

FARGO CITY COMMISSION AGENDA

Monday, October 19, 2020 - 5:00 p.m.

City Commission meetings are broadcast live on TV Fargo Channel 56 and online at www.FargoND.gov/streaming. They are rebroadcast Mondays at 5:00 p.m., Thursdays at 7:00 p.m. and Saturdays at 8:00 a.m. They are also included in the video archive at www.FargoND.gov/citycommission.

- A. Pledge of Allegiance.
- B. Roll Call.
- C. Approve Order of Agenda.
- D. Minutes (Regular Meeting, October 5, 2020).

CONSENT AGENDA – APPROVE THE FOLLOWING:

- 1. 2nd reading and final adoption of the following Ordinances; 1st reading, 10/5/20:
 - a. Relating to Junk Automobiles.
 - b. Rezoning Certain Parcels of Land Lying in Madelyn's Meadows Third Addition.
 - c. Rezoning Certain Parcels of Land Lying in Cedar Crest First Addition.
- 2. Findings of Fact, Order and Notice of Entry Order for property at 703 12th Street North.
- 3. Receive and file Notice of Appeal from a Decision of a Local Governing Body filed by NorthStar Hospitality, LLC d/b/a SouthTown PourHouse.
- 4. Receive and file the Summons and Complaint relating to Tyler Patel vs. City of Fargo, et. al.
- 5. Applications for Games of Chance:
 - a. NDSU Judging Club for a raffle on 3/3/21.
 - b. Red River Raiders Marine Corps League Det. No. 1453 for a raffle on 11/7/20.
- 6. Receive and file Financial Status Report Year-to-Date through 9/30/20 for major operating funds (unaudited).
- 7. Receive and file General Fund-Budget to Actual through September 2020 (unaudited).
- 8. State Water Commission request for cost reimbursement for the FM Metro Area Flood Risk Management Project for costs totaling \$544,675.95.
- 9. Public Assistance Grant Program Subgrant Agreement for FEMA-4553-DR with the ND Department of Emergency Services.
- 10. Property Use Agreement with Faith Journey Lutheran Church.
- 11. Addendum to Provision of Nursing Services for the Northern Cass School District.
- 12. Requirements for Boarding Facilities, Animal Boarding Program Inspection Report and Animal Boarding Facility License Application.
 - a. Receive and file an Ordinance Relating to Animal Boarding Facilities.

13. Declaration of No Build Easement with EPIC Gateway, LLC.
14. Adopt Resolutions Approving the following Plats:
 - a. Urban Plains by Brandt Fifth Addition.
 - b. Bentley Place Third Addition.
15. Resolution Approving Written Agreement for the Elliott Place Activity HOME Investment Partnership Program Funds and Owner Agreement between the City and Fargo Elliott Place Four, LLP HOME Investment Partnership New Construction at 4462 30th Avenue South.
16. Notice of Grant Award with the ND Department of Emergency Services – Division of Homeland Security for the FY20 State Homeland Security Grant for the purchase of updated ballistic body armor (CFDA #97.067).
17. Snow removal equipment services contracts with Glacier Snow Management, Turf Tamers, Industrial Builders and Master Construction for 2020-2021 winter (RFP20148).
18. Bid award for West Acres road repairs.
19. Settlement and Release Agreement with Black & Veatch regarding heating system issues in the membrane at the Water Treatment Plant.
20. Contract Amendment No. 2 with Houston Engineering in the amount of \$255,000.00 for Project No. FM-19-F0.
21. Contract Amendment No. 2 with Braun Intertec in the amount of \$105,852.00 for Project No. FM-19-H0.
22. Change Order No. 3 for a time extension to 10/9/20 for Project No. UR-20-A1.
23. Access Agreement with Park District of the City of Fargo (Project No. FM-19-F).
24. Access Agreement with Oak Grove Lutheran School (Project No. FM-19-F).
25. Private utility relocation payments to Consolidated Communications, Cass County Electric and Century Link for Project No. FM-16-A1.
26. Easement (Storm Sewer and Outfall) with Station 3700 Apartments, LLC.
27. Declaration of Easement (Amended) (Levee) in association with Project No. FM-16-A.
28. Encroachment Agreement with Northland Educators Federal Credit Union.
29. Variance Acknowledgement and Liability Waiver for property located at 3201 33rd Street South.
30. Contract and bond for Project No. SW20-01.
31. Bills.
32. Contract Amendment No. 2 with Stantec in the amount of \$7,515.00 for Improvement District No. TR-18-B0.

33. Change Order No. 11 to modify the contract language for full incentive for Improvement District No. BR-19-A1.
34. Change Order No. 1 for an increase of \$12,151.53 and a time extension to 10/26/20 for Improvement District No. BN-20-K1.
35. Private utility relocation payment to Xcel Energy in the amount of \$72,491.30 for Improvement District No. BN-21-A1.
36. Incentive/Disincentive option for a portion of 7th Avenue North from University Drive to Broadway (Improvement District No. BR-21-A1).

REGULAR AGENDA:

37. Red River Valley COVID-19 Task Force update.
38. Receive and file an Ordinance Relating to the Human Relations Commission.
39. ***Public Input Opportunity* - PUBLIC HEARINGS - 5:15 pm:**
 - a. CONTINUE to 11/2/20 – Petition filed for exclusion of property located at 5218 68th Street South in part of Government Lot 4 of Section 5, Township 138 North, Range 49 West, of the Fifth Principal Meridian, Cass County, North Dakota.
 - b. Annexation of property located at 7269 25th Street South in the North Half of the South Half of the Southeast Quarter of Section 11, Township 138 North, Range 49 West of the Fifth Principal Meridian, Cass County, North Dakota.
 1. First reading of annexation Ordinance.
 - c. Special Assessment List for Business Improvement District (BID) fees; continued from the 10/5/20 Regular Meeting.
40. Recommendation from the Finance Committee on Improvement District No. BN-19-A.
41. Recommendation to extend the Resolution Extending the Moratorium Pertaining to the Retail Sale of Alcoholic Beverages to January 11, 2021.
42. Recommendation for approval of the 76th Avenue South Corridor Study; tabled from the 9/21/20 and 10/5/20 Regular Meetings.
43. Resolution of Support MATBUS Transit Authority Study.
44. Discussion on hourly parking rate options for ROCO and Mercantile parking ramps.
45. Applications for property tax exemptions for improvements made to buildings:
 - a. Keith and Wanda Fischer, 3019 Bohnet Boulevard North (3 year).
 - b. Alice Dosland Life Estate, 3014 9th Street North (5 year).
 - c. Karla Wohlers, 3013 Edgewood Drive North (5 year).
 - d. Mary Steussy, 301 20th Avenue North (5 year).
46. Commissioner Strand would like to discuss the recently approved Snow Emergency Declaration Ordinance that goes into effect 11/1/20.
47. Appointments to the Historic Preservation Commission.

48. **RESIDENT COMMENTS: Suspended until further notice due to the City of Fargo COVID-19 operational status (Orange-High Risk).**

People with disabilities who plan to attend the meeting and need special accommodations should contact the Commission Office at 701.241.1310. Please contact us at least 48 hours before the meeting to give our staff adequate time to make arrangements.

Minutes are available on the City of Fargo website at www.FargoND.gov/citycommission.

Office of the City Attorney

City Attorney
Erik R. Johnson

Assistant City Attorney
Nancy J. Morris

October 15, 2020

Board of City Commissioners
City Hall
225 4th Street North
Fargo, ND 58102

RE: Ordinance Amending the Number of Board Members on the Human Relations Commission

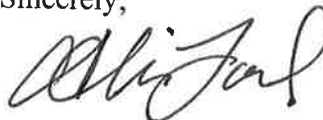
Dear Commissioners,

Enclosed for your approval is an ordinance amending the number of board members on the Human Relations Commission. Specifically, the amendment will increase the number of members from 9 to 11. At its September 17th, 2020 meeting, the Human Relations Commission unanimously approved a motion to increase the number of members from 9 to 11. As a result, city ordinance must be revised to conform with this change. Therefore, I am remitting to you for your approval, an ordinance amending the number of board members on the Human Relations Commission.

Suggested Motion: I move to receive and file an ordinance amending Section 15-0202 of Article 15-02 of Chapter 15 of the Fargo Municipal Code Relating to the Human Relations Commission and to place the ordinance on for first reading at the next regularly-scheduled city commission meeting.

Please feel free to contact me if you have any questions or concerns.

Sincerely,



Alissa R. Farol
Assistant City Attorney

Enclosures

cc: Karin Flom, Assistant Planner
Nicole Crutchfield, Director of Planning & Development

OFFICE OF THE CITY ATTORNEY
FARGO, NORTH DAKOTA

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTION 15-0202
OF ARTICLE 15-02 OF CHAPTER 15 OF THE FARGO MUNICIPAL CODE
RELATING TO THE HUMAN RELATIONS COMMISSION

1
2 WHEREAS, the electorate of the city of Fargo has adopted a home rule charter in accordance
3 with Chapter 40-05.1 of the North Dakota Century Code; and,

4 WHEREAS, Section 40-05.1-06 of the North Dakota Century Code provides that the City
5 shall have the right to implement home rule powers by ordinance; and,

6 WHEREAS, Section 40-05.1-05 of the North Dakota Century Code provides that said home
7 rule charter and any ordinances made pursuant thereto shall supersede state laws in conflict therewith
and shall be liberally construed for such purposes; and,

8 WHEREAS, the Board of City Commissioners deems it necessary and appropriate to
9 implement such authority by the adoption of this ordinance;

10 NOW, THEREFORE,

11 Be It Ordained by the Board of City Commissioners of the City of Fargo:

12 Section 1. Amendment.

13 Section 15-0202 of Article 15-02 of Chapter 15 of the Fargo Municipal Code is hereby
14 amended to read as follows:

15 15-0202. Number of Members--Term of Members--Appointment of Members--Filling
16 Vacancies.--The Human Relations Commission shall consist of ~~nine~~ eleven members, who
17 shall be appointed by the president of the board of city commissioners, subject to
18 confirmation by the Board of City Commissioners. The terms of office of such
19 commissioners shall be as follows, to wit: three members who shall serve until July 1,
20 ~~2001~~ 2021; ~~three~~ four members who shall serve until July 1, ~~2002~~ 2022; and ~~three~~ four
21 members who shall serve until July 1, ~~2003~~ 2023. At the expiration of the terms of the
22 members as aforesaid, members shall be appointed for three-year terms. If a vacancy
23 occurs otherwise then by expiration of a term, it shall be filled by appointment for the
unexpired portion of the term. Notwithstanding the expiration of a member's term, such
member may serve until his or her successor has been appointed and qualified.

OFFICE OF THE CITY ATTORNEY
FARGO, NORTH DAKOTA

ORDINANCE NO. _____

Section 2. Effective Date.

This ordinance shall be in full force and effect from and after its passage and approval.

Timothy J. Mahoney, M.D., Mayor

Attest:

Steven Sprague, City Auditor

First Reading:
Second Reading:
Final Passage:

39b

MEMORANDUM

TO: Board of City Commissioners

From: Donald Kress, current planning coordinator

Date: October 15, 2020

RE: Annexation of approximately 35.44 acres of a portion of the North Half of the South Half of the Southeast Quarter of Section 11, Township 138 North, Range 49 West of the Fifth Principal Meridian, Cass County, North Dakota

October 19, 2020 is the date set by the City Commission to confirm petition of protest and take action on an ordinance for annexation of approximately 35.44 acres of a portion of the North Half of the South Half of the Southeast Quarter of Section 11, Township 138 North, Range 49 West of the Fifth Principal Meridian, Cass County, North Dakota.

The petition for annexation was brought forward by the land owner. There are no other property owners within the boundary of the proposed annexation. Advertisements were placed in The Forum and notices were sent to Stanley Township and Cass County. Staff has not received any form of protest or concerns from the public.

The property is undeveloped at this time; a portion of this property was required for the reconfiguration of County Drain 53, adjacent to the west side of the property. The boundaries of the annexation and corresponding legal description, as well as a staff report, are attached.

As this annexation is from a petition by the property owner, the City Attorney has prepared an ordinance that is attached to this package.

RECOMMENDED MOTION:

To accept the findings and recommendations of staff and the Planning Commission and hereby waive the requirement to receive the annexation Ordinance one week prior to the first reading and place the annexation Ordinance on for first reading, and move to approve the proposed annexation of approximately 35.44 acres of a portion of the North Half of the South Half of the Southeast Quarter of Section 11, Township 138 North, Range 49 West of the Fifth Principal Meridian, Cass County, North Dakota as depicted in the attached map and legal description.

City of Fargo Staff Report			
Title:	Annexation--Section 11, Township 138 North, Range 49 West	Date: Update:	5/28/2020 10/15/2020
Location:	7269 25th Street South	Staff Contact:	Donald Kress, planning coordinator
Legal Description:	Approximately 35.44 acres of a portion of the North Half of the South Half of the Southeast Quarter of Section 11, Township 138 North, Range 49 West of the Fifth Principal Meridian, Cass County, North Dakota		
Owner(s)/Applicant:	Sitka Investments, LLC / Jon Youness	Engineer:	Mead and Hunt
Entitlements Requested:	Annexation of approximately 35.44 acres of a portion of the North Half of the South Half of the Southeast Quarter of Section 11, Township 138 North, Range 49 West of the Fifth Principal Meridian, Cass County, North Dakota		
Status:	City Commission Hearing: October 19, 2020		
Proposal:			
<p>The applicant has petitioned the City to annex approximately 35.44 acres of land that is currently within the city's four-mile extra-territorial jurisdiction (ETJ). This area is undeveloped. A plat of the proposed annexation area is attached.</p> <p>This project was reviewed by the City's Planning and Development, Engineering, Public Works, and Fire Departments ("staff"), whose comments are included in this report.</p> <p>Surrounding Zoning Districts and Land Uses:</p> <ul style="list-style-type: none"> • North: SR-4, Single-Dwelling Residential; detached residences • East: SR-4 and MR-2, Multi-Dwelling Residential; detached and multi-dwelling residences • South: In City of Fargo ETJ---AG, Agricultural; undeveloped; • West: In City of Fargo ETJ---AG, Agricultural; County Drain 53 and undeveloped; 			
Area Plans:			
<p>The 2007 South Fargo Tier 1 East Growth Plan, part of the 2007 Growth Plan, designates the area of this project as "Residential Area—Lower to Medium Density" and "Residential Area—Medium to High Density" land use. The existing AG, Agricultural zoning will remain at this time.</p>			
<p>Proposed Land Uses</p> <ul style="list-style-type: none"> Residential Area - lower to medium density Residential Area - medium to high density Residential Area - rural Commercial Area Industrial Area Agricultural Research 			

<p>Context:</p> <p>Schools: The subject property is located within the Fargo School District and is served by Bennett Elementary, Discovery Middle and Davies High schools.</p> <p>Neighborhood: The subject property is not located within a designated neighborhood.</p> <p>Parks: Golden Valley Park (6977 Golden Valley Parkway) is located approximately 0.10 mile north of the subject property and provides the amenities of basketball courts; shelter; playgrounds—ages 2-5 and 5-12.</p> <p>Pedestrian / Bicycle: There are off-road bike facilities along 25th Street South that are a component of the metro area bikeway system. A trail along 73rd Avenue South, within the 80-foot public right of way, will be installed along with that street.</p> <p>Staff Analysis:</p> <p><u>OWNERSHIP</u></p> <p>The entire property involved in the annexation is owned by the applicant, Sitka Investments, LLC. No existing residences or businesses are included in the annexation area. The primary reason for this annexation at this time is related to the reconstruction of County Drain 53 adjacent to the east side of this property.</p> <p><u>GROWTH PLAN CONSISTENCY</u></p> <p>This property is outside of the Fargo city limits. The applicant has requested annexation through a petition. The proposed annexation area is depicted on the 2007 South Fargo Tier 1 East Growth Plan map of the 2007 Growth Plan. The 2007 Growth Plan describes the “Tier 1” designation as the “Intended Growth Sector” for the city of Fargo within the next 20 years (that is, by the year 2027).</p> <p>Though the 2007 Growth Plan does not provide actual findings for annexation, it does state that “Tier 1 is planned to handle growth for the next 20 to 25 years [from 2007]” and that “Carefully planned extensions of the city as a result of demand for housing help to counter disruptive leapfrog development.” (page 55, 2007 Growth Plan). The proposed development is adjacent to existing residential development—Madelyn’s Meadows First, Second, and Third Additions to the north--and is adjacent to 25th Street South, an arterial street. This location corresponds with two of the strategies stated in the 2007 plan to work against leapfrog development:</p> <ul style="list-style-type: none"> • Limit roadway and utility extensions to areas within the 20 year service area [Tier 1] directly adjacent to areas currently receiving services; and • Avoid utility and roadway extensions that traverse areas where property owners are not interested in developing their property. (page 56, 2007 Growth Plan). <p><u>PLANNING COMMISSION REVIEW</u></p> <p>The Planning Commission found the proposed annexation consistent with the 2007 Growth Plan and their June 2, 2020 public meeting.</p> <p><u>NOTIFICATION OF HEARING</u></p> <p>Advertisements were placed in The Forum and notices were sent to Stanley Township and Cass County. Staff has not received any form of protest or concerns from the public.</p> <p>Staff Recommendation:</p> <p>Suggested Motion: “To accept the findings and recommendations of staff and the Planning Commission and hereby waive the requirement to receive the annexation Ordinance one week prior to the first reading and place the annexation Ordinance on for first reading, and move to approve the proposed annexation of approximately 35.44 acres of a portion of the North Half of the South Half of the Southeast Quarter of Section 11, Township 138 North, Range 49 West of the Fifth Principal Meridian, Cass County, North Dakota as depicted in the attached map and legal description.”</p>
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Planning Commission Recommendation: June 2, 2020

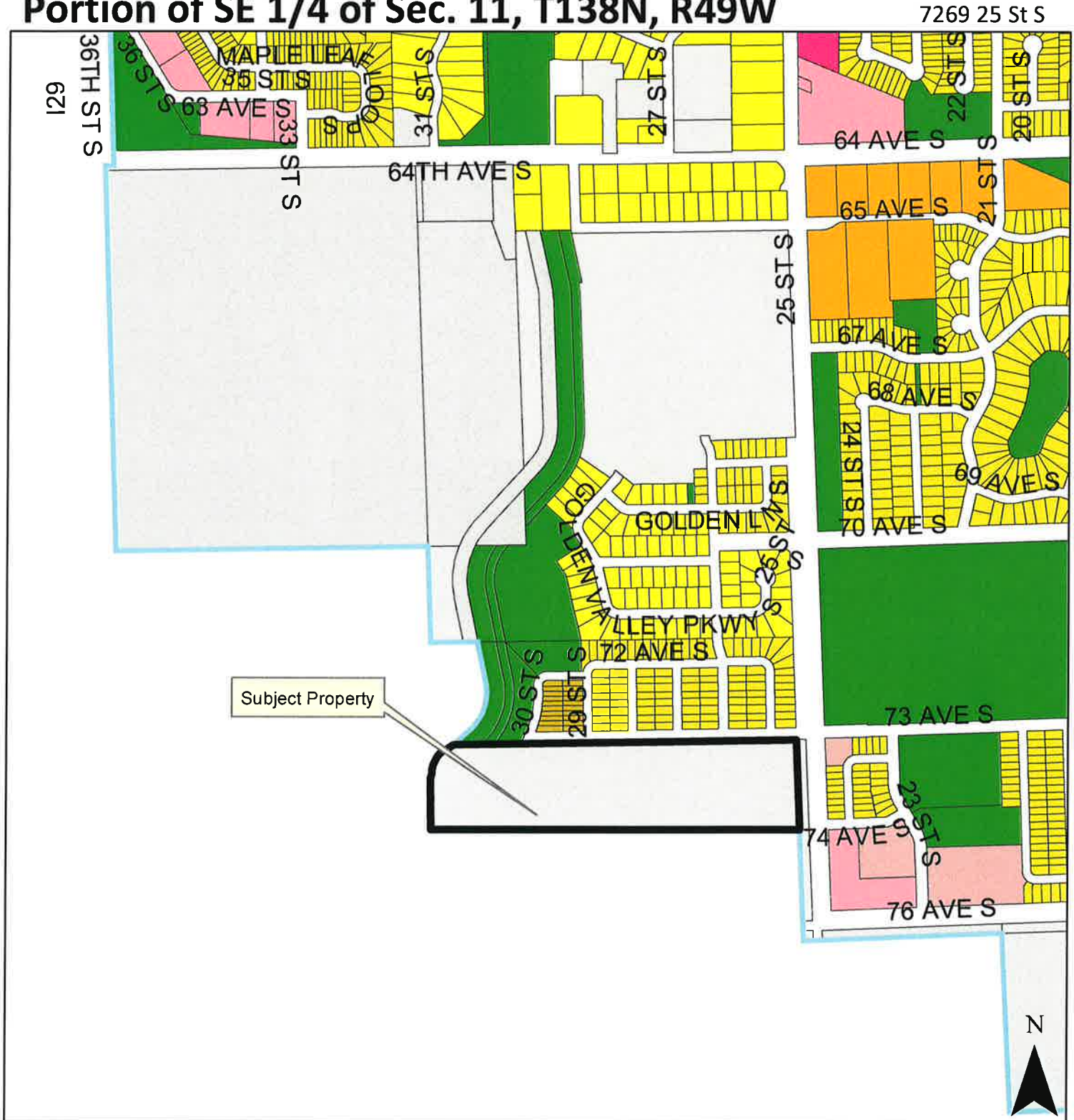
At their June 2, 2020 public meeting, by a vote of 7-0 with three Commissioners absent and one Commission seat vacant, the Planning Commission found the proposed annexation of approximately 35.44 acres of a portion of the North Half of the South Half of the Southeast Quarter of Section 11, Township 138 North, Range 49 West of the Fifth Principal Meridian, Cass County, North Dakota to be consistent with the 2007 Growth Plan.

Attachments:

- | |
|---|
| <ol style="list-style-type: none">1. Zoning Map2. Location Map3. Annexation Petition4. Annexation Plat |
|---|

Annexation

Portion of SE 1/4 of Sec. 11, T138N, R49W



Annexation

Portion of SE 1/4 of Sec. 11, T138N, R49W

7269 25 St S





Department of Planning & Development
 200 3rd Street North
 Fargo, ND 58102
 Office: (701) 241-1474
 Fax: (701) 241-1526

PETITION FOR ANNEXATION

To: City of Fargo

The undersigned, being the owner of not less than three-fourths in assessed value of the following described property, hereby petitions the City of Fargo to annex said property pursuant to Section 40-51.2-03 NDCC. The following is a description of the property to be annexed:

The North Half (1/2) of the South Half (1/2) of the Southeast Quarter of Section 11, T138N, R49W of the Fifth Principal Meridian, Cass County, North Dakota, less Drain R/W and less the East 100 feet annexed to Fargo and less that NLY strip annexed to Fargo, split from 64-0000-11160-050 per annexation plat document no. 1556038. Said tract includes 35.44 acres, more or less.

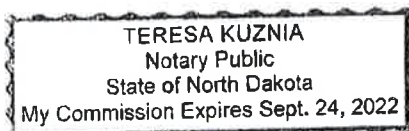
The undersigned further certifies that Sitka Investments, LLC is the owner of at least three-fourths in assessed value of the property hereinabove described.

Date this 29th day of Sept, in the year 2020.

Signature [Signature]

STATE OF NORTH DAKOTA)
) ss.
 COUNTY OF CASS)

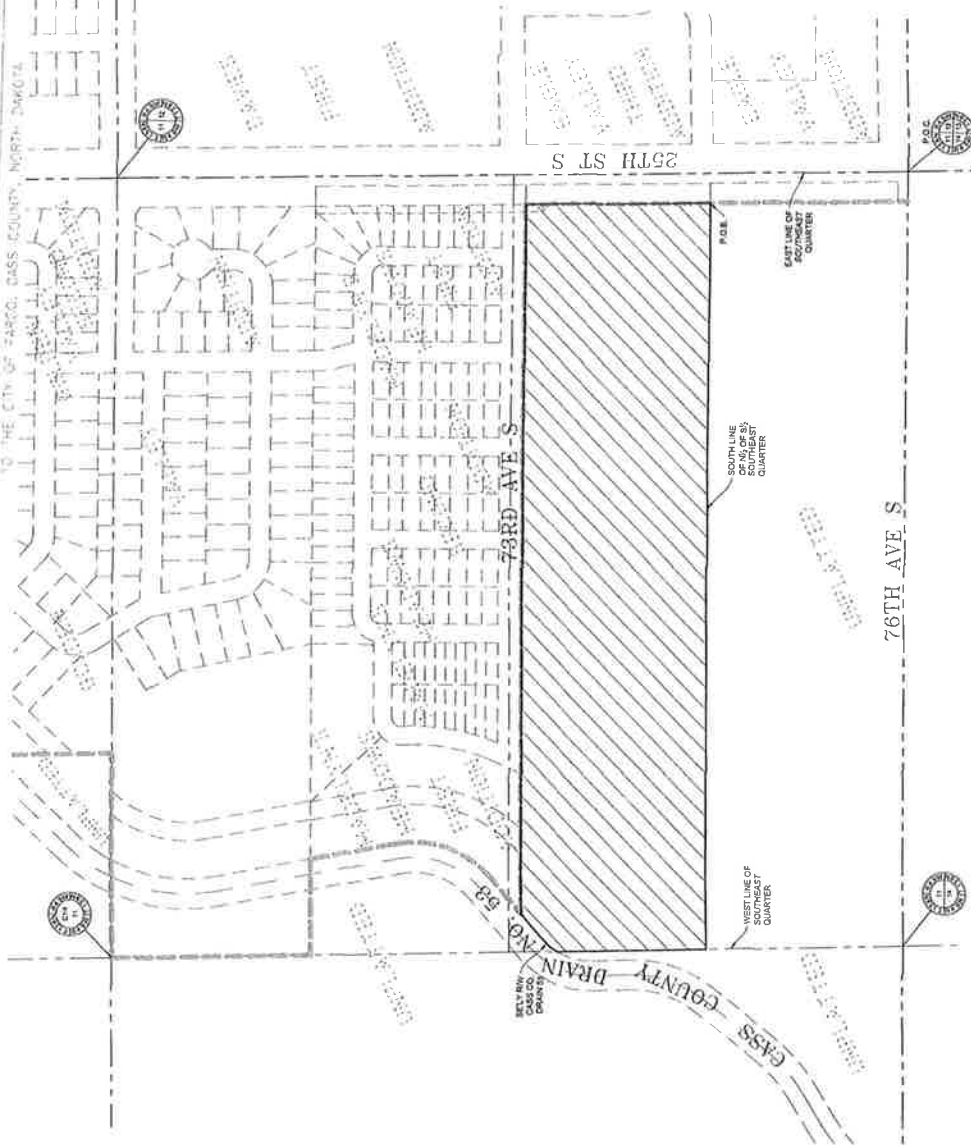
On this 29th day of September, in the year 2020, before me, a notary public in and for said County and State, personally appeared James Bullis, who executed to foregoing instrument, and acknowledged to me that he/she executed the same.



[Signature]
 Notary Public
 Cass County, North Dakota
 My Commission Expires:

ANNEXATION PLAT

THE CITY OF - ARCO, CASS COUNTY, NORTH DAKOTA

[illegible]

SURVIVOR'S CERTIFICATE AND ACKNOWLEDGEMENT
I, , a Native, Professional Land Survivor under the title of the State of North Dakota do hereby certify that this plot is a true and correct representation of the lands awarded, and that nothing has been done by the City of Fargo, North Dakota, in accordance to the Unimproved property.

Dated this 31st day of August 2020

Robert J. Nelson, PLS
Professional Land Surveyor
Registration No. LS-2729

On this 31st day of August, 1920, I, Edward J. Hannon, known by me to be the person whose name is subscribed to the above certificate and did acknowledge to me that he executed the same at his own free act and deed.

