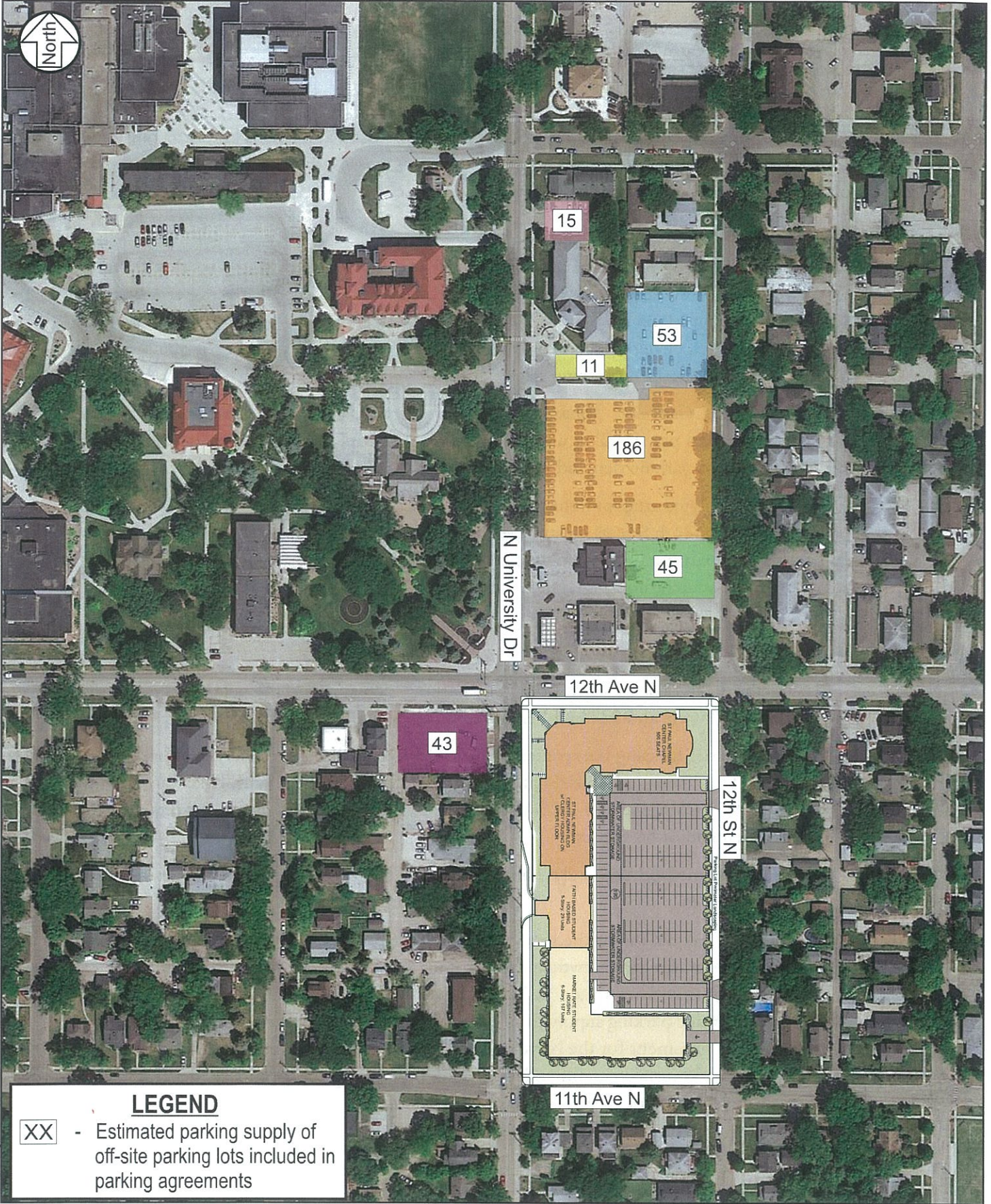


**Site Generated Trips**  
 St. Paul Newman Center Traffic Study  
 Fargo, ND

001710310  
 July 2018

Figure 4





- d. To provide a conservative estimate for future parking demand and to also better accommodate the parking demand for higher attended (e.g. holiday) masses, the LDC parking requirement of 200 spaces should be provided for the Newman Center.