State of North Carolina
County of _____
I, _____, Clerk of said County, do hereby certify that _____
is the duly qualified and acting _____ of said _____
in and to the _____ of said _____
at _____ this _____ day of _____, 2023.

CITY OF FARGO ENGINEERING DEPARTMENT APPROVAL
 Approved by the City Engineer this ____ day of _____, 20____

— Linda E. Demig, P.E.,
Engineer

State of North Dakota

...this ___ day of _____
Engineer, known to me to be a

_____, known to me to be the person described in and who executed the same as a free act and deed.

CHICAGO CITY COMMISSION APPROVAL

Approved by the Board of Commissioners and ordered

Dr. J. McNamara

Steven Sprague, City Auditor
of North Dakota)

SS
)

Early Releasees Timothy J. Mahoney, Mayer, and Steven Sprague. City Auction refers to no the persons described in and who executed the same as a title act and deed.

Public, Cass County, North Dakota

Mead
Hunt

cn0: 701-556-6450
meachunt.com

PROJECT NO.
4650200-200823.01

SHEET 1 OF 1

LEGEND

10

1

Age group	Number of people
0-14	350
15-24	300
25-34	250
35-44	200
45-54	150
55-64	100
65-74	120
75-84	80
85-94	50
95-104	20

SCALE IN FEET

CHRONICATION OF THIS BUILDING
SYSTEM IS CITY OF FARGO, ND

39b1

OFFICE OF THE CITY ATTORNEY
FARGO, NORTH DAKOTA

ORDINANCE NO. _____

AN ORDINANCE ANNEXING A CERTAIN PARCEL OF LAND
LYING IN THE NORTH HALF OF THE SOUTH HALF OF THE SOUTHEAST
QUARTER OF SECTION 11, TOWNSHIP 138 NORTH,
RANGE 49 WEST, IN CASS COUNTY, NORTH DAKOTA

WHEREAS, A Petition for Annexation has been submitted by the owners of not less than three-fourths in assessed value of the property described in said Petition for Annexation to the City of Fargo, Cass County, North Dakota, in accordance with Section 40-51.2-03 N.D.C.C.; and,

WHEREAS, Public notice of the submission of such Petition has been given by publication in The Forum as required by Section 40-51.2-05 N.D.C.C.; and,

WHEREAS, Said Section 40-51.2-03 N.D.C.C. requires that such annexation be accomplished by ordinance,

NOW, THEREFORE,

Be It Ordained by the Board of City Commissioners of the City of Fargo:

Section 1. The following described property located in the North Half of the South Half of the Southeast Quarter of Section 11, Township 138 North, Range 49 West of the Fifth Principal Meridian, Cass County, North Dakota, is hereby annexed to the City of Fargo, Cass County, North Dakota:

Commencing at the southeast corner of said Southeast Quarter; thence on an assumed bearing of North 02 degrees 16 minutes 07 seconds West along the east line of said Southeast Quarter, 661.81 feet to a point of intersection with the south line of the North Half of the South Half of said Southeast Quarter; thence South 89 degrees 04 minutes 25 seconds West along said south line, 100.02 feet to the existing City of Fargo corporate limits and the point of beginning; thence continuing South 89 degrees 04 minutes 25 seconds West along said south line, 2,502.04 feet to the west line of said Southeast Quarter; thence North 02 degrees 08 minutes 25 seconds West along said west line, 496.52 feet to a point of intersection with the southeasterly right-of-way line of Cass County Drain No. 53; thence northeasterly along said southeasterly right-of-way line 84.83 feet on an arc of a non-tangential curve, concave to the southeast, having a radius of 236.48 feet, a central angle of 20 degrees 33 minutes 08 seconds, and a long chord which bears North 38 degrees 49 minutes 48 seconds East, 84.37 feet; thence North 49

OFFICE OF THE CITY ATTORNEY
FARGO, NORTH DAKOTA

ORDINANCE NO. _____

degrees 06 minutes 22 seconds East along said southeasterly right-of-way line 91.94 feet to the southwest corner of MADELYN'S MEADOWS FIRST ADDITION, according to the record plat thereof, said County; thence along the existing City of Fargo corporate limits on the following courses, North 89 degrees 05 minutes 36 seconds East, along the south line of said plat, 2,373.63 feet; thence South 02 degrees 16 minutes 07 seconds East, 619.68 feet to the point of beginning.

Said tract contains 35.44 acres, more or less.

Section 2. Effective Date.

This ordinance shall be in full force and effect from and after its passage and approval.

CITY OF FARGO

By _____
Timothy J. Mahoney, M.D., Mayor

ATTEST

Steven Sprague, City Auditor

First Reading:
Second Reading:
Final Passage:

39c

NOTICE OF HEARING
FOR SPECIAL ASSESSMENT OF
BUSINESS IMPROVEMENT DISTRICT (BID)

The Board of City Commissioners of the City of Fargo, North Dakota, will conduct a Public Hearing on special assessments for Business Improvement District (BID) fees, provided in the list below, on Monday, October 5, 2020, at 5:15 o'clock p.m. in the City Commission Room, City Hall, Fargo, North Dakota.

Address	Parcel	Assessment
315 7 ST N	01-0450-00010-000	210.25
305 7 ST N	01-0450-00020-000	590.75
304 ROBERTS ST N	01-0450-00045-000	742.88
308 ROBERTS ST N	01-0450-00055-000	213.68
316 ROBERTS ST N	01-0450-00070-000	199.45
324 ROBERTS ST N	01-0450-00081-000	807.45
658 4 AVE N	01-0450-00093-000	114.78
670 4 AVE N	01-0450-00100-000	844.00
321 7 ST N	01-0450-00110-000	195.25
669 4 AVE N	01-0450-00120-000	1,172.78
669 4 AVE N	01-0450-00120-000	963.08
428 ROBERTS ST N	01-0450-00131-000	305.58
435 7 ST N	01-0450-00135-000	7.50
418 ROBERTS ST N	01-0450-00149-000	293.75
408 ROBERTS ST N	01-0450-00171-000	1,871.75
503 7 ST N	01-0450-00200-000	1,647.00
506 ROBERTS ST N	01-0450-00265-000	506.75
426 BROADWAY N	01-0450-00303-000	256.70
422 BROADWAY N	01-0450-00310-000	835.15
420 BROADWAY N	01-0450-00325-000	1,292.90
412 BROADWAY N	01-0450-00351-000	805.20
406 BROADWAY N	01-0450-00360-000	1,205.45
400 BROADWAY N	01-0450-00370-000	1,627.50
400 BROADWAY N	01-0450-00370-000	928.50
522 BROADWAY N	01-0450-00380-000	673.60
516 BROADWAY N	01-0450-00390-000	899.95
508 BROADWAY N	01-0450-00400-000	436.00
506 BROADWAY N	01-0450-00411-000	2,313.55
502 BROADWAY N	01-0450-00411-000	409.30
500 BROADWAY N	01-0450-00422-000	15.00
425 BROADWAY N	01-1040-00021-000	1,994.35

412 5 ST N	01-1040-00025-000	492.25
42 5 ST N	01-1520-00017-000	887.75
51 BROADWAY N	01-1520-00023-000	12,247.83
520 1 AVE N	01-1520-00070-000	798.25
518 1 AVE N	01-1520-00070-000	196.00
69 BROADWAY N	01-1520-00080-000	782.00
502 1 AVE N	01-1520-00120-000	1,560.75
512 1 AVE N	01-1520-00150-000	310.50
423 NORTHERN PACIFIC AVE N	01-1520-00160-000	99.75
419 NORTHERN PACIFIC AVE N	01-1520-00170-000	199.50
417 NORTHERN PACIFIC AVE N	01-1520-00180-000	147.25
415 NORTHERN PACIFIC AVE N	01-1520-00190-000	137.75
411 NORTHERN PACIFIC AVE N	01-1520-00200-000	199.50
409 NORTHERN PACIFIC AVE N	01-1520-00220-000	99.75
401 NORTHERN PACIFIC AVE N	01-1520-00230-000	399.00
64 4 ST N	01-1520-00241-000	545.50
402 1 AVE N	01-1520-00261-000	718.00
63 5 ST N	01-1520-00311-000	311.00
321 NORTHERN PACIFIC AVE N	01-1520-00325-000	78.55
319 NORTHERN PACIFIC AVE N	01-1520-00340-000	39.23
317 NORTHERN PACIFIC AVE N	01-1520-00350-000	78.55
313 NORTHERN PACIFIC AVE N	01-1520-00370-000	76.81
307 NORTHERN PACIFIC AVE N	01-1520-00397-000	334.81
301 NORTHERN PACIFIC AVE N	01-1520-00410-000	567.14
308 1 AVE N	01-1520-00450-000	272.91
69 4 ST N	01-1520-00470-000	228.06
67 4 ST N	01-1520-00480-000	47.04
65 4 ST N	01-1520-00490-000	47.04
219 NORTHERN PACIFIC AVE N	01-1520-00500-000	146.85
213 NORTHERN PACIFIC AVE N	01-1520-00520-000	137.49
209 NORTHERN PACIFIC AVE N	01-1520-00540-000	102.67
205 NORTHERN PACIFIC AVE N	01-1520-00560-000	204.35
65 3 ST N	01-1520-00588-000	312.76
72 2 ST N	01-1520-00589-000	156.38
409 1 AVE N	01-1520-00640-000	1,050.00
121 5 ST N	01-1520-00650-000	471.93
119 5 ST N	01-1520-00660-000	120.00
101 5 ST N	01-1520-00680-000	2,415.90
500 2 AVE N	01-1520-00730-000	9,108.75
123 BROADWAY N	01-1520-00740-000	1,527.60
123 BROADWAY N STE 200	01-1520-00740-000	347.10

123 BROADWAY N STE 201	01-1520-00740-000	347.10
550 2 AVE N	01-1520-00740-000	347.10
560 2 AVE N	01-1520-00740-000	347.10
117 BROADWAY N	01-1520-00751-000	4,595.15
115 BROADWAY N	01-1520-00751-000	527.90
119 BROADWAY N	01-1520-00751-000	527.90
113 BROADWAY N	01-1520-00770-000	436.75
109 BROADWAY N	01-1520-00780-000	1,449.50
107 BROADWAY N	01-1520-00790-000	443.50
105 BROADWAY N	01-1520-00800-000	403.75
101 BROADWAY N	01-1520-00810-000	2,019.50
215 BROADWAY N UNIT 1	01-1520-00823-001	13,574.30
225 BROADWAY N	01-1520-00823-001	345.05
215 BROADWAY N UNIT 2	01-1520-00823-002	11,808.05
215 BROADWAY N UNIT 3	01-1520-00823-003	820.55
215 BROADWAY N UNIT 4	01-1520-00823-004	4,104.80
215 BROADWAY N UNIT 5	01-1520-00823-005	3,041.15
224 5 ST N	01-1520-00824-000	1,628.48
505 2 AVE N	01-1520-00824-000	3,789.00
226 5 ST N	01-1520-00825-000	6,761.95
215 BROADWAY N	01-1520-00825-000	41,431.53
201 5 ST N	01-1520-00920-000	190.13
201 5 ST N	01-1520-00920-010	2,884.50
411 2 AVE N	01-1520-00920-040	922.03
201 5 ST N	01-1520-00921-000	237.38
201 5 ST N	01-1520-00922-000	375.65
201 5 ST N	01-1520-00924-000	495.73
213 5 ST N	01-1520-00930-000	1,011.90
213A 5 ST N	01-1520-00930-020	16.48
415 3 AVE N	01-1520-00954-000	684.25
415 3 AVE N	01-1520-00954-000	1,042.00
315 5 ST N	01-1520-00960-000	997.75
313 5 ST N	01-1520-00970-000	144.75
301 BROADWAY N	01-1520-00980-000	475.00
505 3 AVE N	01-1520-00990-000	1,624.50
320 5 ST N	01-1520-01000-000	2,178.25
510 4 AVE N	01-1520-01010-000	2,409.20
325 BROADWAY N	01-1520-01020-000	1,689.55
319 BROADWAY N UNIT 108	01-1520-01050-008	2.70
311 BROADWAY N	01-1520-01050-026	189.80
313 BROADWAY N	01-1520-01050-027	215.00

315 BROADWAY N	01-1520-01050-028	173.45
317 BROADWAY N	01-1520-01050-029	210.50
305 BROADWAY N UNIT 1	01-1520-01063-001	165.63
305 BROADWAY N UNIT 2	01-1520-01063-002	2,533.75
303 BROADWAY N	01-1520-01080-000	596.50
95 2 ST N	01-1540-01091-000	0.54
117 NORTHERN PACIFIC AVE N	01-1540-01092-000	640.09
1 2 ST N	01-1540-01092-000	376.66
401 BROADWAY N	01-1540-01162-000	1,561.45
410 5 ST N	01-1540-01173-000	1,738.00
420 5 AVE N	01-1540-01182-000	485.20
413 BROADWAY N	01-1540-01192-000	951.08
406 4 ST N	01-1540-01270-000	814.80
417 5 ST N	01-1540-01280-000	877.70
409 4 ST N	01-1540-01320-010	226.22
355 4 AVE N	01-1540-01320-020	98.73
415 BURRELL CT N	01-1540-01330-000	76.69
311 4 AVE N	01-1540-01350-000	76.77
410 3 ST N	01-1540-01370-000	94.36
415 4 ST N	01-1540-01380-000	653.07
421 4 ST N	01-1540-01402-000	114.15
419 3 ST N	01-1540-01501-000	731.82
501 3 ST N	01-1540-02190-000	70.00
202 6 AVE N	01-1540-02215-000	446.24
212 6 AVE N	01-1540-02270-000	39.78
208 6 AVE N	01-1540-02280-000	53.48
220 6 AVE N	01-1540-02290-000	78.12
214 6 AVE N	01-1540-02300-000	40.96
515 3 ST N	01-1540-02320-000	137.34
511 3 ST N	01-1540-02330-000	76.30
509 3 ST N	01-1540-02340-000	76.30
512 3 ST N	01-1540-02350-000	76.93
314 6 AVE N	01-1540-02360-000	76.44
523 4 ST N	01-1540-02370-000	163.79
501 4 ST N	01-1540-02430-000	738.64
520 3 ST N	01-1540-02450-000	180.77
502 4 ST N	01-1540-02460-000	205.88
508 4 ST N	01-1540-02470-000	106.70
510 4 ST N	01-1540-02480-000	109.33
516 4 ST N	01-1540-02490-000	123.90
520 4 ST N	01-1540-02500-000	111.63

402 6 AVE N	01-1540-02510-000	107.00
519 5 ST N	01-1540-02520-000	100.53
517 5 ST N	01-1540-02530-000	121.75
515 5 ST N	01-1540-02540-000	103.45
511 5 ST N	01-1540-02551-000	114.70
505 5 ST N	01-1540-02563-000	122.85
502 5 ST N	01-1540-02583-000	684.65
510 5 ST N	01-1540-02600-000	758.33
510 6 AVE N	01-1540-02625-000	818.18
530 6 AVE N	01-1540-02680-000	1,736.50
505 BROADWAY N UNIT 301	01-1540-02701-020	616.98
505 BROADWAY N UNIT C1	01-1540-02701-110	5,887.65
601 5 ST N	01-1540-02820-000	37.69
401 6 AVE N	01-1540-02838-000	808.85
601 4 ST N	01-1540-02920-000	163.27
617 4 ST N	01-1540-02930-000	301.48
602 3 ST N	01-1540-02940-000	76.30
608 3 ST N	01-1540-02950-000	104.07
612 3 ST N	01-1540-02960-000	54.25
616 3 ST N	01-1540-02970-000	122.25
304 7 AVE N	01-1540-02980-000	59.13
312 7 AVE N	01-1540-02990-000	35.61
601 3 ST N	01-1540-03005-000	67.24
608 2 ST N	01-1540-03030-000	77.98
612 2 ST N	01-1540-03040-000	82.59
202 7 AVE N	01-1540-03060-000	118.96
623 3 ST N	01-1540-03070-000	110.29
218 7 AVE N	01-1540-03070-000	99.99
615 3 ST N	01-1540-03080-000	43.09
609 3 ST N	01-1540-03100-000	88.54
715 BROADWAY N	01-1560-00010-000	301.29
707 BROADWAY N	01-1560-00020-000	83.33
221 MAIN AVE	01-2112-00010-000	396.94
92 NORTHERN PACIFIC AVE N	01-2112-00021-000	1,909.25
44 4 ST S	01-2112-00042-000	217.75
1 2 ST S	01-2112-00050-000	1,140.52
101 2 ST S	01-2112-00060-000	1,608.82
100 4 ST S	01-2112-00070-000	1,205.98
330 MAIN AVE	01-2112-00080-000	329.13
520 MAIN AVE	01-2112-00090-010	2,700.30
520 MAIN AVE	01-2112-00090-010	1,932.75

520 MAIN AVE	01-2112-00090-020	1,512.25
520 MAIN AVE	01-2112-00090-030	108.95
520 MAIN AVE	01-2112-00090-040	160.40
406 MAIN AVE	01-2112-00095-000	4,989.88
500 MAIN AVE	01-2112-00095-000	3,964.35
45 4 ST S	01-2112-00110-000	507.75
206 NORTHERN PACIFIC AVE N	01-2150-00010-000	104.61
208 NORTHERN PACIFIC AVE N	01-2150-00030-000	80.60
218 NORTHERN PACIFIC AVE N	01-2150-00041-000	480.40
50 2 ST N	01-2150-00087-000	432.03
300 NORTHERN PACIFIC AVE N UNIT C1	01-2150-00101-020	488.40
300 NORTHERN PACIFIC AVE N UNIT C2	01-2150-00101-030	46.61
310 NORTHERN PACIFIC AVE N	01-2150-00113-000	200.34
325 MACHINERY ROW AVE N	01-2150-00113-000	131.13
35 4 ST N	01-2150-00123-000	621.77
35 4 ST N	01-2150-00123-000	386.38
502 NORTHERN PACIFIC AVE N	01-2150-00265-000	3,121.55
402 NORTHERN PACIFIC AVE	01-2150-00265-000	2,646.78
412 NORTHERN PACIFIC DR N	01-2150-00265-000	2,318.80
508 NORTHERN PACIFIC AVE N	01-2150-00330-000	263.03
512 NORTHERN PACIFIC AVE N	01-2150-00340-000	130.28
23 BROADWAY N	01-2150-00350-000	803.03
23 BROADWAY N	01-2150-00350-000	1,746.75
15 BROADWAY N	01-2150-00375-000	4,731.83
404 4 AVE N	01-2160-00010-000	719.25
401 3 AVE N	01-2160-00020-000	1,142.65
321 4 ST N	01-2160-00040-000	235.23
200 4 AVE N UNIT 401	01-2160-00062-001	60.98
200 4 AVE N UNIT 403	01-2160-00062-002	55.73
200 4 AVE N UNIT 404	01-2160-00062-003	58.85
200 4 AVE N UNIT 405	01-2160-00062-004	46.65
200 4 AVE N UNIT 406	01-2160-00062-005	48.87
200 4 AVE N UNIT 407	01-2160-00062-006	48.87
200 4 AVE N UNIT 408	01-2160-00062-007	56.89
200 4 AVE N UNIT 409	01-2160-00062-008	48.87
200 4 AVE N UNIT 410	01-2160-00062-009	50.73
200 4 AVE N UNIT 301	01-2160-00062-010	53.38
200 4 AVE N UNIT 304	01-2160-00062-012	45.68
200 4 AVE N UNIT 306	01-2160-00062-014	45.54
200 4 AVE N UNIT 307	01-2160-00062-015	45.54
200 4 AVE N UNIT 308	01-2160-00062-016	53.89

200 4 AVE N UNIT 309	01-2160-00062-017	58.40
200 4 AVE N UNIT 310	01-2160-00062-018	50.51
200 4 AVE N UNIT 201	01-2160-00062-019	48.50
200 4 AVE N UNIT 205	01-2160-00062-022	45.54
200 4 AVE N UNIT 206	01-2160-00062-023	45.54
200 4 AVE N UNIT 208	01-2160-00062-025	53.89
200 4 AVE N UNIT 209	01-2160-00062-026	76.37
200 4 AVE N UNIT 210	01-2160-00062-027	50.51
200 4 AVE N UNIT 102	01-2160-00062-029	39.57
200 4 AVE N UNIT 103	01-2160-00062-030	30.51
200 4 AVE N UNIT 104	01-2160-00062-031	30.51
200 4 AVE N UNIT 105	01-2160-00062-032	30.51
200 4 AVE N UNIT 106	01-2160-00062-033	30.51
200 4 AVE N UNIT 107	01-2160-00062-034	30.51
200 4 AVE N UNIT 108	01-2160-00062-035	30.51
200 4 AVE N UNIT 109	01-2160-00062-036	30.51
200 4 AVE N UNIT 110	01-2160-00062-037	30.51
200 4 AVE N UNIT 111	01-2160-00062-038	30.75
200 4 AVE N UNIT 112	01-2160-00062-039	42.12
200 4 AVE N UNIT LP	01-2160-00062-100	256.65
334 4 AVE N	01-2160-00063-000	401.57
207 3 AVE N	01-2160-00065-000	313.59
203 4 AVE N	01-2160-00081-000	4.86
225 4 AVE N	01-2160-00082-000	398.26
225 4 ST N	01-2160-00110-000	4,351.38
265 2 ST N	01-2160-00110-000	1,741.02
201 1 AVE N	01-2160-00110-000	1,741.02
285 1 AVE N	01-2160-00110-000	1,741.02
200 3 ST N	01-2160-00120-000	1,887.08
207 4 ST N	01-2160-00120-000	2,035.85
225 4 ST N	01-2160-00120-000	1,643.00
102 3 ST N	01-2160-00130-000	1,432.03
215 5 ST N	01-2160-00140-000	1,150.75
222 4 ST N	01-2160-00150-000	1,038.08
210 4 ST N	01-2160-00160-000	97.13
202 4 ST N	01-2160-00170-000	644.70
96 NORTHERN PACIFIC AVE N	01-2170-00110-000	2,058.00
100 NORTHERN PACIFIC AVE N	01-2170-00170-000	567.00
10 2 ST N	01-2170-00315-000	927.86
10 4 ST N	01-2170-00322-000	1,332.50
4 8 ST N	01-2170-00341-000	227.50

1001 MAIN AVE	01-2170-00351-000	270.42
701 MAIN AVE	01-2170-00412-000	535.90
400 ELM ST N	01-2190-00050-010	6,219.19
602 MAIN AVE	01-2240-00790-000	161.50
7 6 ST S	01-2240-00800-000	108.85
604 MAIN AVE	01-2240-00810-000	129.65
606 MAIN AVE	01-2240-00830-000	250.23
608 MAIN AVE	01-2240-00840-000	424.50
612 MAIN AVE	01-2240-00850-000	206.25
614 MAIN AVE	01-2240-00860-000	225.25
614 MAIN AVE STE 10	01-2240-00860-000	87.50
614 MAIN AVE STE 100	01-2240-00860-000	87.50
614 MAIN AVE STE 200	01-2240-00860-000	87.50
614 MAIN AVE STE 205	01-2240-00860-000	87.50
614 MAIN AVE STE 210	01-2240-00860-000	87.50
614 MAIN AVE STE 220	01-2240-00860-000	87.50
616 MAIN AVE	01-2240-00891-000	439.75
620 MAIN AVE	01-2240-00895-000	1,092.50
21 BROADWAY S	01-2240-00900-000	1,647.50
20 7 ST S	01-2240-00900-000	1,651.00
700 MAIN AVE	01-2240-00910-000	785.75
714 MAIN AVE	01-2240-00930-000	182.25
716 MAIN AVE	01-2240-00940-000	172.75
718 MAIN AVE	01-2240-00950-000	98.00
720 MAIN AVE	01-2240-00960-000	664.75
14 8 ST S	01-2240-00990-000	182.00
16 8 ST S	01-2240-01000-000	205.50
18 8 ST S	01-2240-01011-000	167.50
20 8 ST S	01-2240-01031-000	286.55
23 7 ST S	01-2240-01060-000	220.53
15 7 ST S	01-2240-01080-000	702.75
1 8 ST S	01-2240-01090-000	160.00
806 MAIN AVE	01-2240-01100-000	112.25
810 MAIN AVE	01-2240-01110-000	62.50
11 8 ST S	01-2240-01120-000	235.75
814 MAIN AVE	01-2240-01135-000	229.64
818 MAIN AVE	01-2240-01150-000	107.28
824 MAIN AVE	01-2240-01160-000	124.18
825 1 AVE S	01-2240-01170-000	228.90
811 1 AVE S	01-2240-01210-000	76.30
13 8 ST S	01-2240-01221-000	334.75

15 8 ST S	01-2240-01221-000	115.00
17 8 ST S	01-2240-01240-000	296.25
19 1/2 8 ST S	01-2240-01240-000	115.00
21 8 ST S	01-2240-01260-000	312.25
1 9 ST S	01-2240-01280-000	96.16
9 9 ST S	01-2240-01290-000	94.29
910 MAIN AVE	01-2240-01300-000	139.03
914 MAIN AVE	01-2240-01310-000	90.39
914 MAIN AVE	01-2240-01310-000	88.86
920 MAIN AVE	01-2240-01320-000	179.63
18 10 ST S	01-2240-01350-000	74.14
917 1 AVE S	01-2240-01360-000	88.27
919 1 AVE S	01-2240-01360-000	85.75
911 1 AVE S	01-2240-01380-000	43.06
15 9 ST S	01-2240-01391-000	113.57
23 9 ST S	01-2240-01400-000	139.79
1002 MAIN AVE	01-2240-01410-000	110.32
1008 MAIN AVE	01-2240-01420-000	56.01
1010 MAIN AVE	01-2240-01430-000	87.01
1014 MAIN AVE	01-2240-01440-000	77.55
1016 MAIN AVE	01-2240-01450-000	99.26
6-6 1/2 11 ST S	01-2240-01470-000	67.82
1023 1 AVE S	01-2240-01480-000	253.02
1019-1021 1 AVE S	01-2240-01490-000	85.08
1011 1 AVE S	01-2240-01510-000	75.04
1001 1 AVE S	01-2240-01537-000	130.75
15 10 ST S	01-2240-01540-000	34.41
1102 MAIN AVE	01-2240-01560-000	107.37
9 11 ST S	01-2240-01580-000	52.70
1114 MAIN AVE	01-2240-01610-000	195.80
1118 MAIN AVE	01-2240-01630-000	164.12
16 12 ST S	01-2240-01660-000	88.63
1117 1 AVE S	01-2240-01670-000	80.29
1115 1 AVE S	01-2240-01680-000	74.77
1111 1 AVE S	01-2240-01690-000	74.77
1107 1 AVE S	01-2240-01700-000	90.70
1101 1 AVE S	01-2240-01710-000	119.59
1220 MAIN AVE UNIT 1A1	01-2240-01750-010	60.76
1220 MAIN AVE UNIT 1A1	01-2240-01750-010	60.76
1220 MAIN AVE UNIT 1A2	01-2240-01750-020	42.05
1220 MAIN AVE UNIT 1A2	01-2240-01750-020	42.05