## 2) Apartment Parking Review

- a. The minimum parking requirement based on of Fargo LDC (20-01701), states that for multi-family housing the minimum number of parking spaces required is 2.0 spaces per 1-bedroom and larger unit, plus 0.25 spaces per unit for structures containing seven (7) or more units. Since the proposed development is planning to construct 136 units, a total of 306 spaces are required based on the LDC parking rates.
- b. The *ITE Parking Generation Manual, 4th Edition* estimates an average parking demand of 1.23 parking spaces per dwelling unit for an apartment complex. Based on the ITE parking rate, the estimated parking demand for the proposed apartment use is 168 spaces.
- c. A recently constructed student housing complex (T-Lofts) located a few blocks to the west on 11th Avenue (near 16th Street) constructed parking at a rate of 0.8 spaces per bedroom. Since opening of the apartment complex, the parking supply has been sufficient to meet the parking demand for the student housing.
- d. Based on a combination of the LDC and local data, the following parking supply is recommended:
  - i. Using the 0.8 space per bedroom, the parking demand for the market rate housing (includes 107 units and 228 beds) is estimated to be 183 spaces.
  - ii. The faith-based housing is expected to have a different parking demand per person than the market rate housing. To estimate the parking demand for the faith-based housing, the Fargo LDC parking rate of 2.25 spaces per dwelling unit was used. This equates to a parking demand of 66 spaces.
  - iii. Based on this method the total recommended parking supply for the housing is estimated to be 249 spaces.

Based on the Fargo LDC requirements the total parking for the proposed development is 506 parking spaces (200 parking spaces for the Newman Center and 306 spaces for the apartment complex). However, the student housing is expected to have a lower parking demand than standard housing. Therefore, the recommended parking supply for the market rate and faith-based housing is 249 spaces. Using the Fargo LDC requirement for the Newman Center and the recommended parking supply for the apartment complex, the total recommended parking supply for the proposed development is 449 parking spaces, which is a surplus of 12 spaces.

The development is proposing to provide 285 parking spaces on-site, including both the spaces in the surface lot and underground parking facility between the Newman Center surface lot and underground parking facility. Of the 285 on-site parking spaces, 249 spaces are proposed to be used for the market rate and faith-based housing and 36 spaces for the Newman Center attendees. In addition, 176 off-site parking spaces will also be available for Newman Center attendees via parking agreements that are currently being reviewed.

## **Transportation Impacts**

From a traffic capacity perspective, all proposed access locations on University Drive and 12th Street are expected to operate safely and efficiently. The University Drive access is expected to be utilized by five (5) to 10 peak hour trips during the weekday p.m. and Sunday peak hours. The year 2015 average daily traffic volumes on University Drive south of 12th Avenue are estimated to be approximately 10,700 vehicles per day and approximately 1,000 vehicles during the weekday p.m. peak hour. Based on the trip generation estimates, this access is considered a low volume access and no operational issues (i.e. delays/queues) are expected for vehicles entering and/or exiting the proposed access. While traffic volumes were not available on 12th Street, no issues are expected at the three proposed access locations based on the roadway facility type and field observations.

The existing Newman Center parking lots are currently signed as permit parking only Monday-Friday between 12:00 a.m. and 5:00 p.m., while free parking for Newman Religious Events on Saturday and Sunday is allowed. Similar signage should be installed at the proposed development to reduce the likelihood of non-development trips parking on-site. Since, the parking demand for both the Newman Center and apartment complex cannot be accommodated on-site, the number of vehicles parking on-street and off-site during weekend masses is expected to increase from current conditions.

As mentioned previously, 12th Avenue between University Drive and 12th Street is a three-lane undivided minor arterial roadway with a center two-way-left-turn lane (TWLTL) and a 25 mph posted speed limit. The year 2015 average daily traffic volumes on 12th Avenue are estimated to be approximately 8,755 vehicles per day. These three roadway characteristics are used to recommend when to mark crosswalks and other pedestrian improvement needs in the *Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations* FHWA report, dated September 2005. Per Table 11 in the FHWA report, the intersection of 12th Avenue and 12th Street is a candidate site for a marked crosswalk. In this report, it also recommends having a minimum of 20 pedestrian crossings per peak hour (or 15 or more elderly and/or child pedestrians) be confirmed at a location before placing a high priority on the installation of a marked crosswalk alone. The pedestrian volumes will be highest on Sundays, whereas vehicle volumes will be lowest. At this time, it is difficult to predict where pedestrians will be crossing 12th Avenue, therefore, further review and discussions should occur with the City of Fargo to decide if this location would warrant a marked crosswalk.

## Site Plan Review

A review of the proposed site plan was completed to identify any issues and recommend potential improvements with regard to access, circulation, and parking. There are five existing residential driveways located on the east side of University Drive between 12th Avenue and 11th Avenue. The site plan reduces the number of accesses to one. The University Drive access serves the 95 space underground parking. The proposed development would also remove the enter-only access into the Newman Center on 12th Avenue as well as remove the eight existing driveways on the west side of 12th Street between 12th Avenue and 11th Avenue. Three new access points into the proposed development on 12th Street would be constructed.

The underground parking area will be reserved spaces and signed accordingly. A southbound left-turn lane is proposed on University Drive into the underground parking lot. As previously mentioned, the location of the proposed underground parking access is approximately 350 feet south of University Drive, which is near the middle of the block. There is adequate distance from the University Drive and 12th Avenue signalized intersection. The one-way operations along University Drive provide less turning conflicts than a two-way roadway. While this is expected to be a low volume access, providing a left-turn lane will designate an area for vehicles to decelerate prior to turning, reducing the impact to thru vehicles on University Drive. Per recent discussions with the City of Fargo, they are in favor of installing this turn lane. Based on the distance away from the University Drive and 12th Avenue signalized intersection, the University Drive one-way operations, providing a designated deceleration area for vehicles, and input from the City a southbound left-turn lane into the underground parking area is recommended.