1220 MAIN AVE UNIT 1B	01-2240-01750-030	45.94
1220 MAIN AVE UNIT 1B	01-2240-01750-030	45.94
1220 MAIN AVE UNIT 2	01-2240-01750-040	66.45
1220 MAIN AVE UNIT 2	01-2240-01750-040	66.45
1220 MAIN AVE UNIT 3	01-2240-01750-050	132.23
1220 MAIN AVE UNIT 3	01-2240-01750-050	132.23
1220 MAIN AVE UNIT 4A	01-2240-01750-060	29.29
1220 MAIN AVE UNIT 4A	01-2240-01750-060	29.29
1220 MAIN AVE UNIT 4B	01-2240-01750-070	113.47
1220 MAIN AVE UNIT 4B	01-2240-01750-070	113.47
1220 MAIN AVE UNIT 5	01-2240-01750-080	103.20
1220 MAIN AVE UNIT 6	01-2240-01750-090	79.36
1220 MAIN AVE UNIT 7	01-2240-01750-100	36.43
731 7 ST N	01-2280-00070-000	94.22
727 7 ST N	01-2280-00080-000	94.52
719 7 ST N	01-2280-00100-000	580.60
613 7 AVE N	01-2280-00120-000	261.56
723 BROADWAY N	01-2300-00030-000	45.37
52 BROADWAY N	01-2381-00015-000	615.50
56 BROADWAY N	01-2381-00051-000	778.20
609 NORTHERN PACIFIC AVE N	01-2381-00060-000	351.25
611 NORTHERN PACIFIC AVE N	01-2381-00070-000	426.45
615 NORTHERN PACIFIC AVE N	01-2381-00080-000	200.48
619 NORTHERN PACIFIC AVE N	01-2381-00090-000	197.75
621 NORTHERN PACIFIC AVE N	01-2381-00100-000	136.00
623 NORTHERN PACIFIC AVE N	01-2381-00110-000	314.73
627 NORTHERN PACIFIC AVE N	01-2381-00120-000	383.23
631 NORTHERN PACIFIC AVE N	01-2381-00130-000	188.25
633 NORTHERN PACIFIC AVE N	01-2381-00140-000	200.48
637 NORTHERN PACIFIC AVE N	01-2381-00151-000	670.45
64 BROADWAY N	01-2381-00160-000	666.55
66 BROADWAY N	01-2381-00180-000	2,880.60
68 BROADWAY N	01-2381-00180-000	816.60
630 1 AVE N	01-2381-00237-000	2,381.45
630 1 AVE N	01-2381-00237-000	4,418.20
102 BROADWAY N	01-2381-00280-000	2,983.70
110 BROADWAY N	01-2381-00291-000	1,435.95
114 BROADWAY N	01-2381-00291-000	4,316.70
120 BROADWAY N	01-2381-00310-000	416.45
122 BROADWAY N	01-2381-00320-000	1,211.70
617 1 AVE N	01-2381-00331-000	224.60

613 1 AVE N	01-2381-00341-000	481.35
624 2 AVE N	01-2381-00351-000	584.83
618 2 AVE N	01-2381-00351-000	511.08
622 2 AVE N	01-2381-00351-000	511.08
628 2 AVE N	01-2381-00351-000	511.08
128 ROBERTS ALY N	01-2381-00351-000	511.08
132 ROBERTS ALY N	01-2381-00351-000	511.08
123 ROBERTS ST N	01-2381-00371-010	396.43
123 ROBERTS ST N	01-2381-00371-010	778.43
113 ROBERTS ST N	01-2381-00372-010	273.35
109 ROBERTS ST N UNIT 4	01-2381-00390-040	93.43
109 ROBERTS ST N UNIT 5	01-2381-00390-050	17.03
111 ROBERTS ST N UNIT 6	01-2381-00390-060	81.88
111 ROBERTS ST N UNIT 7	01-2381-00390-070	42.40
111 ROBERTS ST N UNIT 8	01-2381-00390-080	21.18
107 ROBERTS ST N	01-2381-00400-000	239.38
625-641 1 AVE N	01-2381-00410-000	412.35
625-641 1 AVE N	01-2381-00410-000	553.10
621 1 AVE N	01-2381-00421-000	203.40
202 BROADWAY N	01-2381-00440-000	820.95
206 BROADWAY N	01-2381-00450-000	533.50
210 BROADWAY N	01-2381-00461-000	3,889.45
212 BROADWAY N	01-2381-00461-000	524.95
214 BROADWAY N	01-2381-00480-000	499.00
216 BROADWAY N	01-2381-00490-000	1,190.70
220 BROADWAY N	01-2381-00510-000	494.45
220 BROADWAY N	01-2381-00510-000	333.20
222 BROADWAY N	01-2381-00520-000	1,241.20
247 ROBERTS ST N	01-2381-00531-000	4,755.33
223 ROBERTS ST N	01-2381-00531-000	543.33
227 ROBERTS ST N	01-2381-00531-000	543.33
231 ROBERTS ST N	01-2381-00531-000	543.33
235 ROBERTS ST N	01-2381-00531-000	543.33
230 ROBERTS ALY N	01-2381-00531-000	543.33
625 2 AVE N	01-2381-00548-001	3,285.40
207 ROBERTS ST N	01-2381-00548-001	535.65
655 2 AVE N	01-2381-00548-001	535.65
623 2 AVE N	01-2381-00548-001	535.65
621 2 AVE N	01-2381-00548-001	535.65
615 2 AVE N	01-2381-00548-001	535.65
204 ROBERTS ALY N	01-2381-00548-001	535.65

206 ROBERTS ALY N	01-2381-00548-001	535.65
208 ROBERTS ALY N	01-2381-00548-001	535.65
210 ROBERTS ALY N	01-2381-00548-001	535.65
214 ROBERTS ALY N	01-2381-00548-001	535.65
218 ROBERTS ALY N	01-2381-00548-001	535.65
619 2 AVE N	01-2381-00548-001	535.65
635 2 AVE N	01-2381-00548-001	535.65
217 ROBERTS ST N	01-2381-00548-002	2,413.65
112 ROBERTS ST N	01-2381-00700-000	436.35
116 ROBERTS ST N	01-2381-00710-000	197.38
122 ROBERTS ST N	01-2381-00720-000	197.38
10 ROBERTS ST N	01-2381-00800-000	548.45
14 ROBERTS ST N	01-2381-00810-000	344.33
26 ROBERTS ST N	01-2381-00820-000	1,892.05
673 NORTHERN PACIFIC AVE N	01-2381-00835-000	623.55
37 7 ST N	01-2381-00870-000	457.45
704 1 AVE N	01-2381-00891-010	946.18
720 1 AVE N	01-2381-00911-000	247.16
720 1 AVE N	01-2381-00911-000	229.07
720 1 AVE N	01-2381-00911-000	178.57
27 8 ST N	01-2381-00931-000	84.50
21 8 ST N	01-2381-00941-010	632.13
8 7 ST N	01-2381-00963-020	385.66
711 NORTHERN PACIFIC AVE N	01-2381-00970-000	489.42
723 NORTHERN PACIFIC AVE N	01-2381-01000-000	195.33
721 1 AVE N	01-2381-01080-000	358.33
722 2 AVE N	01-2381-01090-000	277.77
723 2 AVE N	01-2381-01240-010	110.71
300 7 ST N	01-2382-01260-030	78.62
713 3 AVE N	01-2382-01260-050	29.71
308 7 ST N	01-2382-01270-000	88.54
312 7 ST N	01-2382-01280-000	83.09
314 7 ST N	01-2382-01290-000	76.30
320 7 ST N	01-2382-01300-000	77.56
324 7 ST N	01-2382-01310-000	29.18
712 4 AVE N	01-2382-01320-000	23.48
708 4 AVE N	01-2382-01330-000	30.15
720 4 AVE N	01-2382-01341-000	253.92
315 8 ST N	01-2382-01341-000	244.11
717 3 AVE N	01-2382-01450-000	46.26
715 3 AVE N	01-2382-01460-000	60.46

502 7 ST N	01-2382-01535-000	508.72
510 7 ST N	01-2382-01540-000	105.55
520 7 ST N	01-2382-01560-000	76.30
524 7 ST N	01-2382-01570-000	113.29
714 6 AVE N	01-2382-01580-000	40.51
724 6 AVE N	01-2382-01590-000	52.17
720 6 AVE N	01-2382-01600-000	69.36
602 7 ST N	01-2382-01660-000	104.40
614 7 ST N	01-2382-01680-000	70.53
724 7 AVE N	01-2382-01720-000	45.18
720 7 AVE N	01-2382-01730-000	66.43
718 7 AVE N	01-2382-01740-000	56.31
719 6 AVE N	01-2382-01750-000	53.29
801 6 AVE N UNIT A1	01-2382-01780-010	21.27
813 6 AVE N UNIT A6	01-2382-01780-060	20.71
813 6 AVE N UNIT B7	01-2382-01780-070	21.92
809 6 AVE N UNIT D15	01-2382-01781-050	20.30
817 6 AVE N UNIT C18	01-2382-01781-080	19.08
801 6 AVE N UNIT F21	01-2382-01782-010	20.61
805 6 AVE N UNIT F23	01-2382-01782-030	20.48
809 6 AVE N UNIT E24	01-2382-01782-040	20.61
817 6 AVE N UNIT F29	01-2382-01782-090	21.39
910 6 AVE N	01-2382-01793-000	887.91
609 10 ST N	01-2382-01820-000	55.42
921 6 AVE N	01-2382-01830-000	47.14
917 6 AVE N	01-2382-01840-000	59.70
913 6 AVE N	01-2382-01850-000	24.19
914 7 AVE N	01-2382-01851-000	18.39
911 6 AVE N	01-2382-01860-000	42.84
901 6 AVE N UNIT 5	01-2382-01891-010	23.45
920 6 AVE N	01-2382-01900-000	667.94
920 6 AVE N	01-2382-01900-000	659.66
920 6 AVE N	01-2382-01900-000	681.35
920 6 AVE N	01-2382-01900-000	639.86
921 4 AVE N	01-2382-01960-000	224.49
301 10 ST N	01-2382-01970-000	192.62
325 10 ST N	01-2382-02030-000	398.72
316 9 ST N	01-2382-02075-000	114.45
911 3 AVE N	01-2382-02100-000	69.62
101 10 ST N UNIT 1A	01-2382-02232-010	131.08
101 10 ST N UNIT 1B	01-2382-02232-020	158.58

101 10 ST N UNIT 2A	01-2382-02232-030	126.66
101 10 ST N UNIT 2B	01-2382-02232-040	125.19
101 10 ST N UNIT 2C	01-2382-02232-050	111.64
101 10 ST N UNIT 3A	01-2382-02232-060	192.78
124 8 ST N	01-2382-02280-000	58.88
120 8 ST N	01-2382-02300-000	259.72
108 8 ST N	01-2382-02330-000	86.78
24 8 ST N	01-2382-02373-000	310.30
27 10 ST N	01-2382-02381-000	128.74
29 10 ST N	01-2382-02395-000	46.13
810 1 AVE N	01-2382-02462-000	215.38
802 1 AVE N	01-2382-02480-000	79.40
11 10 ST N	01-2382-02500-000	131.24
11 10 ST N	01-2382-02500-000	108.13
7 10 ST N	01-2382-02520-000	57.46
1001 NORTHERN PACIFIC AVE N	01-2382-02530-000	413.41
1016 1 AVE N	01-2382-02635-000	120.02
1016 1 AVE N	01-2382-02635-000	109.76
11 11 ST N	01-2382-02645-000	76.30
23 11 ST N	01-2382-02655-000	45.73
25 11 ST N	01-2382-02665-000	43.73
27 11 ST N	01-2382-02676-000	27.20
1018 1 AVE N	01-2382-02715-000	39.36
28 10 ST N	01-2382-02745-000	507.39
1019 1 AVE N	01-2382-02780-000	174.18
1001 1 AVE N	01-2382-02860-000	368.22
1024 2 AVE N	01-2382-02890-000	75.90
1022 2 AVE N	01-2382-02900-000	74.31
201 11 ST N	01-2382-02920-000	445.07
215 11 ST N	01-2382-02960-000	18.08
1024 3 AVE N	01-2382-02970-000	38.74
202 10 ST N	01-2382-03141-000	250.58
324 10 ST N	01-2382-03190-000	114.00
318 10 ST N	01-2382-03217-000	55.26
316 10 ST N	01-2382-03219-000	160.38
308 10 ST N	01-2382-03231-000	81.97
304 10 ST N	01-2382-03240-000	108.28
1017 4 AVE N	01-2382-03253-000	430.98
475 11 ST N	01-2382-03263-000	965.20
463 11 ST N	01-2382-03263-000	906.01
1001 4 AVE N	01-2382-03280-000	241.59

520 10 ST N	01-2382-03291-000	63.51
1002 6 AVE N	01-2382-03317-000	619.95
1002 6 AVE N	01-2382-03317-000	600.03
603 11 ST N	01-2382-03330-000	43.06
602 10 ST N	01-2382-03400-000	55.68
1119 4 AVE N	01-2382-03530-000	36.81
1115 4 AVE N	01-2382-03540-000	36.81
417 12 ST N	01-2382-03580-000	85.84
414 11 ST N	01-2382-03601-000	377.72
1101 4 AVE N	01-2382-03605-000	275.48
1117 3 AVE N	01-2382-03650-000	47.88
1119-1121 3 AVE N	01-2382-03670-000	63.15
311 12 ST N	01-2382-03680-000	44.82
315-315 1/2 12 ST N	01-2382-03700-000	81.52
1120 4 AVE N	01-2382-03720-000	52.19
1122 4 AVE N	01-2382-03730-000	61.71
324 11 ST N	01-2382-03740-000	92.41
312 11 ST N	01-2382-03761-000	306.37
316 11 ST N	01-2382-03761-000	280.00
1109-1111 3 AVE N	01-2382-03761-000	280.00
302 11 ST N	01-2382-03761-000	280.00
306 11 ST N	01-2382-03761-000	280.00
1110 3 AVE N UNIT 203W	01-2382-03831-070	16.90
1110 3 AVE N UNIT 502E	01-2382-03834-020	17.07
1110 3 AVE N UNIT 703E	01-2382-03836-030	16.90
1110 3 AVE N UNIT 704E	01-2382-03836-040	17.07
1110 3 AVE N UNIT 804W	01-2382-03837-080	17.07
1110 3 AVE N UNIT 903E	01-2382-03838-030	20.38
1110 3 AVE N UNIT 904E	01-2382-03838-040	17.07
210 11 ST N	01-2382-03840-000	220.77
1101 2 AVE N	01-2382-03850-000	220.46
1101 1 AVE N	01-2382-03961-000	1,775.87
1122 1 AVE N	01-2382-03990-000	262.20
1102 1 AVE N	01-2382-04000-000	314.55
11 12 ST N	01-2382-04070-000	955.82
1213 NORTHERN PACIFIC AVE N	01-2382-04091-000	611.74
6 12 ST N	01-2382-04091-000	271.00
1213 NORTHERN PACIFIC AVE N STE 300	01-2382-04091-000	271.00
12 12 ST N	01-2382-04120-000	234.87
17 UNIVERSITY DR N	01-2382-04131-000	128.50
1200 1 AVE N	01-2382-04140-000	150.23

1208 1 AVE N	01-2382-04180-000	70.16
29 UNIVERSITY DR N	01-2382-04200-000	160.84
23 UNIVERSITY DR N	01-2382-04200-000	128.80
21 UNIVERSITY DR N	01-2382-04210-000	73.97
103 UNIVERSITY DR N	01-2382-04237-000	408.63
101 UNIVERSITY DR N	01-2382-04238-000	377.34
123 UNIVERSITY DR N	01-2382-04385-000	167.49
1201 2 AVE N	01-2382-04410-000	829.48
255 UNIVERSITY DR N	01-2382-04444-000	506.46
315 UNIVERSITY DR N	01-2382-04450-000	1,050.21
301 UNIVERSITY DR N	01-2382-04450-000	755.10
1222 4 AVE N	01-2382-04450-000	1,383.81
1205 4 AVE N	01-2382-04460-000	64.53
401 UNIVERSITY DR N	01-2382-04481-000	139.04
412 12 ST N	01-2382-04510-000	69.52
411 UNIVERSITY DR N	01-2382-04520-000	64.62
421 UNIVERSITY DR N	01-2382-04545-000	206.28
418 12 ST N	01-2382-04560-000	69.69
424 12 ST N	01-2382-04580-000	62.19
501 UNIVERSITY DR N	01-2382-04594-000	1,289.27
226 BROADWAY N	01-2460-00010-000	621.00
228 BROADWAY N	01-2460-00020-000	801.00
230 BROADWAY N	01-2460-00030-000	372.80
314 BROADWAY N	01-2460-00087-000	1,325.13
318 BROADWAY N	01-2460-00110-000	3,028.95
322 BROADWAY N	01-2460-00120-000	490.75
324 BROADWAY N	01-2460-00130-000	245.35
333 ROBERTS ST N	01-2460-00140-000	99.33
317 ROBERTS ST N	01-2460-00155-000	453.23
309 ROBERTS ST N	01-2460-00180-000	383.15
309 ROBERTS ST N	01-2460-00180-000	475.15
303 ROBERTS ST N	01-2460-00205-000	354.83
303 ROBERTS ST N	01-2460-00205-000	301.85
608 9 AVE N	01-3500-00060-000	12.09
820 BROADWAY N	01-3500-00070-000	169.62
614 9 AVE N	01-3500-00080-000	97.66
813 7 ST N	01-3500-00120-000	63.01
815 7 ST N	01-3500-00130-000	67.59
620 9 AVE N	01-3500-00140-000	151.06
802 BROADWAY N	01-3500-00150-000	195.51
812 BROADWAY N	01-3500-00160-000	205.88

701 MAIN AVE	01-3500-04862-000	2,914.78
6 BROADWAY N	01-3508-00010-000	1,224.25
6 BROADWAY N	01-3508-00010-000	397.75
14 BROADWAY N	01-3508-00151-000	2,454.98
22 BROADWAY N	01-3508-00153-000	2,191.90
20 2 ST N	01-3508-00300-000	408.12
315 MAIN AVE	01-3508-00600-000	102.80
106 NORTHERN PACIFIC AVE N	01-3508-00800-000	944.86
106 NORTHERN PACIFIC AVE N	01-3508-00800-000	823.72
106 NORTHERN PACIFIC AVE N	01-3508-00800-000	810.42
92 NORTHERN PACIFIC AVE N	01-3508-00850-000	1,862.04
92 NORTHERN PACIFIC AVE N	01-3508-00850-000	1,766.06
92 NORTHERN PACIFIC AVE N	01-3508-00850-000	1,731.32
92 NORTHERN PACIFIC AVE N	01-3508-00850-000	1,744.87
2 NORTHERN PACIFIC AVE N	01-3508-00900-000	223.98
417 MAIN AVE	01-3508-01001-000	1,167.58
307 MAIN AVE	01-3508-01150-000	182.71
602 NORTHERN PACIFIC AVE N	01-3508-01211-000	641.00
636 NORTHERN PACIFIC AVE N	01-3508-01213-000	929.15
20 4 ST N	01-3508-01220-000	1,516.53
501 MAIN AVE	01-3508-01230-000	1,681.85
1015 MAIN AVE	01-3508-01260-000	378.34
10 BROADWAY N UNIT A	01-3508-01270-050	251.10
610 NORTHERN PACIFIC AVE N	01-3508-01281-000	287.30
650 NORTHERN PACIFIC AVE N	01-3508-01283-000	350.68
1113 MAIN AVE	01-3508-01290-000	145.47
1201 MAIN AVE	01-3508-01310-010	369.75
10 8 ST N	01-3508-01320-000	184.76
223 MAIN AVE	01-3508-01380-000	100.92
13 BROADWAY N	01-3508-01391-000	2,907.25
12 BROADWAY N	01-3508-01401-140	1,003.80
12 BROADWAY N UNIT 305	01-3508-01401-250	312.20
842 NORTHERN PACIFIC AVE N	01-3508-01430-000	554.92
806 NORTHERN PACIFIC AVE N	01-3508-01431-000	787.04
828 NORTHERN PACIFIC AVE N	01-3508-01431-000	679.43
808 NORTHERN PACIFIC AVE N	01-3508-01431-000	703.25
1026 NORTHERN PACIFIC AVE N	01-3508-01480-000	867.08
1100 NORTHERN PACIFIC AVE N	01-3508-01480-000	706.70
820 4 ST N	01-5130-00701-000	605.70
801 BROADWAY ST N	01-5130-00750-000	8,386.44
414 MILLS AVE N	01-5130-00800-000	1,525.92

505 7 AVE N	01-5130-00900-000	423.45
703 BROADWAY N	01-5130-01000-000	87.52
828 BROADWAY N	01-5130-01100-000	67.04
621 8 AVE N	01-5130-01200-000	352.65
736 BROADWAY N	01-5130-01302-000	858.21
702 BROADWAY N	01-5130-01400-000	456.13
618 8 AVE N	01-5130-01500-000	183.35
737 BROADWAY N	01-6360-00100-000	2,273.57
320 MACHINERY ROW AVE N	01-6830-00010-000	383.22
1102 7 AVE N	01-6840-00010-000	229.70
1112 7 AVE N	01-6840-00020-000	83.60
1202 7 AVE N	01-6840-00050-000	1,041.00
300 BROADWAY N UNIT P5	01-8397-00010-005	1.43
300 BROADWAY N UNIT P6	01-8397-00010-006	1.43
300 BROADWAY N UNIT P7	01-8397-00010-007	1.55
300 BROADWAY N UNIT 101	01-8397-00010-008	1.55
300 BROADWAY N UNIT 102	01-8397-00010-009	1.55
300 BROADWAY N UNIT 103	01-8397-00010-010	59.47
300 BROADWAY N UNIT 104	01-8397-00010-011	27.80
300 BROADWAY N UNIT 105	01-8397-00010-012	22.76
809 4 AVE N	01-8463-00100-000	2,388.59
701 4 AVE N	01-8463-00100-000	2,588.69
901 4 AVE N	01-8463-00100-000	2,262.77
430 7 ST N	01-8463-00100-000	2,334.41
220 10 ST N	01-8581-00101-000	1,068.87
303 11 ST N	01-8658-00100-000	1,452.50
1120 NORTHERN PACIFIC AVE N	01-9200-00270-000	156.23
905 MAIN AVE	01-9200-01790-000	624.39
1004 NORTHERN PACIFIC AVE N	01-9200-02071-000	408.09
502 ROBERTS ST N	01-9200-02201-000	161.00
503 UNIVERSITY DR N	01-9200-02220-000	125.90
1009 MAIN AVE	01-9200-02230-000	30.46
801 MAIN AVE S UNIT A	01-9200-02240-000	0.63

Any person aggrieved may appeal from the action of the Board of City Commissioners by filing with the City Auditor, prior to October 5, 2020, a written Notice of Appeal stating therein the grounds upon which the appeal is based. Any person having filed such a Notice may appear before the Board of City Commissioners to present reasons why the action of the Board of City Commissioners should not be confirmed.

City Auditor's Office
(September 9 & September 16, 2020 - Legals)

INSTRUCTIONS TO THE FORUM

Please publish on Monday, August 14 & August 21, 2017 – Legals.

I will need an affidavit of publication.

Bill to: CITY AUDITOR'S OFFICE
 ATTN MICHELLE
 P.O. BOX 2083
 FARGO ND 58107

If you have any questions, please call 241-1301.
Steve Sprague

REPORT OF ACTION**FINANCE COMMITTEE**

(40)

Improvement District: BN-19-A**Type:** Special Assessment Protest**Location:** 52nd Avenue South (45th Street to 63rd Street South)**Date of Hearing:** October 9, 2020

<u>Routing</u>	<u>Date</u>
City Commission	10/19/2020
Project File	<u>Dan Eberhardt</u>

City Engineer, Brenda Derrig, and Special Assessment Coordinator, Dan Eberhardt, presented an update on communications with the property owner and the Infrastructure Funding Policy with the associated policy and procedure of assigning the assessment on their property.

Dan Eberhardt presented the procedure of calculating the special assessment and noted that there is a billboard on the area in question, that generates revenue. Engineering also presented a drawing demonstrating potential uses for this area in question. One of those uses would be to provide storm water retention, which will be required to allow the entire parcel to be fully developed in the future.

Kent Costin asked what the impact of the 35' setback was. Brenda Derrig stated the assessed footage went from 741.35' to 685.22', a difference of 56.13'. There was discussion that platted developable lots within the City do not meet the criteria to qualify for a deferral, which this property is platted. Steve Sprague asked if retention ponds are exempt from specials and Brenda Derrig stated no. Kent Costin said the policy and procedure to assign benefit already incorporates assessments on irregular shaped lots. Dave Piepkorn is comfortable as long as we follow the policy and procedure.

Kent Costin made the motion to concur with the findings of the Special Assessment Commission and recommend no reduction of cost and no deferral to parcel 01-8070-00021-000. The motion was seconded by Steve Sprague and all voted in favor to deny.

MOTION:

On a motion by Kent Costin, seconded by Steve Sprague, the Finance Committee voted to concur with the findings of the Special Assessment Commission and recommend no reduction of cost and no deferral to parcel 01-8070-00021-000.

<u>COMMITTEE:</u>	<u>Present</u>	<u>Yes</u>	<u>No</u>	<u>Unanimous</u>
				<u>X</u>
				<u>Proxy</u>
Tim Mahoney, Mayor				
Dave Piepkorn, City Commissioner	<u>X</u>	<u>X</u>		
Bruce Grubb, City Administrator	<u>X</u>	<u>X</u>		
Mike Redlinger, Assistant City Administrator				
Kent Costin, Director of Finance	<u>X</u>	<u>X</u>		
Steve Sprague, City Auditor	<u>X</u>	<u>X</u>		


Tim Mahoney, Finance Committee Chair



Memorandum

To: Finance Committee
From: Brenda Derrig, City Engineer and Dan Eberhardt, Special Assessment Coordinator
Date: 10/8/2020
Re: BN-19-A 52nd Avenue South
Special Assessment information for Parcel 01-8070-00021-000

Monday the Commission pulled BN-19 A from the project list to allow the Finance Committee an opportunity to review the findings of the Special Assessment Commission and consider whether a deferral would be appropriate for the referenced parcel. Following is the background information for the property.

At the Special Assessment Hearing on September 2, 2020. Mr. Andre Arneson brought forth concerns about the cost to his property for Improvement District BN-19-A1. Mr. Arneson contended that the northeasterly corner of his parcel was unfairly special assessed due to its irregular shape. (See attached map)

In conformance with policies and procedure, a 35-foot offset was applied to the 741.35 frontage along 52nd Av. Yielding an assessable 685.22 feet of direct frontage. Again, in conformance with policies and procedure, the balance of the parcel was assessed on a square foot bases as an indirect cost. (See attached Percent of Benefits)

The Special Assessment Commission reviewed the concerns and request of Mr. Arneson and found the allocation of benefit was consistent with the policies and procedures of the Special Assessment Department. Following the laws under the North Dakota Century Code and the Infrastructure Policy of the City of Fargo, the Special Assessment Commission denied the request for a reduction of cost to Mr. Arneson's parcel. Mr. Arneson was informed, by letter; the next course of action was to appeal to the City Commission on October 5, for possible relief.

Engineering also assembled a potential use map of the property so Finance can see that there are uses for this area although it may not be a building. One potential use we identified would be a storm water retention pond, which all properties of this size are required to have. Through site plan reviews, we have seen these areas be very useful for that purpose which then allows the owner to develop more of the remaining property.

The Finance Committee could also consider a deferral for this property as discussed Monday night, however, the City does not typically offer deferrals for a property such as this since it has been platted and is developable.

Recommended Motion:

Concur with the findings of the Special Assessment Commission and recommend no reduction of cost and no deferral to Mr. Arneson's parcel 01-8070-00021-000.



SPECIAL ASSESSMENTS

225 4TH STREET NORTH

FARGO, ND 58102

PHONE: 701-241-1326

FAX: 701-241-8101

SPECIAL ASSESSMENT COMMISSION HEARING

September 2, 2020

9:00 AM City Commission Chambers

Special Assessment Commissioners Present: Steve Bladholm, Dan Dunn,
Randy Engelstad
City Staff Present: Dan Eberhardt, Linda Stewart, Doug Durgin,
Tom Knakmuhs, Steve Sprague

Chairman Dan Dunn called the hearing to order at 9:00 AM.

Chairman Dunn introduced the Special Assessment Commissioners and City of Fargo staff members and he gave a brief description of the hearing procedures.

Assistant City Engineer Tom Knakmuhs presented a power point highlighting three projects in which federal funding and state funding was not identified on the project certifications and were not identified on the information sheet which was sent with assessment notices. The three projects identified include BR-18-B, 10th Street; BN-19-A, 52nd Av; and BR-18-A Main Avenue.

PR-19-F Asphalt Mill & Overlay on 3800 Block cul-de-sac of River Drive South (section #4)

Pauline Crowe, 3807 River Drive, was concerned with her assessment for mill & overlay. She questioned whether the assessments are divided equally. It was explained to Ms. Crowe that the assessments are divided equally based upon the front foot of each parcel. Ms. Crowe had some additional questions regarding the engineering process of the project and was directed to follow up with Tom Knakmuhs via email. Special assessment staff will forward an itemized assessment list to Ms. Crowe.

Ms. Crowe's concerns will be forwarded as a protest to the City Commission hearing on October 5.

BN-19-A 52nd Avenue arterial roadway

Boumediene Tolhi, 4732 51 Ave S, asked questions regarding the assessment on his property. In particular, he wanted to know why the assessments are not spread throughout the whole city.

Special Assessment Coordinator Dan Eberhardt explained the City of Fargo arterial roadway policy. The policy states that each parcel within the city participates in costs associated with two arterial roadways. The nearest East/West arterial and the nearest North/South arterial. This policy is a capped cost system, meaning the costs associated in two different arterial roadway assessments would be assessed identical based on parcel zoning and the current Infrastructure Policy.

Mr. Tolhi's concerns will be forwarded as a protest to the City Commission hearing on October 5.

Andre Arneson of Intense LLC, 5402 53 Av S and 5406 53 Av S had concerns regarding the assessments on his properties. His first concern was who receives the interest on the assessments. Mr. Eberhardt explained the interest is determined by improvement bonds plus an additional 3/4 percent for carrying costs by the City of Fargo. Mr. Arneson requested a reduction of his assessment based on the irregular shape of his lots. Lastly, Mr. Arneson was concerned with landscaping indicating the grass seed used was terrible and his property is full of weeds. Assistant Engineer Tom Knakmuhs will reach out to Project Manager Aaron Edgar to address his concerns.

Dan Dunn informed Mr. Arneson that City Staff will review his assessment and follow up with a letter.

Mr. Arneson's concerns will be forwarded as a protest to the City Commission hearing on October 5.

Ken Pawluk, 6109 and 6121 53 Ave S, submitted a written protest letter to the Special Assessment Commission. Chairman Dan Dunn asked to recuse himself from the discussion due to client conflict. Following the review of Mr. Pawluk's protest, a letter will be mailed to him.

Mr. Pawluk's concerns will be forwarded as a protest to the City Commission hearing on October 5.

There were no other protests for any other projects in Special Assessment run of 2020.

The hearing was adjourned at 9:47 AM.



SPECIAL ASSESSMENTS
425 4th Street North
Fargo, ND 58102
Phone: (701) 241-1326
E-mail: specials@fargoND.gov

September 2, 2020

Andre' Arneson
5402 53rd Ave S
Fargo, ND 58104

Re: Protest of Improvement District BN-19-A to the Special Assessment Commission on
Wednesday, September 2 at 9:00 o'clock a.m. - City of Fargo parcel 01-8070-00021-000.

Dear Mr. Arneson:

The Special Assessment Commission (SAC) has reviewed property listed above in regards to the special assessment amount allocated for Improvement District BN-19-A. It is the SAC determination that the special assessment amount allocated to the property was correct. The allocation followed the proper guidelines and was administered using proper policy and procedure. Thus, there will be no adjustment in the assessed amount to your parcel.

Please note, if aggrieved you may appeal the action of the SAC by filing with the City Auditor, prior to the hearing Monday, October 5, 2020 at 5:15 o'clock p.m. a written Notice of Appeal stating therein the grounds upon which the appeal is based.

Sincerely,

A handwritten signature in black ink, appearing to read "Danny Eberhardt". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Danny Eberhardt
Special Assessment Coordinator

NAME: spRpt60100
DATE: 10/06/2020 3:40 PM
ENTITY: City of Fargo

Edit Listing										
Parcel No	Parcel Address	Sub Project	Units	Pct Benefit	Adj. Units	Calc Cost	Added Cost	Assessment	Deferred Amt	Error
01-8060-00100-000	5523 53 AVE S	60 Comm Direct	294.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		60 Comm Direct	250.00	100.00	250.00	78,250.00	0.00	0.00	78,250.00	0.00
		62 Comm Indirect SF	114,102.00	100.00	114,102.00	34,230.60	0.00	0.00	34,230.60	0.00
		62 Comm Indirect SF	37,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Total				112,480.60	0.00	0.00	112,480.60	0.00
Owner: AREC 24 LLC										
Mailing Address: 2727 N CENTRAL AVE PHOENIX, AZ 85004										
[ADDITION] Austin's Subd [BLOCK] 2 [LOT] 3 AUSTIN'S SUB LOT 2 BLK 1 **12-22-99 SPLIT FRM 64-0000-00600 *ANNEX PLAT 2006, DOC 1183543, 9/29/2006, BV-1, P-100 SPL/FR 64-00190-00110-000										
01-8070-00021-000	5402 53 AVE S	60 Comm Direct	685.22	100.00	685.22	214,473.86	0.00	214,473.86	0.00	0.00
		60 Comm Direct	199.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		62 Comm Indirect SF	94,570.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		62 Comm Indirect SF	42,019.00	100.00	42,019.00	12,605.70	0.00	0.00	12,605.70	0.00
		Total				227,079.56	0.00	0.00	227,079.56	0.00
Owner: INTENSE LLC										
Mailing Address: 5402 53 AVE S FARGO, ND 58104										
[ADDITION] Dakota Plaza [BLOCK] 1 [LOT] 1 & 2 DAKOTA PLAZA ADDITION LT 1 BLK 1 **3-25-03 SPL FRM 64-0190- *ANNEX PLAT, 2006, DOC 1183543, 9/29/2006, BV-1, P100, SPL/FR 64-0480-00010-000 *5/26/08 COMB/FR 01-8070-00010-000 & 01-8070-00020-000										
01-8070-00030-000	5406 53 AVE S	62 Comm Indirect SF	43,917.00	100.00	43,917.00	13,175.10	0.00	13,175.10	0.00	0.00
		Total				13,175.10	0.00	0.00	13,175.10	0.00
		Owner: INTENSE LLC								
Mailing Address: 5402 53 AVE S FARGO, ND 58104										
[ADDITION] Dakota Plaza [BLOCK] 1 [LOT] 3 DAKOTA PLAZA ADDITION LT 1 BLK 1 **3-25-03 SPL FRM 64-0190- *ANNEX PLAT, 2006, DOC 1183543, 9/29/2006, BV-1, P100, SPL/FR 64-0480-00030-000										
11-8070-00040-000										



Map HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community City of Fargo, ND



BN-19-A - Parcel 01-8070-00021-000

1:2,257

10/6/2020 3:56:31 PM

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.

These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

Untitled Map

Write a description for your map.

Legend



These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

1:1,128

This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.

10/6/2020 8:13:22 AM



City of Fargo, ND





MEMORANDUM

TO: Board of City Commissioners

FROM: Liquor Control Board, Steven Sprague, City Auditor

SUBJECT: Moratorium Recommendations

DATE: October 7, 2020

The Board of City Commissioners passed a moratorium pertaining to the retail sales of alcoholic beverages on March 23; this moratorium was extended on April 20 and again on May 18. On June 1, the City Commission extended the moratorium until August 24 and expanded the original moratorium to include mixed drinks. On August 24 the moratorium was further extended until November 30.

The industry is requesting an extension so they can offer meal kits with wine and cocktails for the Holidays as many companies will be forgoing traditional holiday parties.

Commissioner Piepkorn has been contacted and is in favor of the moratorium extension.

Recommended Motion:

To extend the moratorium pertaining to the retail sales of alcoholic beverages until January 11, 2021 and approve the attached amended and restated moratorium.

Commissioner _____ moved for the approval of the following RESOLUTION

**RESOLUTION EXTENDING THE
MORATORIUM PERTAINING TO THE RETAIL SALE OF ALCOHOLIC BEVERAGES**

APPROVED August 24, 2020

WHEREAS, On August 24, 2020, the Board of City Commissioners approved a Resolution Extending the Moratorium Pertaining to the Retail Sale of Alcoholic Beverage approved on June 1, 2020; and

WHEREAS, The Board of City Commissioners hereby restates the approved Resolution Moratorium Pertaining to the Retail Sale of Alcoholic Beverages, and amends the same as stated herein.

NOW, THEREFORE, BE IT HEREBY RESOLVED:

1. **MORATORIUM EXTENDED.** The moratorium approved by Resolution is hereby extended to January 11, 2021.
2. **Mayor Authorized to Implement by Further Order or Orders.** The Mayor of the City is hereby authorized to promulgate and issue one or more executive orders as may be necessary to implement and clarify the terms of this moratorium, under the authority of F.M.C. §10-0318 and hereof, which executive orders may be further ratified or amended by the Board of City Commissioners as may be necessary or appropriate.
3. **Effect of Moratorium – Limitation of Enforcement.** This moratorium as to the enforcement of certain regulations or ordinances of the City shall be serve to instruct, order and limit the police officers and prosecutors of the City or any other law enforcement officers or agents to refrain from enforcing City Ordinances contrary to the terms hereof and to refrain from charging or citing persons, firms or other entities accordingly and, furthermore, said instruction, order and limitation in enforcement shall survive the termination of this moratorium, whether such termination occurs by lapse of time or by affirmative act.
4. **Effective Date and Term.** This extended moratorium shall take effect immediately upon the adoption hereof [the “Effective Date”] and shall extend until 11:59 p.m. on the 11th day of January, 2021, unless it is otherwise terminated or extended by resolution or motion of the Board of City Commissioners of the City of Fargo.

RESOLUTION – FARGO BOARD OF CITY COMMISSIONERS

PAGE 2

Said motion was seconded by Commissioner _____ and, upon call of the roll Commissioners _____ voted “aye”, Commissioners _____ voted “nay” and with Commissioners _____ being absent the Resolution was declared as approved and enacted.

Resolution Extending Moratorium approved on August 24,, 2020 is hereby approved this ____ day of October, 2020.

Dr. Timothy J. Mahoney, M.D., Mayor

Attest:

Steven Sprague, City Auditor

From: Dan Hurder <dan.hurder@greatplainshospitality.com>
Sent: Thursday, October 1, 2020 5:28 PM
To: Steve Sprague
Subject: Off sale liquor sales

CAUTION: This email originated from an outside source. Do not click links or open attachments unless you know they are safe.

Hi Steve - wondering if the liquor control board could consider extending the offsale option through the end of the year at this next meeting. We are getting some Inquiries about holiday meal kits with wine/cocktails since most companies aren't having holiday parties this year, and we aren't able to give them an answer as it currently ends late November (unless I missed something). It would be great if we could take advantage of the opportunity and get an answer to them soon. Thanks for considering.

--

Thanks,

Dan Hurder
Managing Partner
Great Plains Hospitality
The Otter Supper Club and Lodge
Twist
The Boiler Room
The Boiler Room Wahpeton
Chef's Table Catering
670 4th Ave N
Fargo, ND 58102
Cell: 701-318-1080

PUBLIC WORKS PROJECTS EVALUATION COMMITTEE

Tabled for 2 weeks on 9/21/20

Type: 76th Avenue South Corridor StudyLocation: 76th Avenue South, 81st St in Horace to the Red River

Date of Hearing: 9/14/2020

<u>Routing</u>	<u>Date</u>
City Commission	9/21/2020
PWPEC File	X
Project File	Jeremy Gorden

42

The Committee reviewed the accompanying correspondence from Division Engineer, Jeremy Gorden, regarding the 76th Avenue South Corridor Study.

Michael Maddox from MetroCOG presented the study to the Committee. The study identifies two design alternatives that could be constructed over time. These design alternatives include a traditional design with signalized intersections set ¼ miles apart and a design that focuses more on alternative intersections such as roundabouts, RCUTS, and a diverging diamond interchange with I-29.

Corridor studies that we have completed, in partnership with MetroCOG and surrounding communities/agencies, are valuable documents for staff and the public as they do a great job analyzing existing and future land use and transportation conditions. They set the stage for what to expect when development begins to occur around them.

Staff is recommending approval of the 76th Avenue South Corridor Study.

On a motion by Bruce Grubb, seconded by Nicole Crutchfield, the committee voted to recommend approval and support of the 76th Avenue South Corridor Study.

RECOMMENDED MOTION

Concur with the recommendations of PWPEC and approve the 76th Avenue South Corridor Study.

PROJECT FINANCING INFORMATION:

Recommended source of funding for project: _____

Developer meets City policy for payment of delinquent specials
 Agreement for payment of specials required of developer
 Letter of Credit required (per policy approved 5-28-13)

Yes	No
N/A	
N/A	
N/A	

COMMITTEE

Tim Mahoney, Mayor
 Nicole Crutchfield, Director of Planning
 Steve Dirksen, Fire Chief
 Bruce Grubb, City Administrator
 Ben Dow, Director of Operations
 Steve Sprague, City Auditor
 Brenda Derrig, City Engineer
 Kent Costin, Finance Director

Present	Yes	No	Unanimous
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
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<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

ATTEST:


 Brenda E. Derrig, P.E.
 City Engineer

Memorandum

To: Members of PWPEC

From: Jeremy M. Gorden, PE, PTOE
Division Engineer - Transportation

Date: September 11, 2020

Re: Approval of the 76th Avenue South Corridor Study
City of Fargo Project no. MS-18-R0
City of Fargo Portion – Veterans Boulevard to the Red River

I have attached the draft 76th Avenue South Corridor Study that is nearing completion by MetroCOG and Stantec Consulting. The corridor that was evaluated was from the Sheyenne Diversion in Horace to the Red River. The study is lengthy, but it's a good read, contains some good planning information, and does a good job laying out the future of the corridor as it begins to see development.

The study identifies two design alternatives that could be constructed over time, but by approving this study it does not mean we are locked into one or the other alternative to construct. The two design alternatives include a traditional design, with signalized intersections set ¼ mile apart, and a different design, which focuses more on alternative intersections, such as roundabouts, RCUTS, and a diverging diamond interchange with I-29. The study highlights the pros and cons of each one.

Michael Maddox from MetroCOG will provide a presentation at our meeting, discuss the study and answer any questions.

Recommended Motion

Approve the 76th Avenue South Corridor Study and send to the City Commission for final approval.

Resolution

Whereas the City of Fargo Commission is the duly elected governing body for Fargo, North Dakota and is responsible for the planning and development of a safe and functional transportation system;

Whereas, the Fargo Moorhead Metropolitan Council of Governments (Metro COG), is the Metropolitan Planning Organization (MPO) designated by the Governors of North Dakota and Minnesota to maintain the metropolitan area's transportation planning process in accordance with federal regulations;

Whereas, Metro COG has undertaken the task of conducting a study of the 76th Avenue South Corridor, which is vital in identifying the future vision, functionality, and infrastructure needs along the corridor;

Whereas, the 76th Avenue South Corridor Study process was guided by the Study Review Committee (SRC) composed of a wide cross-section of local multimodal technical experts including engineers and planners from Metro COG, the City of Fargo, the City of Horace and Cass County as well as representatives from the Fargo and West Fargo School Districts;

Whereas, multiple outreach efforts were conducted in accordance with Metro COG's approved Public Participation Plan to provide project information and seek input from representatives of those having interest in the corridor, residents living within a half-mile north and south of the corridor, and the general public ;

Whereas, the 76th Avenue South Corridor Study provides a long-range vision for the functionality of the corridor;

Whereas, Metro COG has conducted this study in a comprehensive, coordinated, and continuing fashion that will improve the urban and extraterritorial transportation system as well as quality of life of the Fargo Moorhead metropolitan area;

Now, Therefore Be It Resolved, that the City of Fargo does hereby adopt the 76th Avenue South Corridor Study, and agrees to use it as a tool to implement improvements to the 76th Avenue South Corridor.

Approved and adopted this ____ day of _____, 2020

Attest:

By:

Steve Sprague, Auditor

Dr. Timothy J. Mahoney, Mayor



76TH AVENUE SOUTH CORRIDOR STUDY

81st Street South to the Red River

September 2020

TABLE OF CONTENTS

01	CHAPTER 1: INTRODUCTION	9
	Project Background	10
	Study Area	10
	Project Process and Timeline	12

02	CHAPTER 2: ENGAGEMENT AND OUTREACH	15
	Importance of Public Engagement	16
	Study Review Committee	18
	Stakeholder Meetings	19
	Newsletters	20
	Project Website	21
	Online Survey	22

03	CHAPTER 3: EXISTING & FORECAST CONDITIONS	27
	Existing Roadway Conditions	28
	Jurisdictional Ownership & Currently Programmed Projects	34
	Existing Land Use, Potential Development & Property Ownership	36
	Existing Traffic Volumes & Crash History	38
	Complete Streets	42
	Access Management	44

	Environmental Conditions	46
	Relevant Studies	48
	Issues Identification	50
<hr/>		
04	CHAPTER 4: VISION	53
	Planning Assumptions & Preferences	54
	Land Use & Development	58
	Corridor Aesthetic Opportunities	62
	Identification of Future Needs	64
<hr/>		
05	CHAPTER 5: ALTERNATIVES DESCRIPTION & ANALYSIS	67
	Developed Alternatives	68
	Preferred Access Plan (PAP)	70
	Concept Layouts	82
	Alternative Analysis	84
	I-29 Interchange Options	89
<hr/>		
06	CHAPTER 6: PHASING AND IMPLEMENTATION	97
	Phasing and Implementation	98
<hr/>		
	APPENDIX	109

LIST OF TABLES

Table 3.1

Existing Jurisdictional Ownership and Miles Owned

Table 3.2

Existing ADT from Relevant Sources

Table 3.3

Existing Crash Summary

Table 4.1

Forecast Traffic Volume Comparison Between TDM Scenarios along 76th Avenue South

Table 5.1

Recommended Right of Way (ROW) Widths

LIST OF FIGURES

Figure 1.1

Project Location Map

Figure 1.2

Project Timeline

Figure 2.1

Study Review Committee (SRC) Meeting Topics

Figure 2.2

Summary of Survey Results

Figure 3.1

Relationship Between Roadway Classification and Access

Figure 3.2

Existing Roadway Pavements

Figure 3.3

Existing Roadway Conditions

Figure 3.4

Existing Right-of-Way Dimensions

Figure 3.5

Roadway Jurisdictions

Figure 3.6

Existing Land Use and Property Ownership

Figure 3.7

2011 to 2017 Crashes

Figure 3.8

Existing and Proposed Bicycle and Pedestrian Facilities

Figure 3.9

Environmental Conditions

Figure 3.10

Summary of Previous Study Elements and Programmed Improvements

Figure 4.1

Building Blocks Exercise

Figure 4.2

Development Pattern with Grade Separation Only at 1-29 (No Interchange)

Figure 4.3

Development Pattern with Interchange at 76th Avenue South and I-29

Figure 5.1

Typical Sections

Figure 5.2

Alternative 1 Development

Figure 5.3

Alternative 2 Development

Figure 5.4

Travel Time Methodology

Figure 5.5

I-29 Interchange Type: DDI

Figure 5.6

I-29 Interchange Type: Coverleaf with Collector-Distributor

Figure 5.7

I-29 Interchange Type: Alternative Free-Flow

Figure 6.1

Phasing Plan for Alternative 1 - Segments 1 & 2

Figure 6.2

Phasing Plan for Alternative 1 - Segment 3

Figure 6.3

Phasing Plan for Alternative 1 - Segments 4 & 5

Figure 6.4

Phasing Plan for Alternative 2 - Segments 1 & 2

Figure 6.5

Phasing Plan for Alternative 2 - Segment 3

Figure 6.6

Phasing Plan for Alternative 2 - Segments 4 & 5

APPENDICES

Appendix A: Public Engagement

Appendix B: Summary of Relevant Studies

Appendix C: Travel Demand Model Memorandum

Appendix D: Collector-Distributor Research Memorandum

Appendix E: Alternative 1 and Concept Level Layouts

Appendix F: Preliminary Environmental Review

- p. 10** Project Background
- p. 10** Study Area
- p. 12** Project Process and Timeline

INTRODUCTION

A large blue rectangular block containing the white text "01." in a bold, sans-serif font. The block is positioned in the lower half of the page.

PROJECT BACKGROUND

- 76th Avenue South is a roadway in the southern fringes of the Fargo-Moorhead metropolitan area within the jurisdictions of Horace, Fargo, Cass County, and Stanley Township. Priority has been placed on this corridor to identify future
- characteristics such as capacity and resultant right of way needs, functionality, access control measures, multi modal features, and corridor aesthetics. These characteristics will ultimately come together, creating a phased approach for 76th Avenue South.

The objective of the 76th Avenue South Corridor Study is to identify transportation improvement projects that consider all transportation aspects for all modes of transportation. The study considers existing and future land uses, as well as development growth along the corridor so that corridor improvements can be appropriately phased to accommodate growth. The study considers what the

76th Avenue South Corridor will look like in the future when the area surrounding the corridor is fully developed.

This development potential is important to identifying and developing aspects of the corridor such as ultimate roadway capacity needs, roadway typical sections, right of way for both the corridor and a future interchange with I-29, functional classification, and the long term desired access management and intersection control spacings to ensure it will be protected in the short term.

While all these aspects are important to identifying ultimate corridor needs, the most important aspects of the study include developing a vision for the corridor, gaining consensus on the vision from surrounding jurisdictions and developing a detailed and phased implementation plan so that the vision may come to fruition.

STUDY AREA

The project limits for what is known as the study area is on 76th Avenue South, from 81st Street South (current Sheyenne River Diversion) to the Red River (6.5 miles), as shown in Figure 1.1.

The image contains two maps. The top map is titled "NORTH DAKOTA" and shows a yellow rectangular area representing the "7th Avenue South - Project Corridor". A line with arrows indicates the corridor's path. The bottom map is titled "CLAY CO. MINNESOTA" and shows a more detailed view of the corridor, which is highlighted in pink. The corridor is labeled "7th Avenue South - Project Corridor" and "Hance". The map also shows surrounding areas like "West Fargo", "Fargo", "Moonhead", and "Clayton". A legend in the bottom right corner identifies the "7th Avenue South - Project Corridor" and "Hance".

January 29, 2019



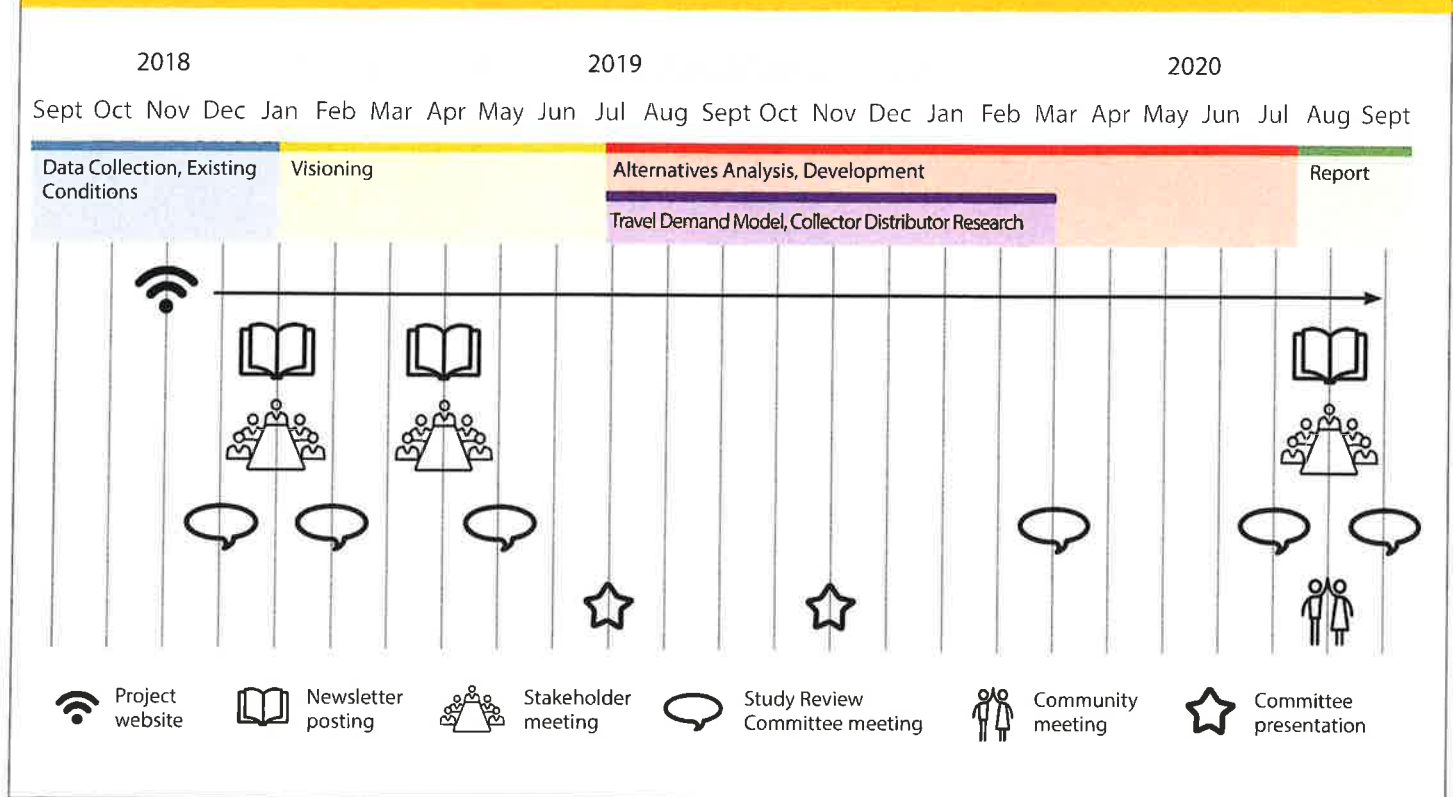
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PROJECT PROCESS AND TIMELINE

The 76th Avenue Corridor Study was completed within a 24-month time frame. The planning process was divided into four phases, as shown in Figure 1.2. The Study Review Committee (SRC) helped guide and make decisions throughout the process. The SRC is discussed more in Chapter 2.

Figure 1.2 - Project Timeline



1**Phase 1:**

The first phase of the planning process involved data collection and analysis to ensure a common understanding of existing conditions along the corridor. During this phase, a website was launched and newsletter sent out to inform the public about the upcoming plan. The first meeting was held with the Study Review Committee, which acted as the oversight body for the plan. The project team also conducted meetings with a variety of stakeholders with an interest in the corridor including property and business owners, developers, utilities and elected officials.

2**Phase 2:**

The second phase of the process involved creating a vision for the future of the corridor. Through a series of exercises, discussions and a survey with the Study Review Committee and stakeholders, the project team gained a greater understanding of the future needs for the corridor. These conversations led the project team to identify additional research that was needed to develop alternatives for the corridor.

3**Phase 3:**

During phase three of the plan, the project team conducted additional research identified by the Study Review Committee on Travel Demand Management and Collector-Distributor roadway systems. At the same time, the team also began to develop alternatives for the corridor, which would then be distilled into two preferred alternatives during a meeting with the Study Review Committee.

4**Phase 4:**

Finally, phase four involved a series of meetings with the Study Review Committee, stakeholders and a public information meeting to update on the process and describe the plan for the corridor. Finally all work to date was compiled into a report with recommendations, phasing and implementation steps for the future of the corridor.

- p. 16** Importance of Public Engagement
- p. 18** Study Review Committee
- p. 19** Stakeholder Meetings
- p. 20** Newsletters
- p. 21** Website
- p. 22** Online Survey
- p. 24** Public Meeting

ENGAGEMENT AND OUTREACH



02.