There are three proposed access locations on 12th Street, which is a local roadway. This access density is typical for this type of facility. All three access locations are proposed as full-access (entering and exiting movements permitted). No traffic operational issues are expected at the access points on 12th Street.

## Summary and Conclusions

The following study conclusions and recommendations are offered for consideration:

1. Existing driveway and parking counts were collected for the Newman Center to understand current trip generation and parking demand.
2. The proposed development includes expansion of the Newman Center to provide additional administrative offices and a 500-seat worship center. A 136-unit apartment complex that includes 29 faith-based units (106 beds) and 107 market rate units (228 beds) is also planned.
3. The proposed site plan includes 190 surface parking spaces, 176 off-site parking spaces, and 95 spaces in an underground parking facility, for a total proposed parking supply of 461 spaces.
4. Access to the proposed development is provided on University Drive as well as three driveway locations on 12th Street.
5. The proposed development is expected to generate 58 weekday p.m. peak hour, 473 weekday daily, 149 Sunday peak hour, and 829 Sunday daily trips.
6. A detailed parking review was completed using a combination of the City of Fargo Land Development Code (LDC), existing utilization counts, *ITE Parking Generation Manual, 4th Edition* and local parking data collected at a similar site.
  - a. Based on this review, the recommended parking supply for the proposed development is 449 parking spaces, which is a surplus of 12 spaces.
7. Based on a review of the proposed site plan and trip generation estimates, no traffic operational issues are expected at the proposed access locations.
8. Further review and discussions should occur with the City of Fargo to decide if the 12th Avenue and 12th Street intersection would warrant a marked crosswalk.
9. Based on the distance away from the University Drive and 12th Avenue signalized intersection, the University Drive one-way operations, providing a designated deceleration area for vehicles, and input from the City a southbound left-turn lane into the underground parking area is recommended.

## **Appendix**

Table A Sunday, February 5, 2017 (10:00 a.m. Mass) On-Site Newman Center Driveway Counts

Time	University Drive Access			12th Avenue Access			12th Street Accesses			TOTAL	
	Enter Left	Exit Left	Enter Right	Enter Left	Enter Right	Exit Left	Exit Right	Exit Left	Exit Right	Enter	Exit
09:30	0	0	3	0	0	1	0	1	1	11	2
09:45	1	0	3	0	0	12	0	5	5	18	17
10:00	0	0	0	0	0	1	0	1	1	1	2
10:15	0	0	0	0	0	0	0	0	0	1	0
10:30	0	0	0	1	0	1	0	1	0	1	1
10:45	0	0	0	0	0	0	0	1	1	1	1
11:00	0	1	0	0	0	3	0	0	0	0	4
11:15	0	2	1	0	0	13	0	2	2	1	17
<b>Total</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>34</b>	<b>44</b>

Table B Sunday, February 5, 2017 (5:00 p.m. Mass) On-Site Newman Center Driveway Counts

Time	University Drive Access			12th Avenue Access			12th Street Accesses			TOTAL	
	Enter Left	Exit Left	Enter Right	Enter Left	Enter Right	Exit Left	Exit Right	Exit Left	Exit Right	Enter	Exit
16:30	0	0	1	0	0	1	0	1	0	6	1
16:45	0	0	3	1	2	2	0	2	0	20	2
17:00	0	0	0	2	0	3	0	1	1	4	4
17:15	1	0	0	0	1	1	0	1	0	2	1
17:30	0	0	0	1	1	3	0	0	0	4	3
17:45	0	0	0	0	0	0	0	1	1	0	1
18:00	0	0	2	0	0	18	0	4	4	2	22
18:15	0	0	0	0	0	2	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>30</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>38</b>	<b>36</b>

Table C Monday, February 6, 2017 (5:15 p.m. Mass) On-Site Newman Center Driveway Counts

Time	University Drive Access				12th Avenue Access				12th Street Accesses				TOTAL	
	Enter Left	Exit Left	Enter Left	Enter Right	Enter Left	Enter Right	Enter Left	Enter Right	Exit Left	Exit Right	Enter	Exit	Enter	Exit
16:30	0	0	1	0	0	0	0	0	0	0	1	0	1	1
16:45	0	0	0	2	0	0	1	0	1	0	2	0	2	1
17:00	0	1	0	0	1	1	3	0	0	0	2	0	2	4
17:15	0	0	0	0	0	0	1	1	1	1	0	1	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	1	0	0	0	0	0	1	0	1	0
18:00	0	0	0	0	0	0	7	2	2	2	0	0	0	9
18:15	0	1	0	0	0	0	6	0	0	0	0	0	0	7
Total	0	2	1	2	2	1	19	3	3	6	6	24	6	24