IMPORTANCE OF PUBLIC ENGAGEMENT

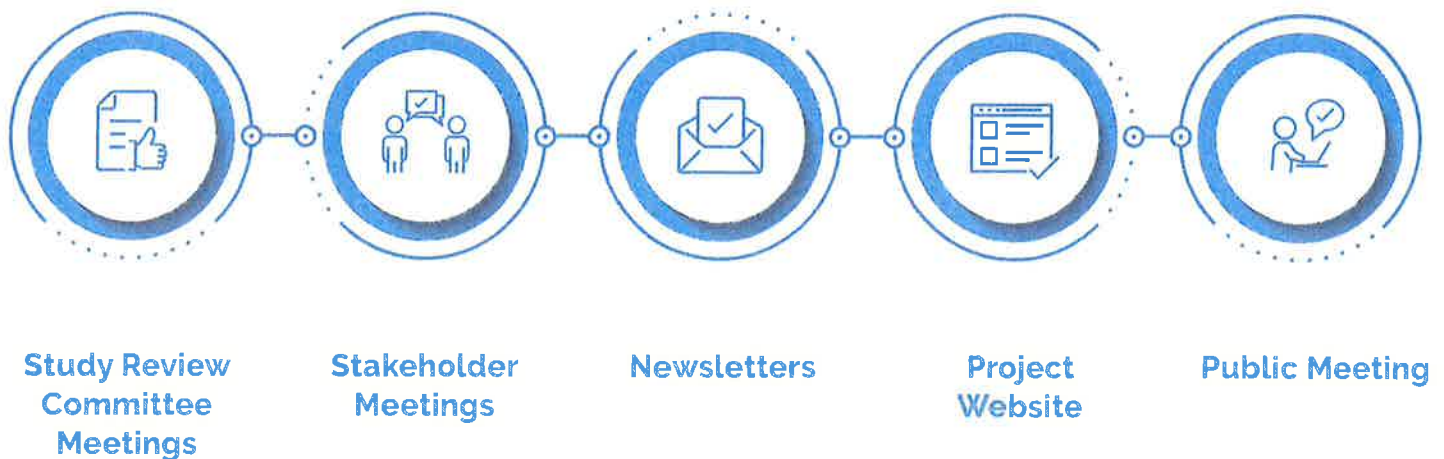
Public engagement is a crucial element of any successful plan; helping to bring the public and decision-makers on board with the plan and ensuring all voices and concerns are heard throughout the process. This was especially true for the 76th Avenue South Corridor, which spans several jurisdictions and involves many stakeholders.

A multifaceted public participation plan was implemented for the 76th Avenue South Corridor Study, with public engagement spanning all phases of the planning process. Engagement efforts included stakeholder meetings, a project specific website, newsletters, online surveys, and a virtual open house.

By conducting thorough engagement throughout the study, multiple view points could be heard regarding the corridor's needs, future vision and alternatives.



Study Review Committee (SRC)



Public Engagement Process:

Public Participation included the following opportunities:



Six (6) Study Review Committee (SRC) Meetings

- **SRC #1:** December 18, 2018
- **SRC #2:** February 20, 2019
- **SRC #3:** May 10, 2019
- **SRC #4:** March 11, 2019
- **SRC #5 (Part 1):** July 21, 2019
- **SRC #5 (Part 2):** July 29, 2019
- **SRC #6:** September 1, 2020



Three (3) Newsletters to properties within ½ mile of the Corridor

- **January 9, 2019**
- **April 3, 2019**
- **August 3, 2020**



Three (3) Stakeholder Meetings

- **January 21, 2019 – February 6, 2019** (Individual Stakeholder Meetings)
- **April 8, 2019** (Online Visioning Survey)
- **August 11, 2020** (Online via Zoom)



One (1) Project Website featuring

- **One (1) Online Survey**



One (1) Public Meeting

- **August 12, 2020** (Online via Zoom)

STUDY REVIEW COMMITTEE

At the beginning of the process Metropolitan Council of Governments (MetroCOG) and the project team worked together to create a Study Review Committee (SRC) to help guide the project and make decisions for the plan.



Building block visioning exercise conducted as part of the engagement for the 76th Avenue South Corridor Study

Figure 2.1 - Study Review Committee (SRC) Meeting Topics

- 01 Kickoff Meeting
- 02 Review Existing Conditions and Develop Vision for Corridor
- 03 Review Vision and Discuss Alternatives Development
- 04 Finalize Vision and Preliminary Alternative Concepts
- 05 Review and Compare Alternative Concepts
- 06 Review Implementation Plan and Draft Study

The SRC included representatives of each jurisdiction including the Cities of Horace and Fargo, Cass County, MetroCOG, North Dakota Department of Transportation (NDDOT) and, Fargo and West Fargo Public Schools.

The SRC served as the project oversight committee and decision-making entity throughout the life of the study. The SRC helped to provide feedback on the public engagement plan, participated in visioning exercises raised issues and ideas for discussion, and selected and vetted the design alternatives for the corridor.

The diagram in Figure 2.2. shows the SRC process. The SRC serves a key role in gaining broad agreement throughout the process; leading to a final consensus on the study and its recommendations.

STAKEHOLDER MEETINGS

The project team engaged with stakeholders three times throughout the study. Members of the Stakeholder Group included local developers, elected officials, large property owners along the corridor and representatives of utilities in the area. These conversations were invaluable to ensuring that important stakeholders were heard.

The project team first met with each stakeholder individually to explain the purpose of the study and to gain Perspective on their unique interest in the corridor. Topics of discussion with stakeholders included future development near the 76th Avenue South corridor, right of way and access, county drains and utilities, future I-29

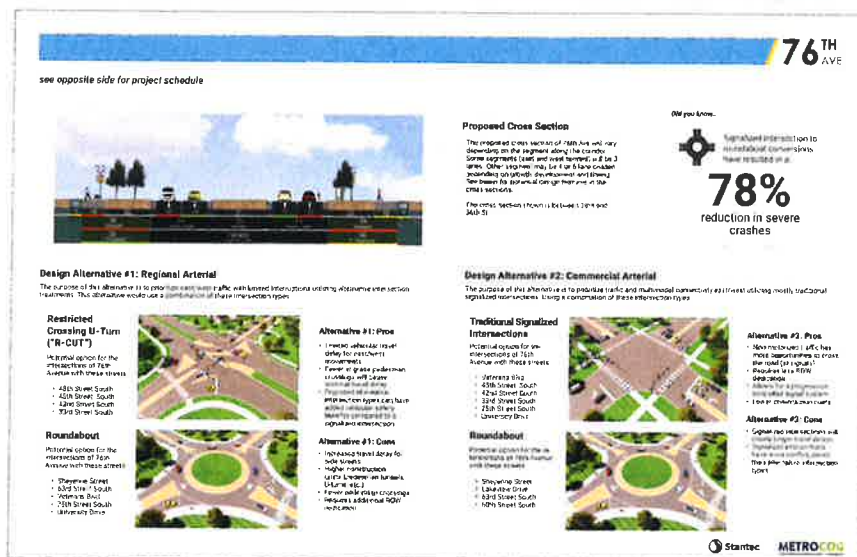
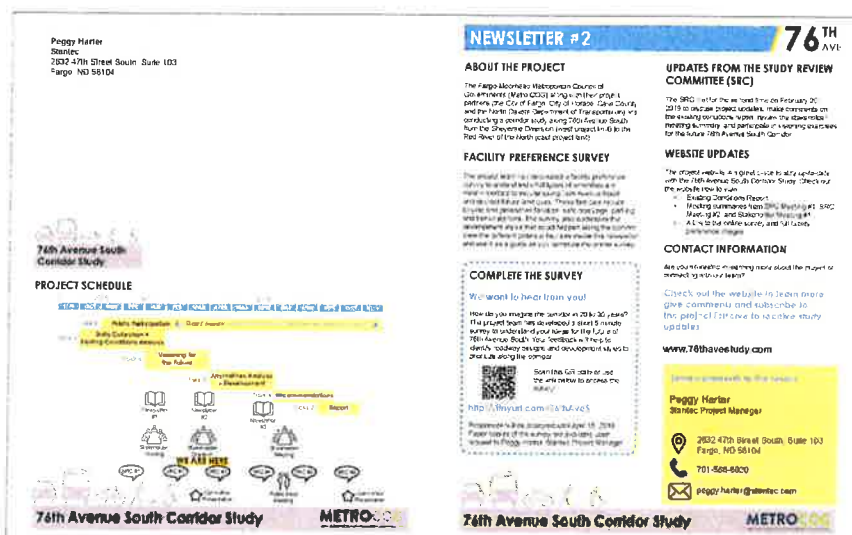
interchange, jurisdictional ownership, maintenance and bicycle and pedestrian facilities.

The second stakeholder engagement opportunity was an online survey, discussed more in depth later in this chapter.

The final stakeholder meeting was held as virtual meeting at the end of the project. It provided an opportunity for the stakeholders to hear about the final alternatives and provide their thoughts in a forum separate from the public open house. Stakeholder's interests are often times different than the publics so the project team wanted to give them plenty of time to ask questions.

NEWSLETTERS

Project newsletters were sent out to all property owners within ½ mile north and south of the 76th Avenue Corridor three times throughout the project. The newsletters included information and relevant updates about the project. The newsletters were crucial for keeping property and business owners along the corridor informed and involved with the study.

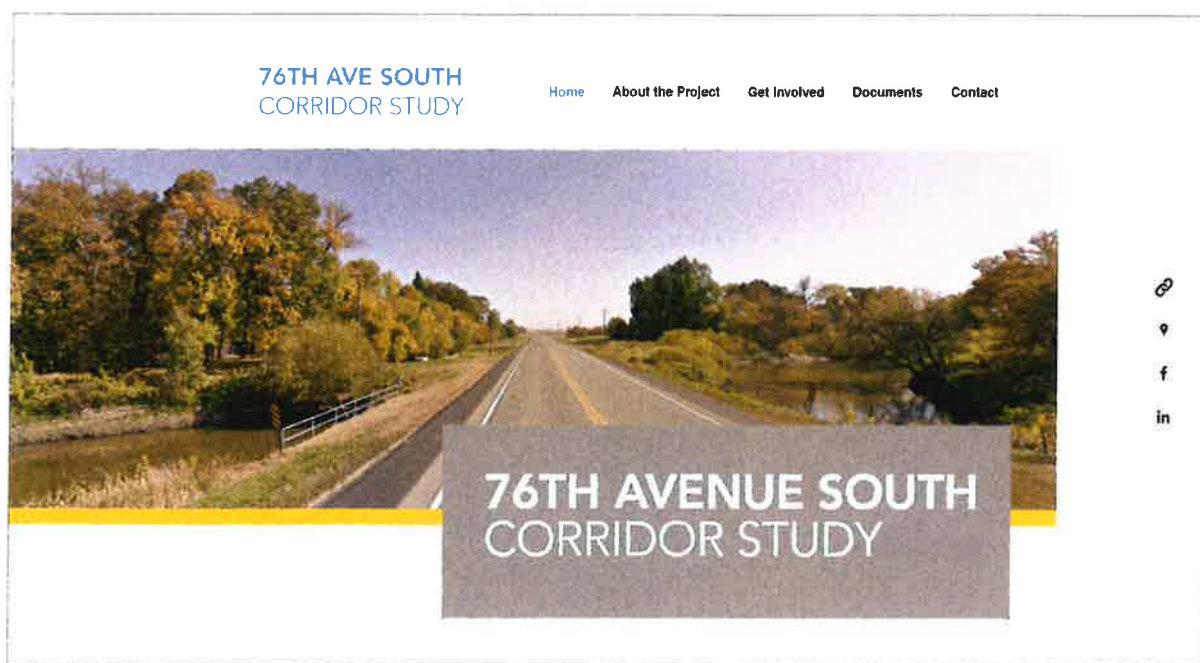


Newsletter examples sent to properties within 1/2 mile north and south of the corridor

PROJECT WEBSITE

Early in the process the 76th Avenue Study website (www.76thavestudy.com) was created to keep the public informed about the project. The website featured pages describing what the project was about, the study area, schedule, study documents and ways to get involved.

Surveys and information about upcoming public engagement opportunities were posted on the website, along with a comment box to provide input at any time throughout the project.



Screenshot of 76th Ave Corridor Study Website

ONLINE SURVEY

In March and April 2019, the project team hosted an online survey to determine the roadway development preferences along the 76th Avenue Corridor. The respondents were asked a series of questions about the future of the 76th Avenue Corridor, including existing challenges and future needs. The survey also included a visual preference survey to identify preferred roadway amenities and streetscape designs.

Participants were asked to review a series of images and identify which images would be appropriate for urban areas of the corridor, for suburban/residential areas, and not appropriate anywhere. Figure 2.2 summarizes the main takeaways from the survey, and Appendix A includes a full summary of the survey results.

Where do survey respondents live?



53.7%



31.3%

What are the biggest challenges with 76th Avenue South?



52%

Dealing with Congestion

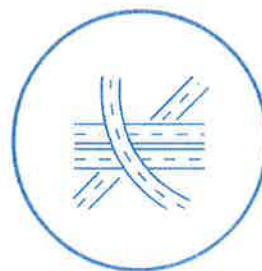


35%

Integrating Pedestrian Facilities

Figure 2.2 - Summary of Survey Results

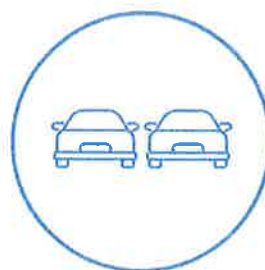
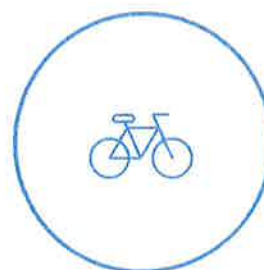
Most respondents agree or strongly agree that an interchange at 1-29 and 76th Avenue South will be warranted and supported in the future.

**88%**

What are the top three missing development types?

**69%** Parks/
Greenways**57%** Low Density
Residential**40%** Commercial

What modes should be prioritized along the 76th Avenue South Corridor?

**83%** Driving**43%** Biking**41%** Walking

Visual Preference Survey Results

Preferred Urban Options

Preferred Suburban Options

BIKE AMENITIES



On-Street Bicycle Lane



Bicycle Racks



Gravel Trail



Paved Shared Use Trail

TRANSIT AND PARKING AMENITIES



City Bus



Enhanced Transit Shelter



Basic Transit Shelter



Smartphone Application

DEVELOPMENT AND STREETSCAPE



Front-facing store fronts



Planted Medians



Single Family Homes



Planted Medians

PEDESTRIAN AMENITIES



Pedestrian Count Down



Enhanced Crosswalk Treatments



Mid-block Pedestrian Beacon



Pedestrian Lighting

TRAFFIC CALMING



Alternative Striping



Enhanced Streetscaping



Roundabout



Enhanced Streetscaping

PUBLIC MEETING

A virtual public input meeting was held on August 12, 2020 using Zoom as the meeting platform. The meeting took place over the lunch hour to try capitalize on an hour many have clear from other engagements.



Infographic

[Include infographic]

- p. 28** Existing Roadway Conditions
- p. 34** Jurisdictional Ownership & Currently Programmed Projects
- p. 36** Existing Land Use, Potential Development & Property Ownership
- p. 38** Existing Traffic Volumes and Crash History
- p. 42** Complete Streets
- p. 44** Access Management
- p. 46** Environmental Conditions
- p. 48** Relevant Studies
- p. 50** Issues Identification

EXISTING AND FORECAST CONDITIONS

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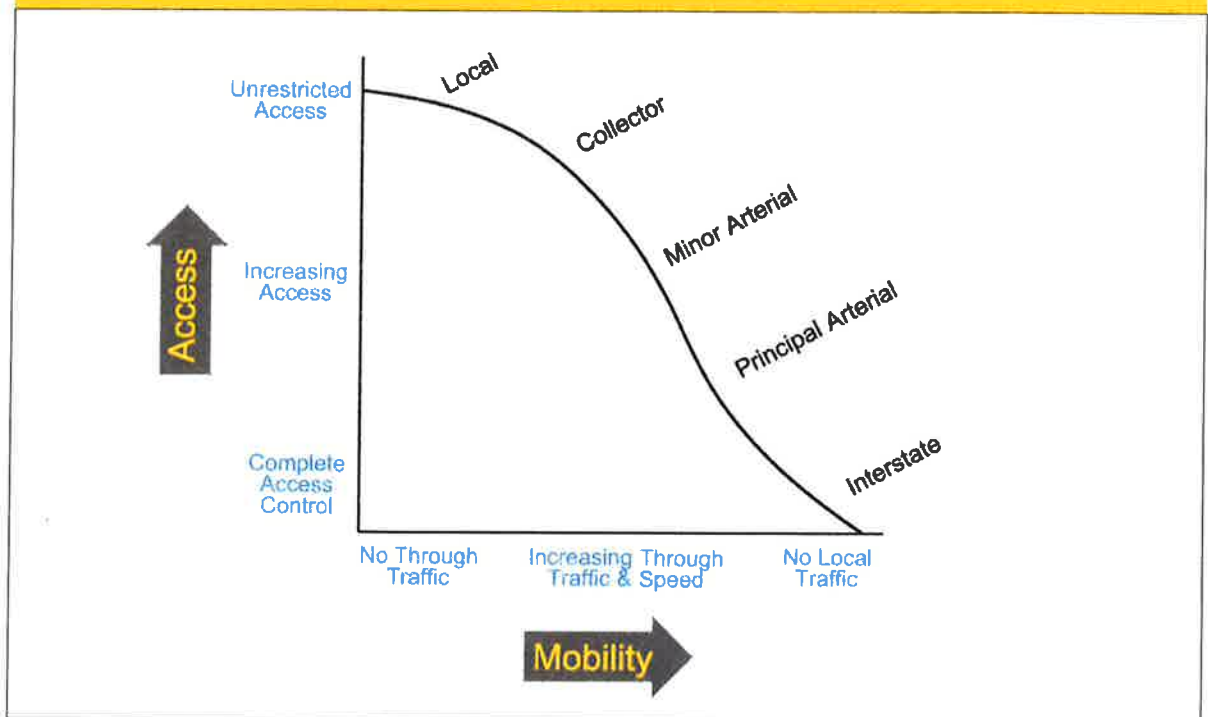
EXISTING ROADWAY CONDITIONS

Roadway Classification:

Roadways are categorized into functional highway classifications based on facility type, ownership, and the role they play in the local transportation system. The four general roadway classifications are; interstate, arterial, collector, and local roadway. These main classifications can be further broken down into sub-categories such as principal arterial, minor arterial, major collector, minor collector etc.

In general roadways with a higher functional classification, such as an interstate or arterial, provide for longer trips, greater mobility, limited access and connect larger cities. Roadways with a lower level classification, such collector or local road, provide

Figure 3.1 - Relationship Between Roadway Classification and Access



for shorter trips, have lower mobility, have more access points, and connect to higher functioning roadways. This balance is important in the transportation network and plays directly into access management which will be a key to the future vision of 76th Avenue South. Figure 3.1 graphically shows the relationship between roadway classification and access.

Currently, 76th Avenue South is classified as a major collector from 81st Street South to CR17 (Sheyenne Street) and a local roadway for the remainder of the study corridor (CR17 to the Red River). A new West Fargo School Site and programmed improvements along 76th

Avenue South from CR17 to 63rd Street South, along with future improvements, will likely change the functional classification of roadway over time along the varying segments of the roadway.

Pavement and Drainage Type:

The 76th Avenue South corridor is largely rural in nature, except for small portions within the City of Horace on the west end, and the City of Fargo on the east end of the study corridor. The entire corridor consists of rural sections with drainage ditches. Figure 3.2 shows the pavement types along 76th Avenue South; paved road, gravel road, and field road.

Figure 3.2 - Existing Roadway Pavements



Gravel roadway between Sheyenne Street and I-29.



Paved roadway between 25th Street and University Drive.



Field road between I-29 and 25th Street.

Access, Traffic Control, Typical Sections, and Drainage:

Identification of proper access management will be critical for the 76th Avenue South corridor; therefore, it is important to first understand the existing access along the corridor. Figure 3.3 shows the existing accesses with the type (public roadway, field drive, private residential, private utility, and private access) and direction (north, south, and both directions). Currently, this section of roadway has 53 accesses with varying degrees of active use. The importance of access management policies and the current guidelines in place are addressed in Section 7: Access Management.

Traffic control along the corridor is currently all stop controlled with no roundabouts or traffic signals in place. Figure 3.3 also depicts the existing traffic control in place today. A project is programmed for 2019 in which a roundabout will be constructed at the intersection of CR 17 (Sheyenne Street) and 76th Avenue South.

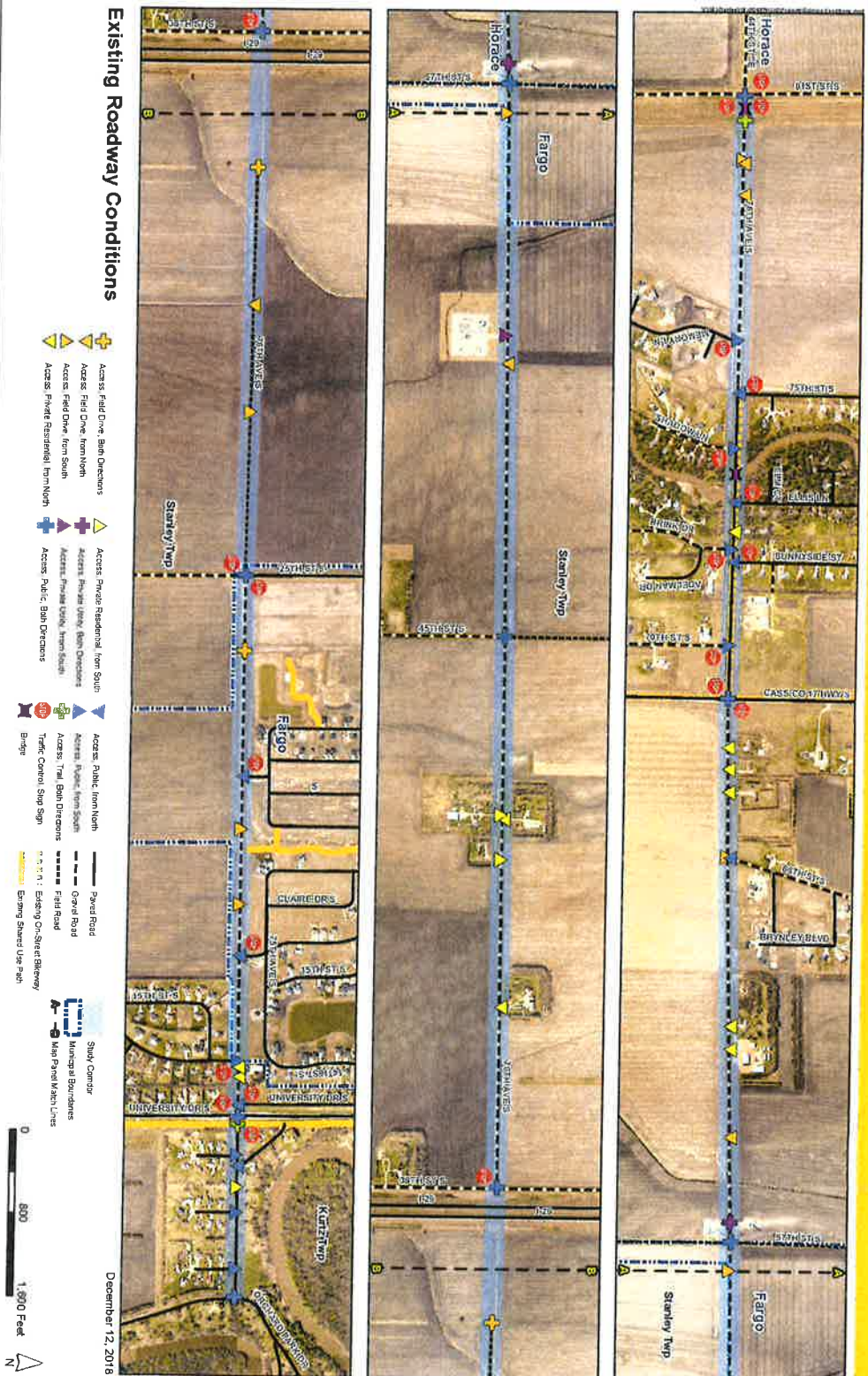
The entire 76th Avenue South corridor (with the exception of the field road between I-29 and 25th Street) is a two-lane roadway with one lane of travel in each direction with rural drainage ditches. Currently, there are no urban roadway sections with curb and gutter.

Right-of-Way:

The right of way along 76th Avenue South varies from 66 feet to 160 feet wide along the corridor. According to North Dakota Century Code Chapter 24-07-03, congressional section lines are considered public roads open for public travel to the width of thirty-three feet [10.06 meters] on each side of the section lines.

This means, since 76th Avenue South is a section line, any right of way not implicitly dimensioned is at least 33 feet wide from the centerline of the roadway or 66 feet wide total. Figure 3.4 maps the existing right of way dimensions along the study corridor.

Figure 3.3 - Existing Roadway Conditions



Structures:

There are two existing structures along the study corridor, one over the Sheyenne Diversion and another over the Sheyenne River, shown in Figure 3.3. The National Bridge Inventory (NBI) lists both structures as being in good condition and not deficient. Both structures currently can accommodate two lanes of traffic, one going each way. Structures will play an important part in the conversation related to 76th Avenue South.

In order to accommodate roadway improvements and potential expansion to meet future capacity needs, major structural improvements would be needed over Drain 27 and Drain 53. In addition, a potential 76th Avenue South and I-29 Interchange and bridge crossing over the Red River at 76th Avenue South would both be new major structures along the corridor.

Utilities:

The most prominent existing utility feature along 76th Avenue South is the Minnkota Power overhead power lines situated along both sides of the roadway west of CR17, and on the south side of the roadway east of CR17. These southern power lines extend along the majority of the project corridor until University Drive, at which point, they continue north/south. In addition to running parallel, the overhead power lines cross 76th Avenue South at 57th Street South and again half a mile east of the same intersection.

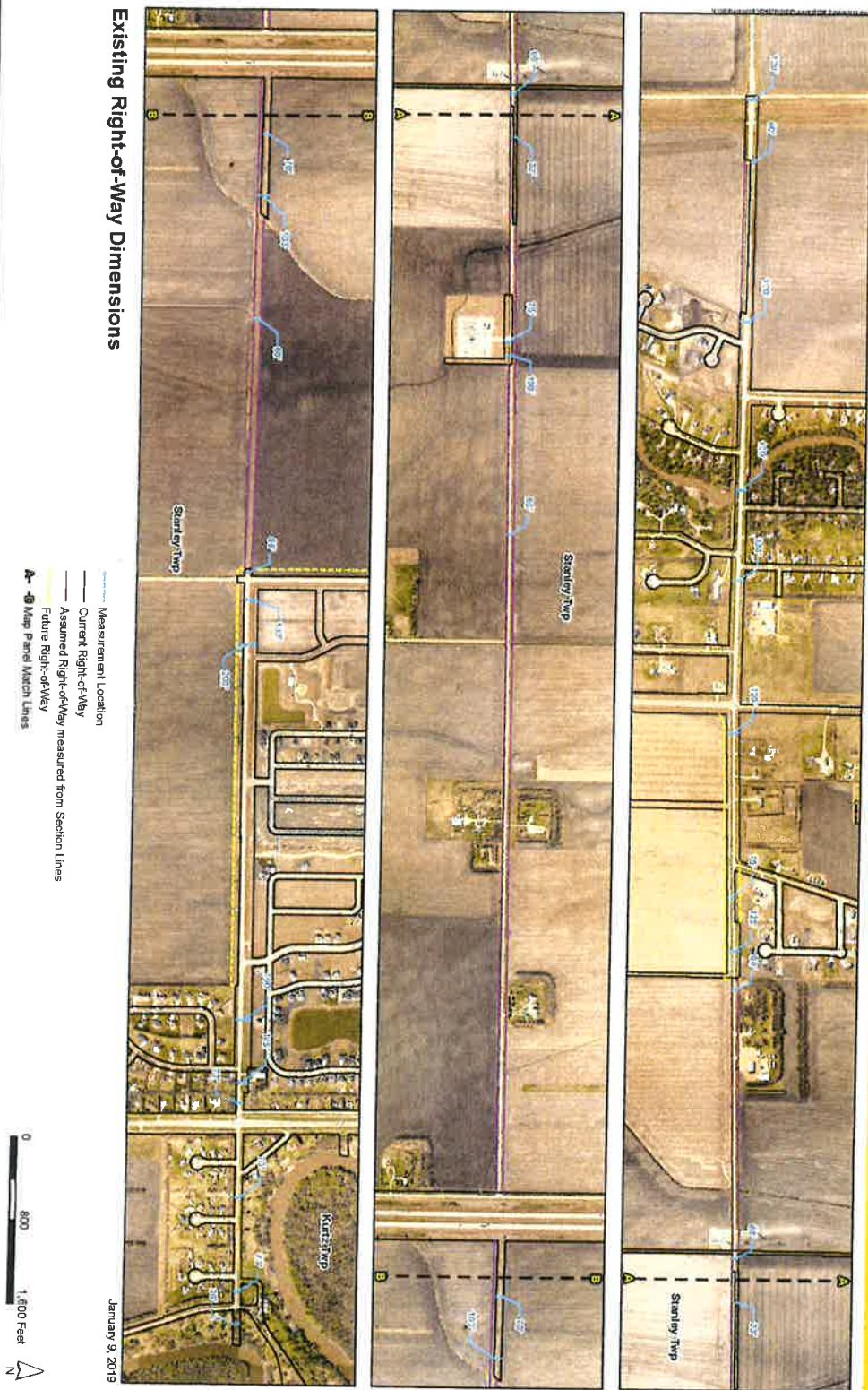
Minnkota Power also has three sub-stations located along the corridor in the following locations: SW corner of the intersection of 76th Avenue South and CR 17, SW corner of 76th Avenue South and 57th Street South, and ½ mile east of 76th Avenue South and 57th Street South. In addition, a cell phone tower is located in the NW corner of 76th Avenue South and 57th Street South.



Minnkota Power overhead power lines and sub-station.

A North Dakota state one call was completed to identify which utility companies owned facilities in the area. The following utility companies were noted as having facilities in the area; Cable One, Cass County Electric, Cass Rural Water, Century Link, Consolidated Communications, City of Fargo, Dakota Carrier Net, Midcontinent Cable, Minnkota Power, Moore & Liberty Telephone, Red River Rural Telephone, Sprint Nextel, and Xcel Energy.

Figure 3-4 - Existing Right of Way Dimensions



JURISDICTIONAL OWNERSHIP & CURRENTLY PROGRAMMED PROJECTS

76th Avenue South is a multi-jurisdictional roadway owned by Cass County, the City of Horace, Stanley Township, and the City of Fargo. Each jurisdictional owner has their own set of responsibilities, standards, and guidelines in place, depending on the role they play in the transportation network.

This makes jurisdictional coordination of the utmost importance along the corridor. It is likely with that jurisdictional transfers will need to occur as the corridor develops. The existing jurisdictional owner of the corridor is shown in Figure 3.5 and the miles of current roadway along the corridor owned by each jurisdiction is shown in Table 3.1. The SWMTP identified opportunities for jurisdictional transfers along the corridor as development occurs. This study will validate jurisdictional

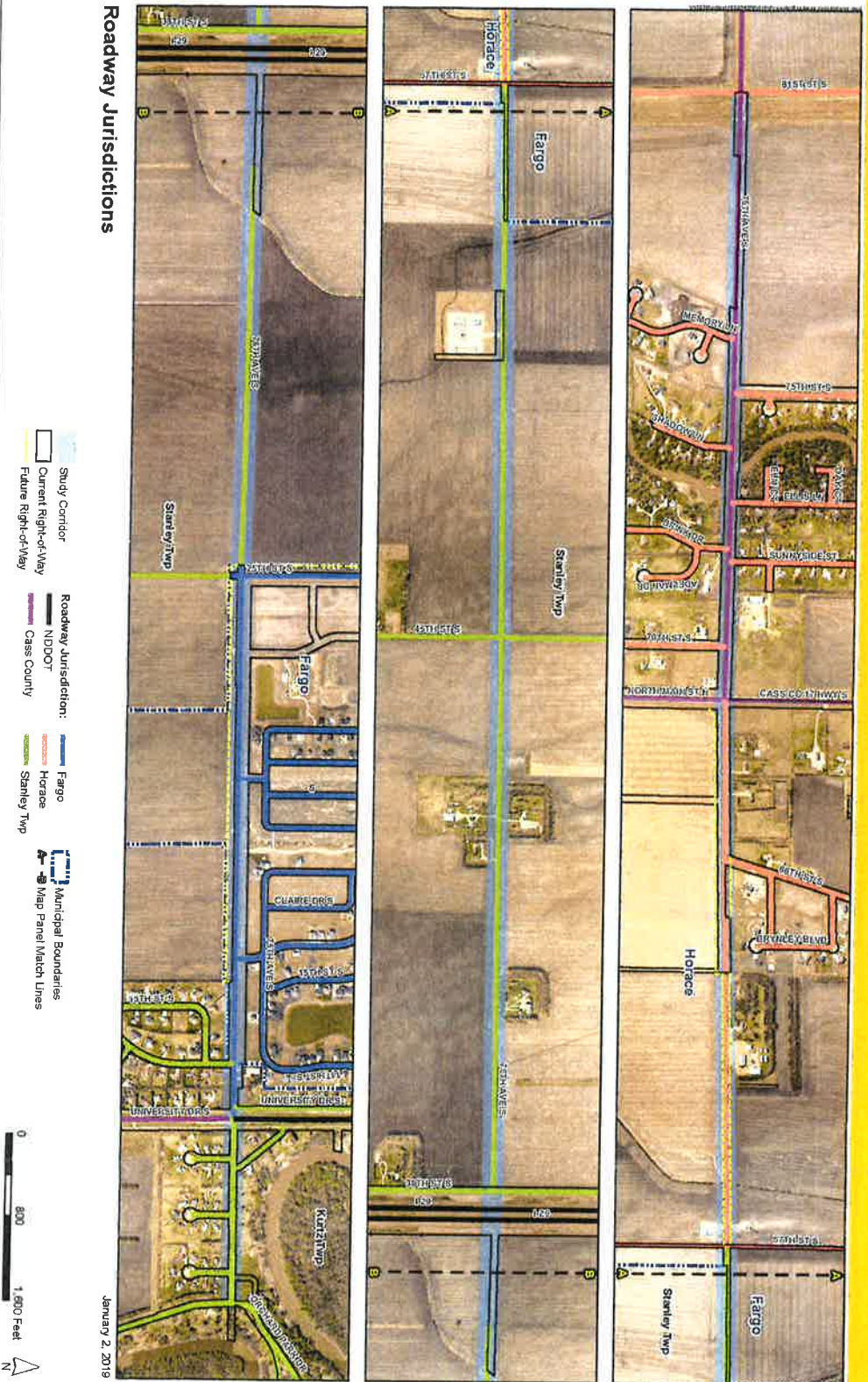
transfer needs for each segment of roadway as it develops.

The Cass County Comprehensive and Transportation Plan discusses taking over 76th Avenue South as County Road 6 from CR 17 (Sheyenne Street) to 45th Street to proactively respond to the multi-jurisdictional nature of the corridor. Recent discussions with the county have indicated that they have not approved any jurisdictional transfers at this time and have programmed two projects along 76th Avenue South; including a roundabout at 76th Avenue South and CR 17 and a 4-lane divided concrete roadway from CR 17 to 63rd Street East that will be constructed in 2019.

Table 3.1 - Existing Jurisdictional Ownership and Miles Owned

Segment	Current Jurisdiction	Miles of Roadway
Sheyenne Diversion to CR 17	Cass County	1 Mile
CR 17 to Veterans Boulevard	City of Horace	1 Mile
Veterans Boulevard to 25th Street	Stanley Township	3 Miles
25th Street to University Drive	City of Fargo	1 Mile
University Drive to the Red River	Stanley Township	1/3 Mile

Figure 3-5 - Roadway Jurisdictions



EXISTING LAND USE, POTENTIAL DEVELOPMENT & PROPERTY OWNERSHIP

The existing land uses directly adjacent to the 76th Avenue South corridor is primarily agricultural, with some rural and, low density residential within the Cities of Fargo and Horace. Two land uses will soon be changing to public institutional with a future West Fargo High School and Middle School identified within the southeast quadrant of the CR 17 (Sheyenne Street) and 76th Avenue South intersection.

The proposed school complex is tentatively planned to open with a middle school in the

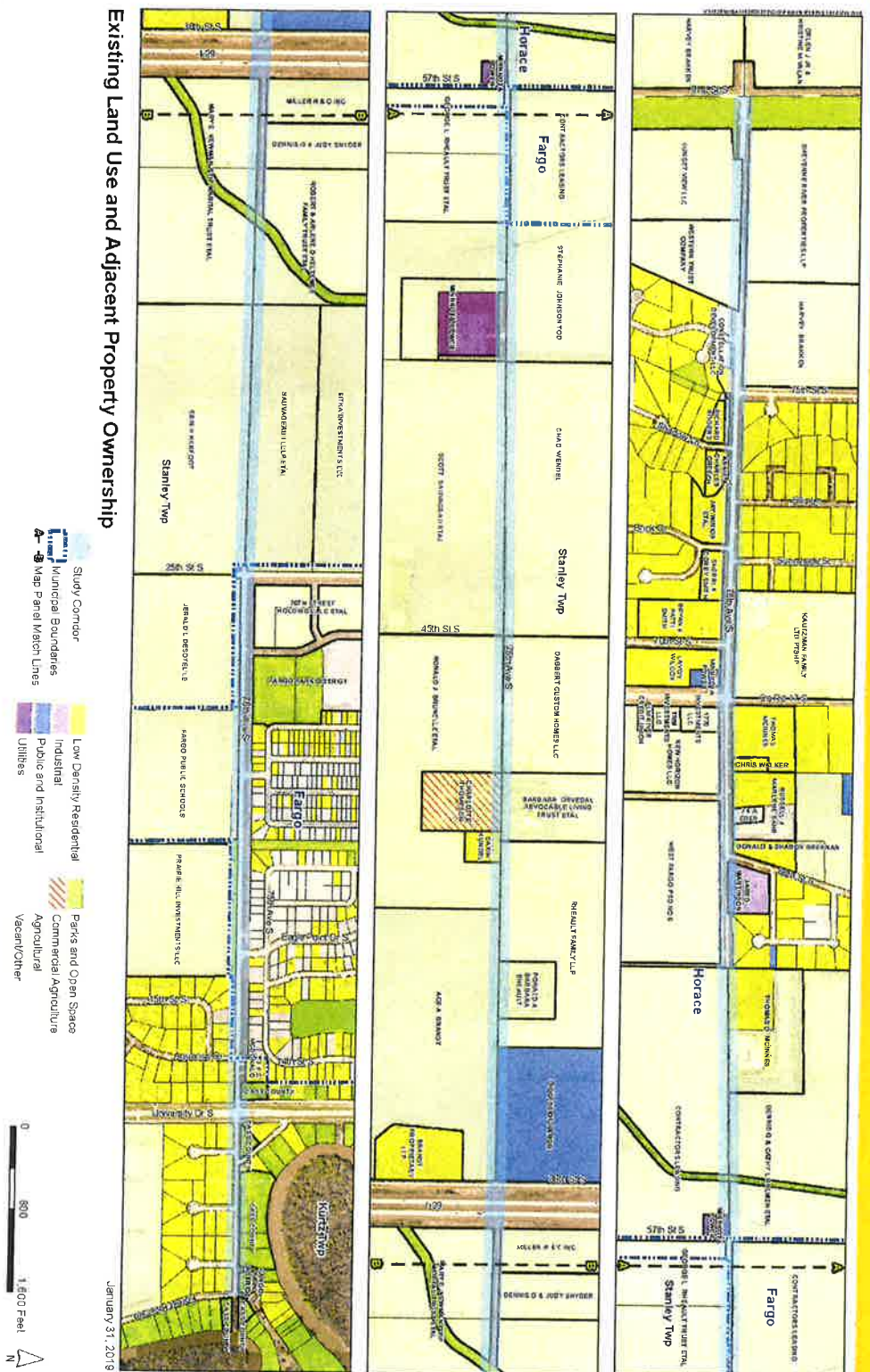
year 2020 and a high school in 2021. Initially, the buildings will be constructed for a capacity of 1,900 students and 220 staff. With future expansions planned, the buildings will have a combined capacity of 2,750 students and 335 staff. The Fargo Public School district has also recently purchased land along the south side of 76th Avenue South between 25th Street and University Drive.

The existing land uses and existing property ownership directly adjacent to the corridor are shown in Figure 3.6.



New development north of 76th Avenue South at 25th Street South and 76th Avenue South.

Figure 3-6 - Existing Land Use and Property Ownership



Existing Land Use and Adjacent Property Ownership

EXISTING TRAFFIC VOLUMES AND CRASH HISTORY

Existing Traffic Volumes:

Understating the existing traffic demands of a roadway is one of the first steps in analyzing a roadway. In this case, 76th Avenue South has very few vehicles directly utilizing it presently, but with development anticipated along key sections of the roadway, and the potential for a new interchange at I-29, corridor preservation and a long-term vision are needed. Three data sources were able to provide existing Average Daily Traffic (ADT)

volumes, as shown in Table 3.2.

The data sources included Metro COG's 2015 Traffic Count Maps, the SWMTP (2016), and the West Fargo School Traffic Study (2018). Due to the rural nature of 76th Avenue South, existing traffic data has not been collected along much of the roadway. The future proposed ADT volumes in the SWMTP and West Fargo (WF) School Traffic Study, along with others, will be discussed in subsequent chapters.



County Road 17 and 76th Avenue South Roundabout.

Table 3.2 - Existing ADT from Relevant Sources

From	Current Jurisdiction	Metro COG 2015 Maps	SWMTP	WF School Traffic Study (July 2018)
81 st Street S	CR17	765	755	790
CR17	57th Street S	None	None	None
57th Street S	45th Street S	None	None	None
45th Street S	38th Street	None	None	None
38th Street	I-29	None	None	None
I-29	25th Street S	None	None	None
25th Street S	University Dr	330	330	None
University Dr	Forest River Rd	None	None	None

Crash History:

Crash data for five years was obtained from the NDDOT between the dates of January 1, 2013 and December 31, 2017. During this period there were four property damage only, three non-incapacitating injury, and no fatality crashes along the study corridor. Crash locations are mapped in Figure 3.7 and listed from west to east in Table 3.3 with crash facility type, severity, surface condition, crash type, and year.

As expected, with low volumes of traffic, and relatively minimal existing conflict points in non-developed areas, very few crashes occurred along the study corridor. Both traffic reports at the intersection of 45th Street South and 76th Avenue South indicated signage at this intersection may be warranted.

Table 3.3 - Existing Crash Summary

Location		Crash Facility Type	Severity	Surface Condition	Crash Type	Year
North/ South Road	East/West Road					
81st St S	76th Ave S	Intersection	Property Damage Only	Snow	Right Angle	2012
81st St S	76th Ave S	Intersection	Non-incapacitating Injury	Dry	Single Vehicle	2016
45th St S	76th Ave S	Intersection	Property Damage Only	Ice/ Compacted Snow	Single Vehicle	2011
45th St S	76th Ave S	Intersection	Non-incapacitating Injury	Ice/ Compacted Snow	Rear End	2011
38th St S	76th Ave S	Intersection	Property Damage Only	Dry	Single Vehicle	2017
None	76th Ave S	Segment	Property Damage Only	Dry	Rear End	2013
Aquarius Dr	76th Ave S	Intersection	Property Damage Only	Dry	Angle	2016
University Dr	76th Ave S	Intersection	Property Damage Only	Dry	Right Angle	2014

Figure 3.7 - 2011 to 2017 Crashes



COMPLETE STREETS

Complete Streets refers to the concept of enabling a roadway to provide safe access to all transportation users of all ages and abilities. This includes pedestrians, bicyclists, motorists, and transit riders. Complete Street policies started being introduced in 2003, in response to car-centric planning, and have rapidly become integrated into many different ordinances, standards, and guidelines throughout the nation.

The Fargo-Moorhead area is no different with many of the local jurisdictions putting an emphasis on a Complete Streets planning approach to ensure all modes and all users of the transportation system are considered.

Bicycle and Pedestrian Facilities:

Presently, 76th Avenue South has minimal bicycle and pedestrian facilities. The only noted multi-modal friendly facility adjacent to the corridor is an on-street bicycle facility from 75th Street South to CR 17 comprised of wide shoulders along both sides of the roadway.

This provides room for bicycles to ride but doesn't encompass the needs of pedestrians or less experienced cyclists.

Figure 3.8 maps the existing and proposed pedestrian facilities in the area, from the **2016 FargoMoorhead Metropolitan Bicycle and Pedestrian Plan**, showing long-term planning is anticipated to provide for more pedestrian and bicycle facilities along the corridor.

Transit Facilities:

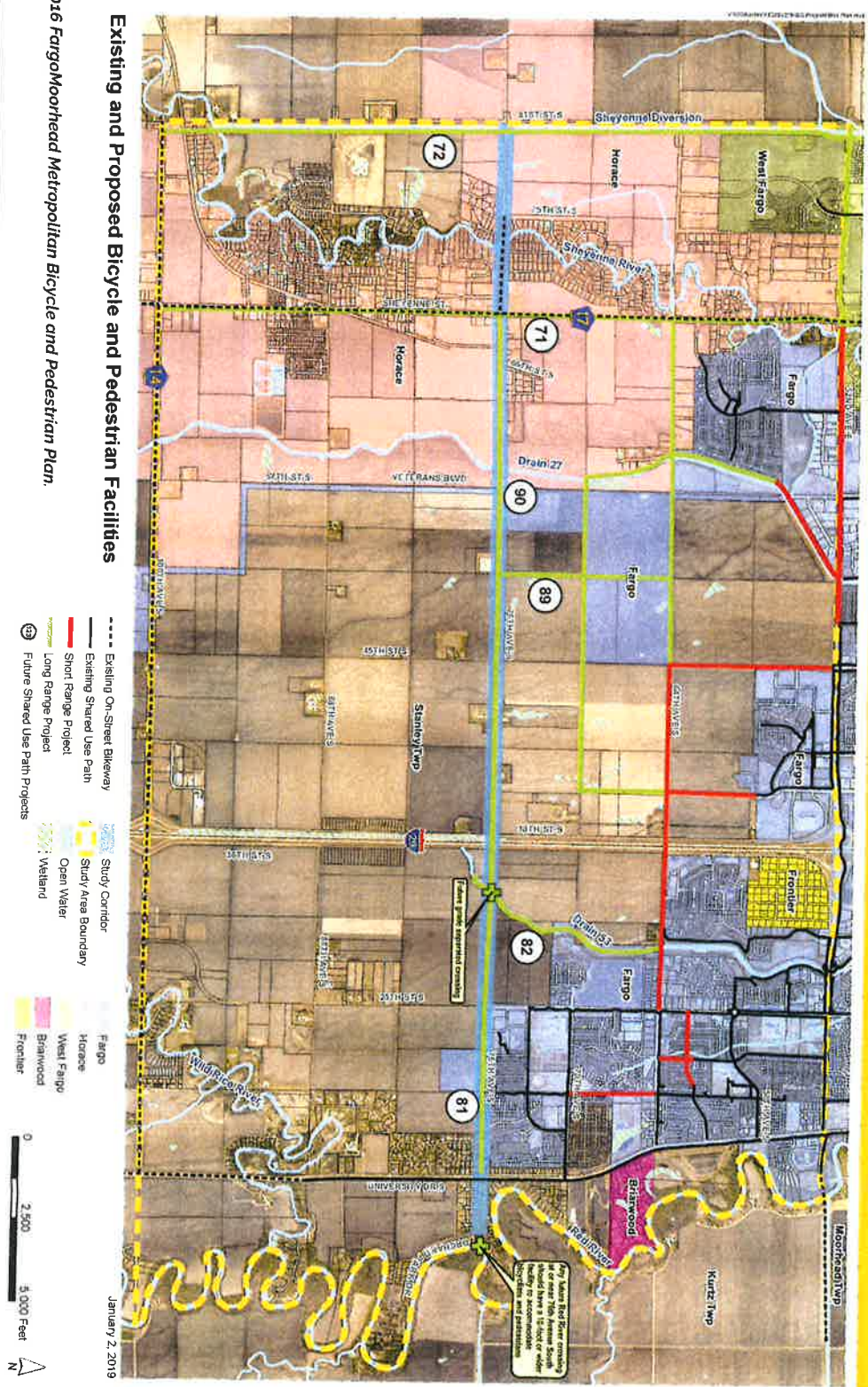
Metro Area Transit (MAT) bus does not currently operate a fixed-route transit service along 76th Avenue South. The 2016 – 2020 Transit Development Plan does not anticipate extending service to this area.

However, the SWMTP shows a future transit corridor from 45th Street to 25th Street along 76th Avenue South as the area surround 76th Avenue South gets closer to full build out.



An existing MAT bus transit shelter in the Fargo-Moorhead Area.

Figure 3-8 - Existing and Proposed Bicycle and Pedestrian Facilities



ACCESS MANAGEMENT

Access management is the planning, design, and implementation of land use and transportation strategies to maintain a safe flow of traffic while accommodating the access needs of adjacent development. Most importantly, it reduces congestion and crashes, preserves road capacity, improves travel times, eases movement between destinations, and supports local economic development. Successful access management practices require multi-jurisdictional coordination as development occurs.

As the graphic in Figure 3.1 (page 34 of this report) shows, the functional classification of a roadway and the level of access are directly correlated. As the functional classification of the roadway increases, so does the amount of access control. The SWMTP travel demand model assumed ½ mile spacing between intersections for 76th Avenue South; however, if an expressway design is implemented, this would impact route selection throughout the study area, and most likely limit access points to 1 mile spacing or greater.

The final facility type determination will play a large role in future access management guidelines along the corridor. The City of Fargo, City of Horace, and Cass County all have access management standards in some form.

Metro COG completed a Fargo/West Fargo Parking & Access Requirements Study in October 2018. This study looked at specific street typologies and listed very specific access recommendations based on the street type.

For example, a mixed-use arterial type roadway had the following access recommendations:

- **Traffic signal spacing at 600 to 800 feet;**
- **Unsignalized full access spacing at 300 to 400 feet;**
- **Right in right out spacing at 200 feet and;**
- **Driveway access to remain only on minor streets**

This study will be an important reference once a future street type for 76th Avenue South is determined later in the study process.

The SWMTP reviewed the various jurisdictions access management policies noting Cass County had the most restrictive standards and the City of Horace had the least. The SWMTP made a recommendation to coordinate the access standards between the City of Horace and Cass County, reducing the need for county input within Horace's extra-territorial area (ETA).

The recommendations from this study for both arterial roadways and collector roadways is shown below.

Arterial Roadway Access Management Recommendation (Source: SWMTP 2016):

"Access control on arterial roadways should be limited to **preserve the function and capacity** of the resource. A maximum of four roadway access points per direction of the arterial. Where feasible these accesses should be **aligned directly across from one another** without offset creating four-way intersections making signalization or other traffic control easier and reducing delay through the corridor.

No direct driveway access should be allowed onto the arterial system. Commercial uses should take their **access from the collector system** and allow for on-site internal circulation between businesses or for backage or frontage road facilities that serve traffic circulation needs.

Interchanges along I-29 should be treated differently as they not only impact the arterial road, but if access points are too close to the interchange ramp terminals it can also impact the function of the interstate. **Interchanges represent some of the largest investments** we make in our transportation system, and as such, should be afforded additional protections to preserve their function in perpetuity.

Interchanges at 100th Avenue South, 76th Avenue South and 52nd Avenue South

should have **no intersections allowed within 2500 feet of interchange ramp terminals** accessing I-29. Providing this measure of access control around interchanges allows for appropriate distance for weaving movements and during times of heavy use can keep ramp traffic from backing onto the mainline of the interstate."

Collector Roadway Access Management Recommendation (Source: SWMTP 2016):

"A **minimum spacing of 300 feet** is required between driveways and/or intersections. This standard may be modified to a minimum of 150 feet through an application process.

Access permits will only be issued for the lessor standard upon review and determination by the City/County Engineer that granting of such a permit would **not compromise the function, safety or capacity of the collector street** at or around the location that access is granted."

ENVIRONMENTAL CONDITIONS

A preliminary environmental review of the following issues was completed for the 76th Avenue South corridor: airport coordination, cultural resources, noise impacts, 4(f) and 6(f) properties, wetland/water resources, floodplain, right of way impacts, contaminated properties, farmland, environmental justice, and section 7 – threatened and endangered (TE) species. Appendix F lays out the results of the study, and Figure 3.9 shows the existing water features, wetland areas, and FEMA flood zones.

Top Environmental Considerations Include:

Wetland Review/Water Resources

Lengthening of culverts and filling ditches to widen could result in wetland impacts. A field wetland delineation should be and action report to be submitted to the USACE for a Jurisdictional Determination

Farmland

If proposed improvements within the 76th Avenue corridor are federally funded AND will require ROW of any amount, the Farmland Preservation Policy Act (FPPA) must be addressed.

Floodplain

If the roadway work impacts any of the floodplain areas noted in Appendix F, base flood elevations will need to be modeled for the Zone A floodplains and coordination will be required with the USACE, Cass County and the North Dakota State Water Commission.

Section 7 – TE Species

Cass County has 4 listed Threatened and Endangered species, as well as eight migratory birds protected/managed by the US Fish and Wildlife Service and protected under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. Species that will require further consideration when the project is underway include the Gray Wolf, Northern Long-Eared Bat, Whooping Crane, and Dakota Skipper.

ROW Impacts/Relocations

If temporary and permanent right of way impacts occur, they will need to be managed in accordance with state and federal laws and regulations.

Environmental Conditions

FEMA Flood Zone:

- Area with 1% Annual Chance Flood Hazard
- Area with 0.2% Annual Chance Flood Hazard
- Area of Minimal Flood Hazard
- Area with Reduced Flood Risk due to Levee

Legend:

- Study Corridor
- Study Area Boundary
- Drainage Ditches
- Open Water
- Wetland

Municipal Boundaries

December 12, 2018

Scale: 0 to 2,500 Feet

North Arrow

RELEVANT STUDIES

A major component to understanding a corridor is to review previous plans. These plans lay the groundwork for transportation planning within the study area and provide invaluable input on the general mindsets surrounding the future vision.

The most relevant plan for this study is most notably the **Southwest Metropolitan Transportation Plan (SWMTP)** completed in May 2016. This plan provided the precedent for much of the beginning planning assumptions along 76th Avenue South.

A summary of this plan as it relates to 76th Avenue South discussed next.

All additional related plans are summarized in Appendix B and include the following (listed in reverse chronological order, with the most recently completed listed first)

- **Sheyenne Street and 76th Avenue South Intersection Study (November 2018)**
- **Future West Fargo School Site (November 2018)**
- **Fargo/West Fargo Parking & Access Requirements Study (October 2018)**
- **2019-2022 Draft Transportation Improvement Program (September 2018)**
- **Traffic Impact Study for New West Fargo Schools (September 2018)**
- **2019-2023 Cass County Comprehensive Highway Plan (September 2018)**
- **Cass County Comprehensive and Transportation Plan (July 2018)**
- **FM Alternative Route & Traffic Incident Management Guidebook (December 2017)**
- **Fargo-Moorhead Regional Freight Plan (September 2017)**
- **2016-2020 Transit Development Plan (December 2016)**

Southwest Metropolitan Transportation Plan (SWMTP) (May 2016)

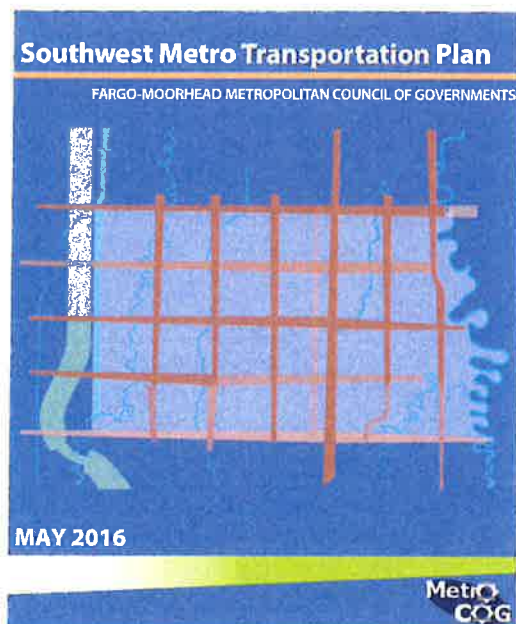
The Southwest Metropolitan Transportation Plan (SWMTP) was developed to address the steady growth of the area south of 52nd Avenue South and between 81st Street South and the Red River. This plan fully encompasses the 76th Avenue South study limits and will be a heavily referenced document during the planning process. Analysis completed as part of the SWMTP included a tiered growth approach for the best fit scenario for the years 2020, 2030, 2040, and 2040+, and a sensitivity analysis for four network alternative scenarios.

Three of the four scenarios involved 76th Avenue South and are as follows; 76th

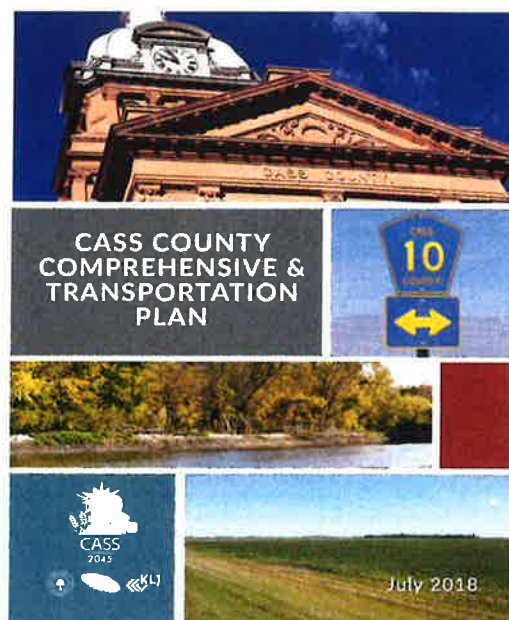
Avenue South Beltway between I-94 and Cass County Road 15 (2040), 76th Avenue South – Grade Separation Only at I-29 (2030), and 76th Avenue South – No connection across I-29 (2030).

Based on the results of the various model analysis, the SWMTP identified projects needed to accommodate future growth assumptions. The projects identified, specific to 76th Avenue South are shown next in Table 3.5.

The opportunity to expand on or improve the existing multi modal facilities in the area was also examined in the SWMTP. These improvements include identification of a transit corridor along 76th Avenue South between 45th Street and 25th Street and two trail connections from 81st Street S to 45th Street and from 25th Street to University Drive.



Southwest Metro Transportation Plan (SWMTP) Report Cover



Cass County Comprehensive and Transportation Plan Report Cover

ISSUES IDENTIFICATION

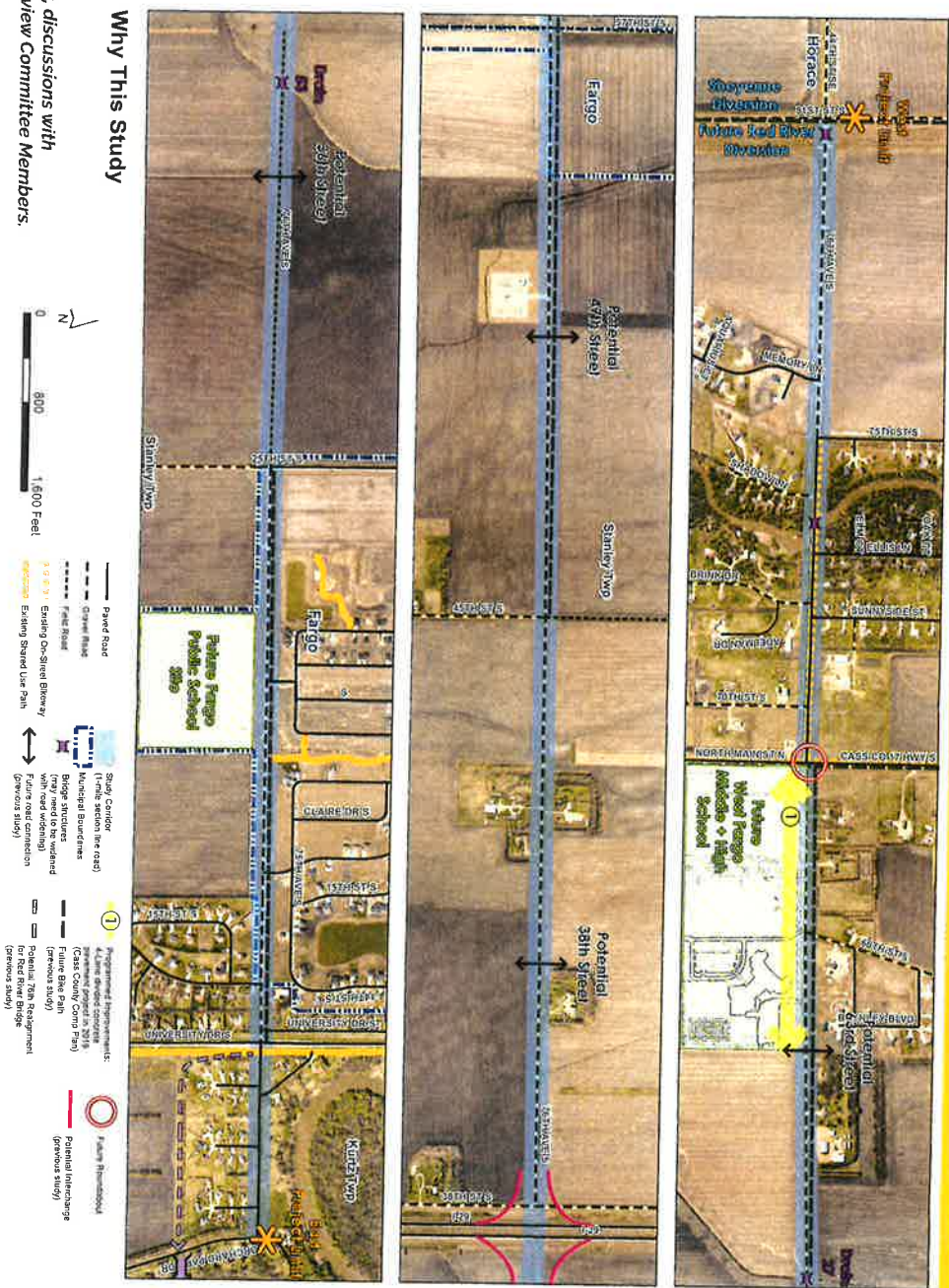
By graphically combining the findings from previous studies, long term discussion items, and currently programmed improvements, Figure 3.10 tells a story about why this corridor study is needed now. Multi-jurisdictional coordination and a unified vision regarding the functional purpose of 76th Avenue South will be a key takeaway of this project.

Whether it's an arterial roadway or an inter-regional beltway, one thing is certain, corridor preservation and access management strategies need to happen now, especially with development continuing in the southwest metropolitan area from the cities of Horace and Fargo, a new West Fargo School Site, and the likelihood of permanent flood protection from the future Red River Diversion.

A list of existing issues which will be addressed during the planning processes are listed below.

- **Multi-jurisdictional ownership along the corridor with different viewpoints, guidelines, standards, and needs;**
- **Development is happening faster in the City of Horace and slower in the City of Fargo than anticipated in the SWMTP;**
- **The roadway typical section is a rural roadway section with a mixture of paved, gravel, and dirt surface types;**
- **Traffic volumes will increase as development continues in the southwest metropolitan area from the cities of Horace and Fargo;**
- **The City of Fargo has not officially adopted updated future land use maps addressing new development trends occurring along the corridor;**
- **The future functionality of 76th Avenue in a regional planning context is unknown and needs to be determined;**
- **Corridor preservation in terms of access management and right of way have not been started;**
- **Multi-modal transportation elements are not present; and**
- **It is not currently a complete streets corridor in terms of both aesthetics or functionality**

Figure 3.10 - Summary of Previous Study Elements and Programmed Improvements



- p. 54** Planning Assumptions and Preferences
- p. 58** Land Use Development
- p. 62** Corridor Aesthetic Opportunities

VISION

04.

PLANNING ASSUMPTIONS AND PREFERENCES

One of the goals for 76th Avenue South was to create a unified vision for the 6.5-mile corridor. Given limited existing development and traffic data, this vision relied heavily on input from leaders and decision makers and a new base Travel Demand Model (TDM).

Before visioning for the future could begin, important questions related to transportation connectivity and subsequent development needed to first be answered. Questions such as: Will an I-29 interchange be built at 76th Avenue South?; Will the Red River Diversion be built within our planning horizon?; Will a bridge be built over the Red River connecting North Dakota and Minnesota? The answers to these questions will undoubtedly play a large role in determining how the corridor needs to function.

In order to understand how the general public and local agency leaders making up the SRC viewed these questions, a survey was conducted for each group. The opinions of the public generally mirrored the SRC and provided valuable insight into the high-level planning assumptions needed to move forward.

Planning assumptions and preferences as validated by the SRC for this study include:

- An interchange will be built at I-29 and 76th Avenue South
- The Red River Diversion will be built within the next 10 years
- A beltway type facility should be considered in conjunction with a more traditional facility
- A 76th Avenue South bridge over the Red River will not be built within the 20-year planning horizon of this study; however, right of way preservation should be on-going
- Driving, walking, and biking should be the most prioritized along the corridor
- Access management will be implemented

Collector Distributor (C-D) System

As noted above, an interchange at I-29 and 76th Avenue South is a major planning assumption for this study. The City of Fargo and the North Dakota Department of Transportation (NDDOT) have recently been discussing future programming to build an interchange at I-29 and 64th Avenue South, one-mile north of 76th Avenue South.

Building an interchange at both 64th Avenue South and 76th Avenue South conflicts with past planning efforts which assumed a 2-mile interchange spacing south of 32nd Avenue South along I-29.

In order to reduce the weave/merge movements onto I-29 that would occur with two interchanges 1-mile apart, the NDDOT and the City of Fargo have been discussing the potential of utilizing a Collector-Distributor (C-D) roadway between the I-29/52nd Avenue South Interchange and a future I-29/76th Avenue South interchange.

The primary purpose of a C-D roadway is to collect and distribute traffic from the freeway to other major crossroads, local parallel roads or interchanges, while moving the weave/merge movements away from the high-speed traffic on the freeway mainline. This would allow

vehicles to enter/exit I-29 at 64th Avenue South while maintaining the 2-mile spacing of weave/merge movements onto I-29.

Additional research and discussion of the C-D System can be found in Appendix D.



A collector-distributor roadway system that is part of the interstate and services major crossroads and adjacent interchanges.

This example is from I-394, Xenia Avenue, and Highway 100 in Minneapolis, MN.

Travel Demand Analysis

Travel demand analysis is crucial to understanding the issues and future needs of a corridor. Travel demand modeling or TDM is often used to estimate travel behavior and travel demand in the future, based on a number of assumptions. Travel demand modeling was completed in 2016 for the 76th Avenue Corridor in the Southwest Metropolitan Transportation Plan (SWMTP). Analysis completed as part of the SWMTP included a tiered growth approach for the years 2020, 2030, 2040, and 2040+, under a number of scenarios including Full-Build.

Based on the known planning assumptions in 2016, the SWMTP forecast traffic volumes along 76th Avenue South using TDM software. However, since 2016 new development and updated planning assumptions, including new planned transportation infrastructure, have arisen. Based on this, the SRC made the decision to update the Travel Demand Analysis from the SWMTP.

The new TDM updated the full-build scenario from the SWMTP discussed above with current planning assumptions, and also explored three potential network scenarios. These scenarios are summarized in the following:

- **Updated Full Build: SWMTP 2040+ Full Build Scenario** plus known development and planning assumptions
- **Full Build Scenario 1:** Updated Full Build Scenario plus 64th Avenue South/I-29 Interchange
- **Full Build Scenario 2:** Updated Full Build Scenario plus I-29 C-D Roadway between 52nd and 76th Avenue South and a 64th Avenue South/I-29 C-D Roadway Interchange
- **Full Build Scenario 3:** Modify Scenario 2 to add ½ mile drain crossings of Drain 27 (both ½ mile north and south of 76th Avenue South) and expand 64th Avenue South to 5 lanes west of I-29.

Overall, the traffic volumes typically ranged from **x,xxx to xx,xxx** for all three scenarios. A comparison of all modeled scenarios reveals differences in daily traffic volumes between each scenario. Which can be seen in Table 4.1. Full details, including maps, of the updated TDM are included in Appendix D.

Table 4.1 - Forecast Traffic Volume Comparison Between TDM Scenarios along 76th Avenue South

76th Avenue South Segment	2045 Metro Grow TDM	Updated Full Build TDM	Full Build TDM Scenario 1*	Full Build TDM Scenario 2*	Full Build TDM Scenario 3*
81st St to CR 17	N/A	3,500	4,000 (+14%)	3,800 (+9%)	3,200 (-9%)
Just east of CR 17	4,700	6,600	6,500 (-2%)	6,550 (-1%)	6,500 (-2%)
Just east of CR 17	N/A	31,000	29,100 (-6%)	30,000 (-3%)	31,000 (0%)
Veterans Blvd to 45th St	5,100	27,000	25,200 (-7%)	25,700 (-5%)	26,000 (-4%)
45th St to 38th St	N/A	48,000	45,500 (-5%)	47,000 (-2%)	48,000 (0%)
38th St to Inter. West Ramps	7,400	46,000	41,400 (-10%)	42,100 (-8%)	42,000 (-9%)
Inter. West Ramps to East Ramps	N/A	28,000	24,400 (-13%)	25,600 (-9%)	25,000 (-11%)
I-29 & 76th Ave S Inter. SW Ramp	N/A	1,200	930 (-23%)	940 (-22%)	940 (-22%)
I-29 & 76th Ave S Inter. SE Ramp	N/A	1,200	700 (-42%)	700 (-42%)	730 (-39%)
I-29 & 76th Ave S Inter. NW Ramp	N/A	28,000	24,300 (-13%)	26,100 (-7%)	26,000 (-7%)
I-29 & 76th Ave S Inter. NE Ramp	N/A	22,000	21,000 (-5%)	21,100 (-4%)	21,000 (-5%)
Inter. East Ramps to 36th St	N/A	19,000	16,900 (-11%)	18,400 (-3%)	18,000 (-5%)
36th St to 25th St	4,800	10,000	8,900 (-11%)	10,400 (+4%)	9,600 (-4%)
25th St to Univ Drive	5,000	4,900	4,600 (-6%)	4,700 (-4%)	4,500 (-8%)

**Note: Full Build TDM Scenarios 1, 2, and 3 show the daily traffic volumes followed by the % change in traffic volumes from the Updated Full Build TDM*

LAND USE AND DEVELOPMENT

How we use our land impacts our transportation facilities, modes of travel, services and vice versa. For example, when 76th Avenue South is built-out the land becomes more accessible; the increased accessibility makes the land more valuable and attractive to developers; as land along the road is developed, traffic volumes and multi modal accessibility needs continue to change.

The type of development which occurs along the road (i.e. residential, commercial, industrial, etc.) also plays a significant role in what type of roadway facility is needed to feed into this land use/transportation cycle.

Since land use does play such an important role in the vision of a transportation facility, the project's Study Review Committee (SRC) was asked to complete a **Building Blocks Exercise**, shown in Figure 4.2, 4.3 and 4.4 with two sizes of Lego blocks representing different developmental densities (4 block vs 8 block) and seven colors representing different types of development (commercial, low-density

residential, open space/parks, schools & government, etc.).

The SRC was broken into two groups and given two scenarios: 1) Grade Separation at 76th Avenue South and I-29 and 2) Interchange at 76th Avenue South and I-29. Each group was asked to show how they think the corridor will develop under each scenario.

Building Blocks Exercise Results

The results of this building block exercise show that there is consensus among SRC members on how the corridor will develop with and without an I-29 interchange. The groups agreed that in both scenarios, the western portion of the corridor will develop with low density land uses, with the exception of a high density/commercial node at County Road 17. The area just south of I-29 was proposed to develop as high density residential and commercial in both scenarios as well. The biggest difference between the two scenarios is the area immediately

Figure 4.1 - Building Blocks Exercise

Making the Place

Lego	What?	Examples	= 4-Block	= 8-Block
COMMERCIAL (block = neighborhood center, 100-acres)	Buy groceries, shoes, a car, or a meal		😊	☹️
LOW-DENSITY RESIDENTIAL (4 blocks = 100 homes; 8 blocks = 100 homes)	Living in a single-family, detached home, probably with a garage and in a subdivision with the others of the same			
MEDIUM- & HIGH-DENSITY RESIDENTIAL (4 block = 100 homes; 8 blocks = 200 homes)	Living a duplex, townhomes, condominium or apartment with shared greenspace			
FARMING, OPEN SPACE, & PASSIVE PARKS (block = 100-acre open space or farm)	Visiting natural, undisturbed lands; growing food; walking through trees by yourself or with your family			
SCHOOLS & GOVERNMENT (block = school or government complex 50-acres)	Going to school or getting a driver's license renewed			
INDUSTRIAL (block = manufacturing or large distribution facility 100-acres)	Light- or heavy-manufacturing, distribution with trucks or be rail			
ACTIVE PARKS, GREENWAYS, & PLAYGROUNDS (block = 25-acre park)	Taking the children to play on the swings or participate in organized sports with others			

surrounding the grade separation or interchange at I-29, which was proposed to develop as a mix of industrial, commercial and active park under a grade separation scenario, and as heavily commercial under an interchange scenario. The area east of I-29 is also

relatively unchanged between the two scenarios and is proposed to develop as a mix of residential, school and government, and active parks. The results of the building block exercise can be seen in Figures 4.3 and 4.4.

Figure 4.2 - Development Pattern with Grade Separation Only at 1-29 (No Interchange)

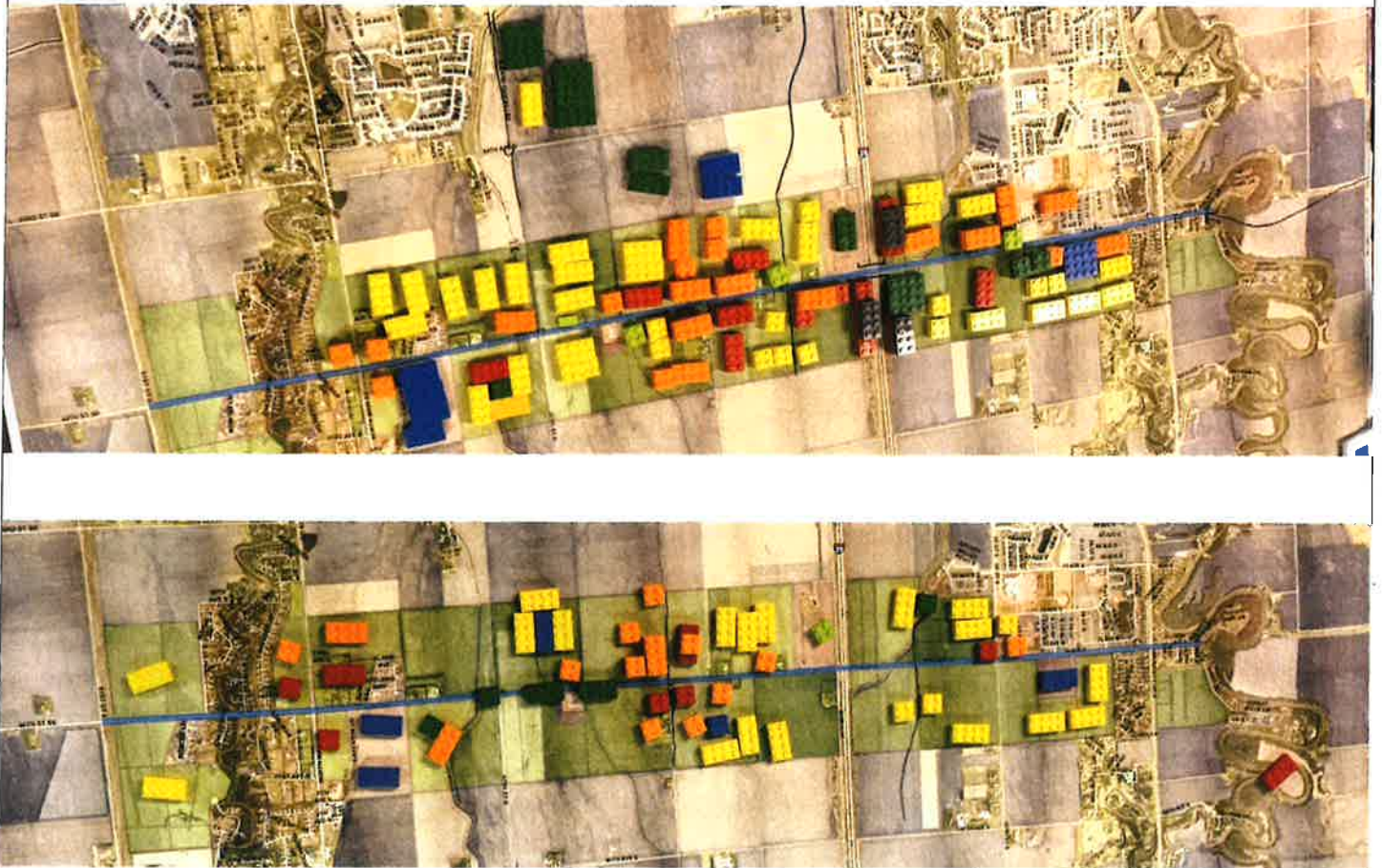


Figure 4.3 - Development Pattern with Interchange at 76th Avenue South and I-29

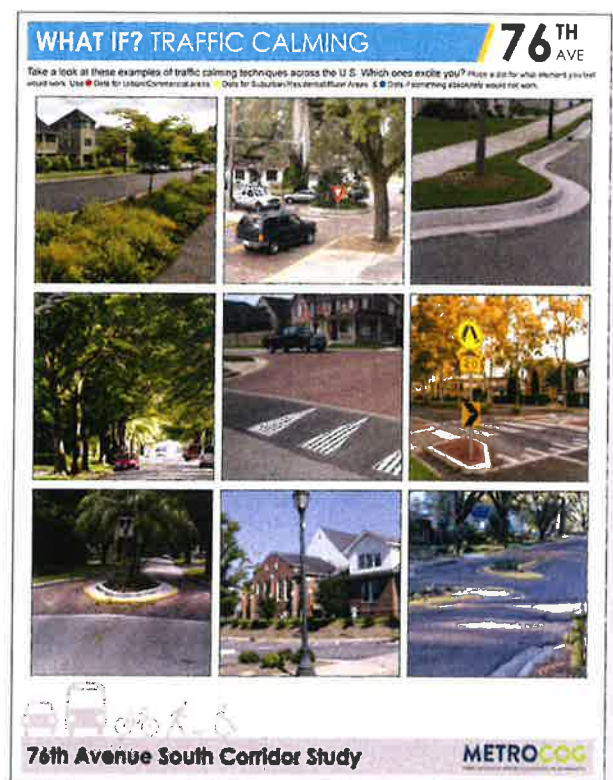


CORRIDOR AESTHETIC OPPORTUNITIES

When discussing corridor aesthetics the term streetscape is often used. This term refers to the natural and built fabric of the street and its visual effect in a community. The idea of streetscaping recognizes that streets are places where people engage in various activities, including but not limited to motor vehicle travel. Having an engaging streetscape environment encourages the principle of complete

streets by striving to design, build, and maintain a transportation system for all types of roadway users (motorists, pedestrians, bicyclists, etc.).

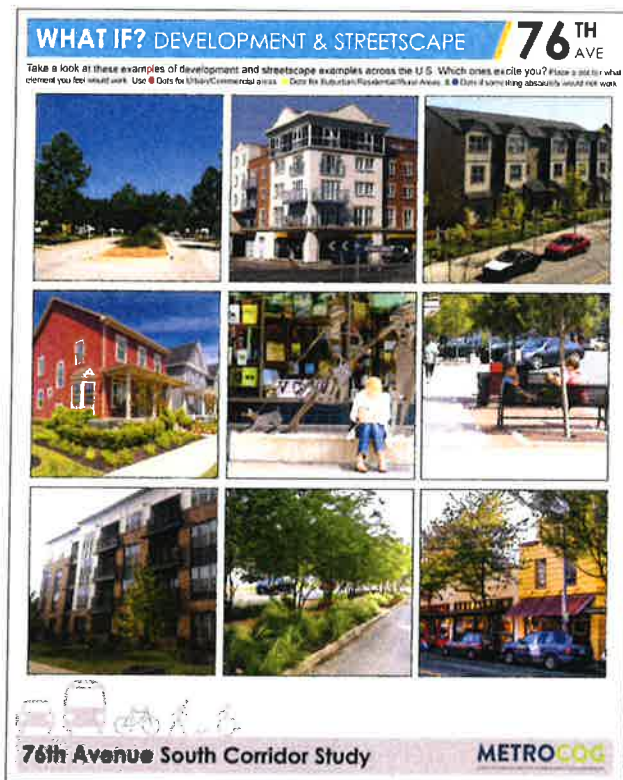
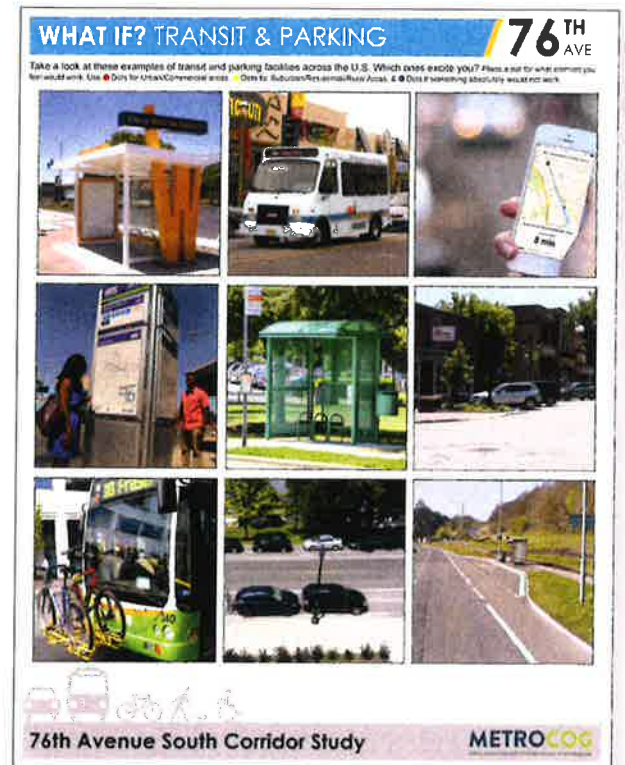
Based on the survey results discussed in the engagement chapter of this plan, the general public recognized maintaining aesthetics and adding streetscaping as one of the top three most important



priorities along 76th Avenue South. A visual preference survey further defined which amenities and streetscape designs treatments they felt would be appropriate for urban areas, suburban/residential areas, and which would not be appropriate anywhere along the corridor. The results of the survey can be seen on page 22 of the engagement chapter of this plan.

A takeaway from these findings is that people either preferred a more complete street or a beltway type facility and their subsequent preferences fell in line with that general notion.

Visual Preference Survey conducted as part of the 76th Avenue South Study



p. 68	Developed Alternatives
p. 70	Preferred Access Plan (PAP)
p. 82	Concept Layouts
p. 84	Alternative Analysis
p. 89	I-29 Interchange Options

ALTERNATIVES DESCRIPTION AND ANALYSIS

05.

DEVELOPED ALTERNATIVES

Based on the input received by the public, stakeholders, and the SRC two alternatives were moved forward for analysis: a regional arterial and commercial arterial. The difference between these alternatives predominantly comes down to the type of access control at the intersections.

Regional Arterial

The regional arterial alternative places an emphasis on keeping traffic moving throughout the corridor in a free-flowing type manner by utilizing alternative intersection controls (other than traffic signals) such as roundabouts, R-Cuts, $\frac{3}{4}$ access and pairing them with a free flowing interchange type at I-29 such as a C-D system with grade separated intersections or a free flowing cloverleaf. Multiple types of alternative intersection controls could be utilized throughout the corridor depending on the specific circumstances of that intersection.

Additional characteristics of the regional arterial alternative include a preference to move E-W traffic, high level of access control, and bike and pedestrian facilities that would require grade separated crossings. This alternative would support commercial development away from the roadway towards the interior of the development.

Commercial Arterial

The commercial arterial alternative is more typical to what the Fargo/Moorhead Area is used to seeing on their main arterial roadways. With this concept, major intersections are controlled with traffic signals, fully stopping the movement of traffic. This alternative can still utilize alternative intersection control types but will predominately be signalized. This alternative can be paired with a signalized interchange type at I-29 such as a signalized diverging diamond.

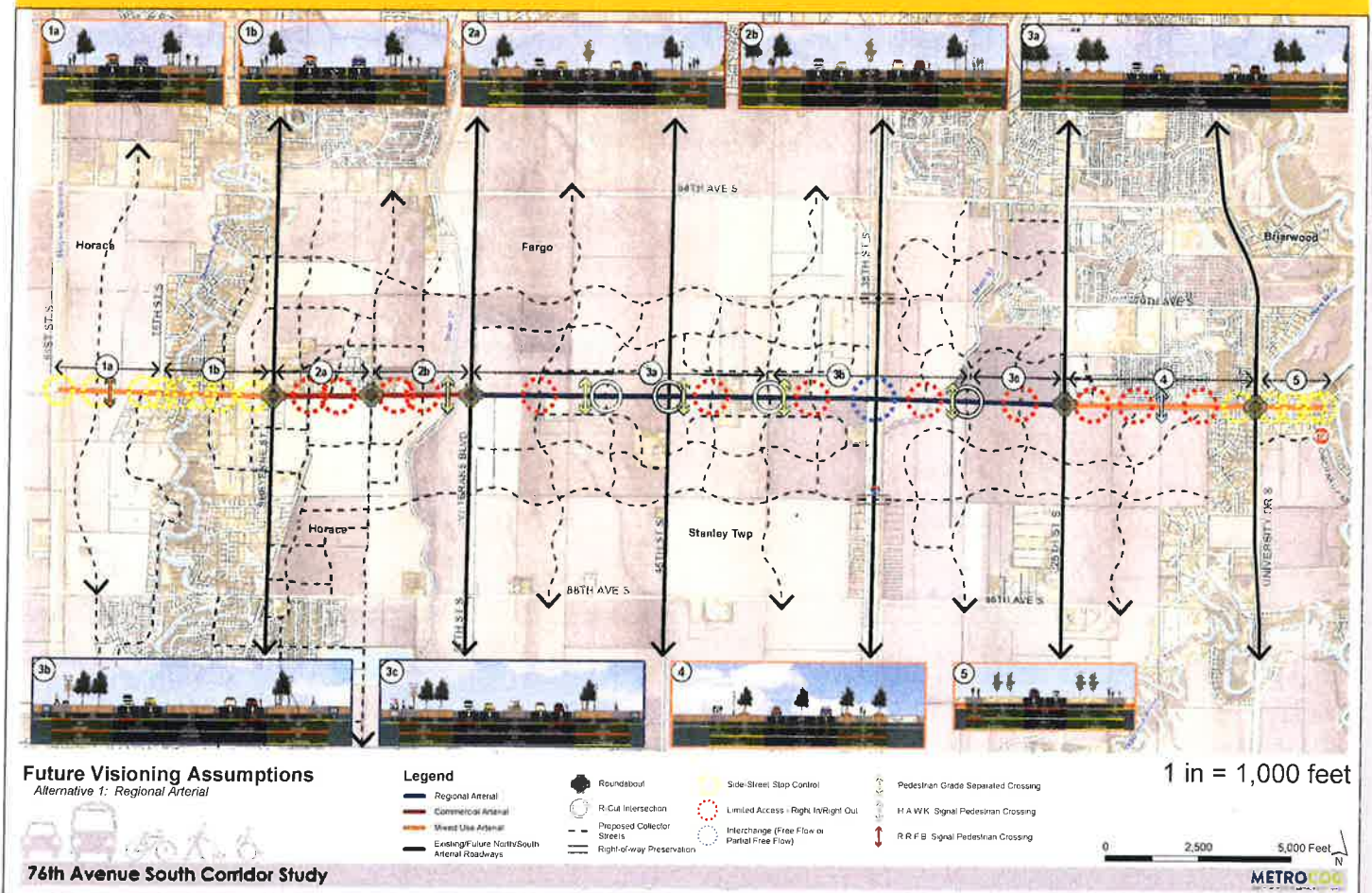
Additional characteristics of the commercial arterial include a preference to move E-W traffic, high level of access control, and bike and pedestrian facilities that would occur at signalized/controlled intersections. The development is anticipated to be drawn in at commercial nodes and face the roadway.

Developed Two Alternatives	
Alternative 1	Alternative 2
Regional Arterial	Commercial Arterial
Purpose is to prioritize East/West traffic with limited interruptions utilizing alternative intersection treatments.	Purpose is to prioritize traffic East/West utilizing mostly traditional signalized intersections.
Limited Signals at Intersections	More Traditional Use of Signals
Pedestrian/Bicycle Crossings at Underpasses	Pedestrian/Bicycle Crossings at Underpasses but Predominately Intersections
Strong Access Managements (including limited driveway curb-cuts)	Strong Access Management (including limited driveway curb-cuts)

PREFERRED ACCESS PLAN (PAP)

After establishing a broad definition of the two alternatives, a Preferred Access Plan (PAP) was created to act as a guide for future alternative analysis. The PAP graphically showcases the visioning assumptions set forth in the previous phases of the project including the segments of like context, roadway classification, proposed typical sections, intersection control type, proposed collector street network and development orientation, and pedestrian crossing locations.

Future Visioning Assumptions - Regional Arterial



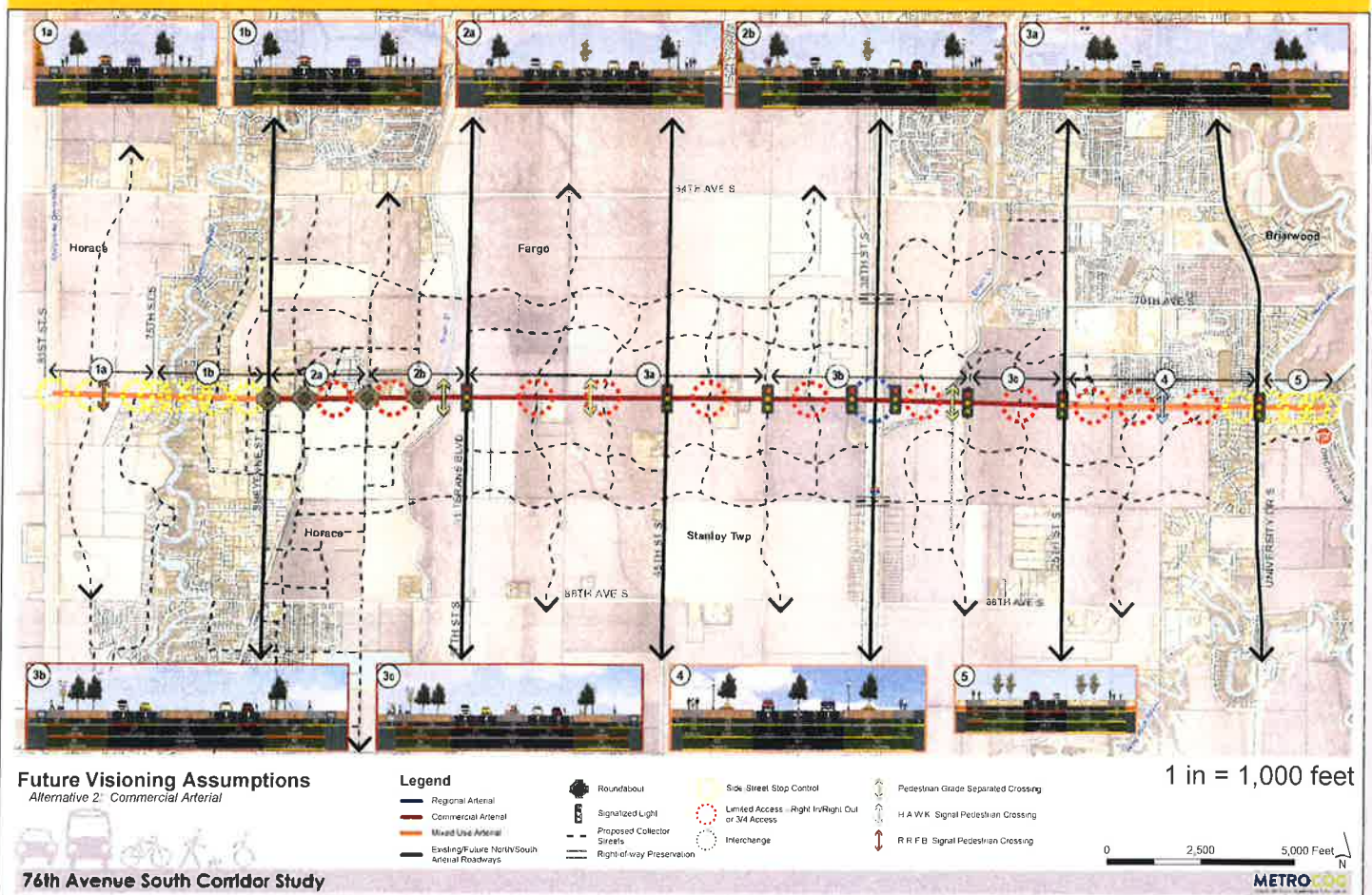
Segments of Like Context

Given the length and variability of the corridor, 76th Avenue South was broken up into multiple "Segments of Like Context" with differing transportation needs. The criteria analyzed for selecting the begin and end points for these segments included major existing and proposed north-south roadways, future land uses, future traffic volumes, and natural boundaries (i.e. rivers, diversions, drains, etc.).

Jurisdictional ownership was reviewed but was determined to not be a critical aspect in setting segment limits. Each alternative has the following Segments of Like Context 1a, 1b, 2a, 2b, 3a, 3b, 3c, 4, and 5.

The segments with the same number are very similar with only minor differences between the lettered sub-part.

Future Visioning Assumptions - Commercial Arterial



Roadway Classification

The roadway classifications used for the alternatives include regional arterial, commercial arterial, and a mixed-use arterial; however, only Alternative 1 utilizes the classification of regional arterial. These roadway classifications coincide with Metro COG's 2018 "Fargo/West Fargo Access and Parking Study" in which a key element of this study was to lay out multiple street typologies. These street typologies provide general guidance on appropriate adjacent land use, speed limits, travel lanes, access spacing, and street elements such as medians, parking, and pedestrian crossings.

This study also noted that no current regional arterials exist in the Fargo-Moorhead region. 76th Avenue South has long been looked at as the first potential regional arterial. The desire to further study this concept is what lead the project team to develop Alternative 1. However, just because Alternative 1 has a regional arterial segment does not mean the speed limit will be higher than Alternative 2. It is anticipated this segment would have speeds around 45 mph, which is aligned with the guidelines put in place by the Fargo/West Fargo Access and Parking Study.

Mixed Use Arterial

"Mixed Use Arterial streets are business corridors where people live, shop, dine, and work. Mixed Use Arterial streets provide cross-town links to employment and commercial centers. These types of streets carry a higher volume of cars while providing access to a walkable street network. On-street parking should be allowed on these types of streets to encourage economic activity, as well as calm traffic and create a pedestrian buffer." (Fargo-West Fargo Parking & Access Requirement Study)

Commercial Arterial

"Commercial Arterial streets act as gateways, connecting people from Fargo, West Fargo, and the wider region to the area's major destinations. Because these streets link everyone to important points of interest, it is critical that pedestrians have safe crossing opportunities. Access is more stringently managed on these types of streets, and on-street parking is generally not appropriate, so that a high volume of cars, trucks, and buses can travel efficiently." (Fargo-West Fargo Parking & Access Requirement Study)








Regional Arterial

"Regional Arterial streets are intended to serve large traffic volumes with highly controlled interruptions and function as a secondary alternative and direct connection to the Interstate system. This type of street does not exist currently in the Fargo/West Fargo area and is intended to be used for future planning purposes"








(Fargo-West Fargo Parking & Access Requirement Study)

Fargo-West Fargo Parking & Access Requirement Study








Mixed Use Arterial

	Land Use Multi-family Residential, Commercial, Industrial								
	Speed Limit 35 mph maximum								
	Travel Lanes 3-5 travel lanes								
	Other Landscaped median or center turn lane								
	Parking On-street parking								
	Pedestrian Crossing Signal or median-protected crosswalk								
	<table><tr><th>Traffic Signal</th><th>Unsignalized Full Access</th><th>Right-in/Right-out</th><th>Driveways</th></tr><tr><td>600-800 feet</td><td>Block-Level (300-400 feet)</td><td>200 feet</td><td>200 feet</td></tr></table>	Traffic Signal	Unsignalized Full Access	Right-in/Right-out	Driveways	600-800 feet	Block-Level (300-400 feet)	200 feet	200 feet
Traffic Signal	Unsignalized Full Access	Right-in/Right-out	Driveways						
600-800 feet	Block-Level (300-400 feet)	200 feet	200 feet						

Commercial Arterial

	Land Use Commercial, Multi-family				
	Speed Limit 40 - 45 mph				
	Travel Lanes 4-6 travel lanes				
	Other Landscaped medians				
	Parking No on-street parking				
	Pedestrian Crossing Signalized crosswalks only				
	Access Spacing	Traffic Signal 1/4 Mile	Unsignalized Full Access None	Right-in/Right-out 400 feet	Driveways None

Regional Arterial

	Land use Commercial, Industrial, Multi-family				
	Speed limit 45 - 50 mph				
	Travel lanes 4 travel lanes				
	Other Divided roadways				
	Parking No on-street parking				
	Pedestrian Crossing Grade-separated or signalized crosswalks				
	Access spacing	Traffic Signal 1/2 mile	Unsignalized Full Access None, frontage system	Right-in/Right-out 1/4 mile	Driveways None

Proposed Typical Sections

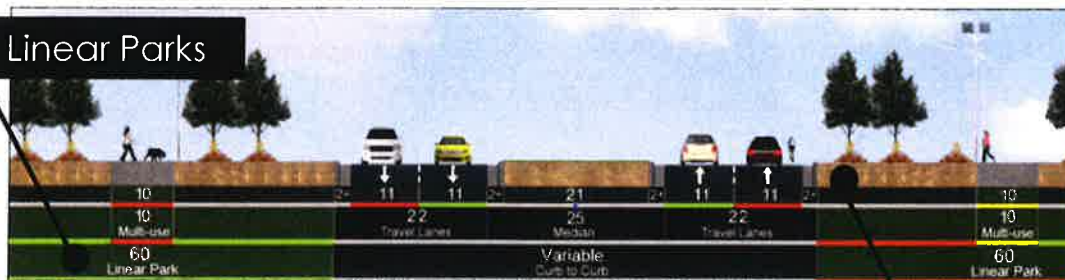
The proposed typical sections were created with the understanding that full build traffic volumes are a long way away and no one really knows when they will come to fruition. According to the travel demand model, sections around the I-29 interchange could see vehicle volumes requiring 6-lanes of traffic; however, the need for this many lanes of traffic is most likely decades away. Therefore, developed typical sections shown leave room for lane expansion as needed. The most important element of the typical sections now is to preserve the right of way needed for future full build.

The differences in typical sections between the two alternatives is minimal as both alternatives will need to carry similar vehicle volumes. In addition, SRC members wanted to include robust pedestrian infrastructure no matter which alternative was chosen. This can be seen in the adjacent sidewalks and multi-use paths in all typical sections.

The major difference between these typical sections can be seen in segments 2b and 3a with long linear parks in Alternative 1 and no linear parks in Alternative 2. The linear parks create a buffer between 76th Avenue South and future development. In Alternative 1, development will face away from

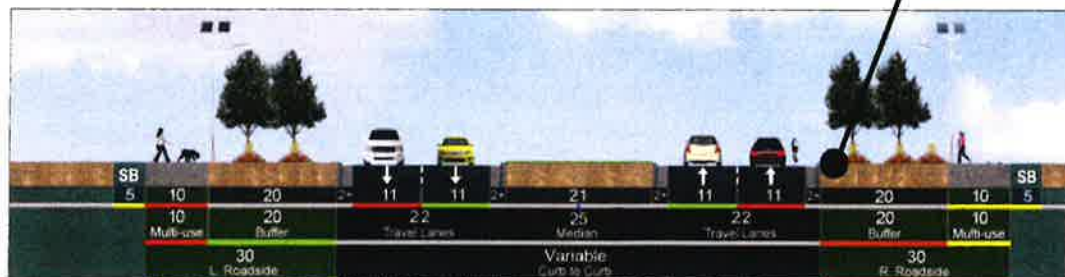
Figure 5.1 - Typical Sections

Alternative 1 - Regional Arterial



ROW:
120' – 200'

Alternative 2 - Commercial Arterial



ROW:
120' – 150'

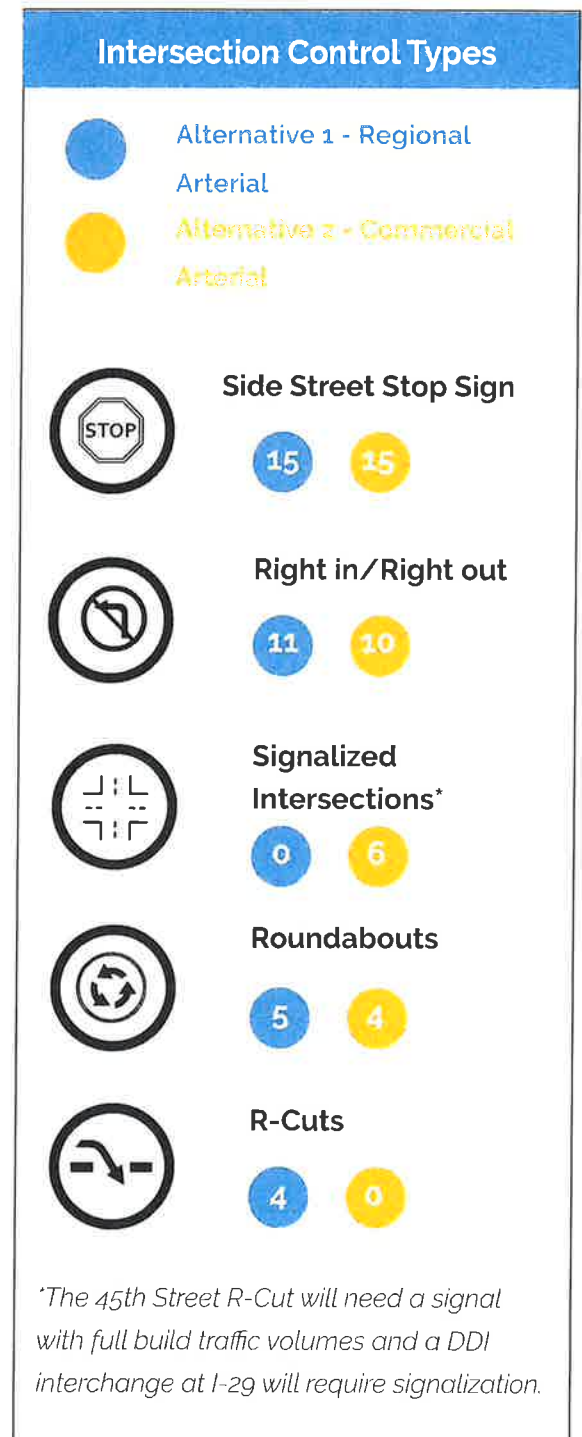
76th Avenue South and towards the internal roadway network. In contrast, development in Alternative 2 will face towards 76th Avenue South. Due to a desire for strong access management with either corridor, both alternatives with a robust internal roadway network and limited direct access to 76th Avenue South.

Intersection Control Type

The intersection control types used between the two alternatives is a principal distinction between the two concepts. Alternative 1 focuses on using alternative intersection types in lieu of signalized intersections. These alternative intersection types consist predominately of roundabouts and Restricted Crossing U-Turn (RCUT) intersections. These alternative intersection treatments focus on keeping east/west vehicles moving along the corridor with minimal stops. An RCUT restricts left turns at an intersection but allows the same movement downstream via a U-turn.

In contrast, Alternative 2 uses more traditional signals to control vehicle movements at most intersections, coupled with roundabouts where they make sense. Since both alternatives place a high level of importance on access management, right-in/right-out controls are also prevalent along the corridor. Right-in/right-out intersections restrict turning movements through physical barriers such as a traffic island and/or median separation. These physical barriers only allow vehicles to turn right

into and out of an access. At the far western and eastern segments, where vehicle volumes are less, side street stop signs are also utilized in both alternatives.



Intersection of 76th Avenue and County Road 17 - Alternate 1

76TH AVENUE CORRIDOR

INTERSECTION OF 76TH AVENUE AND COUNTY ROAD 17
ALTERNATE 1



CONFLUENCE

76TH AVENUE CORRIDOR RENDERINGS

Intersection of 76th Avenue and County Road 17 - Alternate 2

76TH AVENUE CORRIDOR

INTERSECTION OF 76TH AVENUE AND COUNTY ROAD 17
ALTERNATE 2



CONFLUENCE

76TH AVENUE CORRIDOR RENDERINGS

Intersection of 76th Avenue and 45th Street - Alternate 1**76TH AVENUE CORRIDOR**
INTERSECTION OF 76TH AVENUE AND 45TH STREET
ALTERNATE 1

CONFLUENCE

76TH AVENUE CORRIDOR RENDERINGS

Intersection of 76th Avenue and 45th Street - Alternate 2**76TH AVENUE CORRIDOR**
INTERSECTION OF 76TH AVENUE AND 45TH STREET
ALTERNATE 2

CONFLUENCE

76TH AVENUE CORRIDOR RENDERINGS

Intersection of 76th Avenue and 25th Street - Alternate 1

76TH AVENUE CORRIDOR
INTERSECTION OF 76TH AVENUE AND 25TH STREET
ALTERNATE 1



CONFLUENCE

76TH AVENUE CORRIDOR RENDERINGS

Intersection of 76th Avenue and 25th Street - Alternate 2

76TH AVENUE CORRIDOR
INTERSECTION OF 76TH AVENUE AND 25TH STREET
ALTERNATE 2



CONFLUENCE

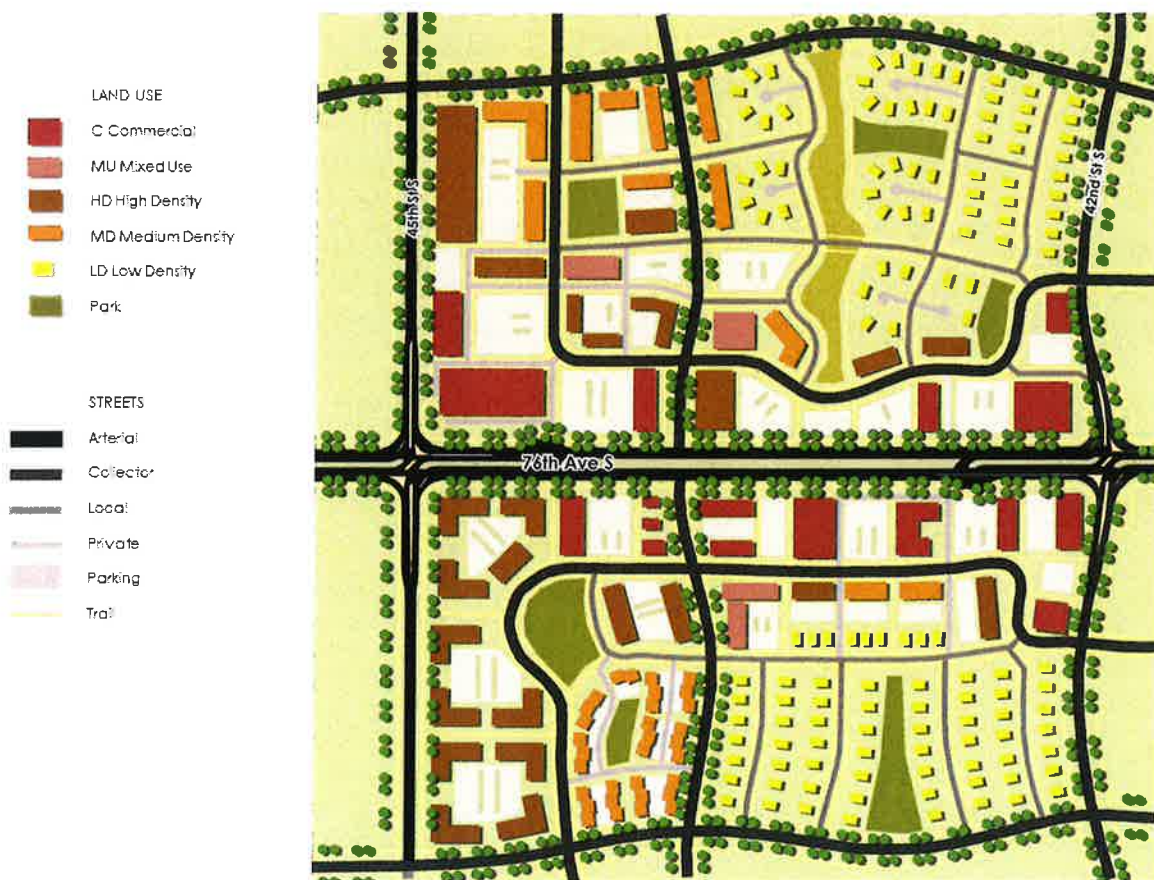
76TH AVENUE CORRIDOR RENDERINGS

Proposed Collector Street Network and Development Orientation

As mentioned previously, access management will be important along this corridor no matter which alternative

is chosen. Access management is the practice of limiting driveway or street intersections on a road to avoid crashes and congestion, in order to manage minimal access points and facilitate development. a strong collector street network will be needed adjacent to

Figure 5.2 - Alternative 1 Development



76th Avenue South
Alternative 1 Development Concept

0 500'

Stantec

76th Avenue South to help provide better circulation and access to local development. As shown in the PAP, collector streets are recommended approximately every ¼ mile. This collector street network will help circulate traffic within residential and commercial areas, funneling longer distance travelers to 76th Avenue South.

How we use our land impacts our transportation facilities, modes of travel, services and vice versa which means the proposed street network surrounding 76th Avenue South plays an important role into facilitating development. Figures 5.1 and 5.2 show development concepts for Alternative 1 and Alternative 2 for approximately a ¼ mile east of 45th Street South and 76th Avenue South. These graphics portray the supporting street network, but do not show which way the buildings will orient. In Alternative 1, development will face away from 76th Avenue South and in Alternative 2 development will face towards 76th Avenue South.

Pedestrian Crossing Locations

Multi-modal transportation was an important element when studying 76th Avenue South as it ties into the philosophy of implementing complete streets. Metro COG, the City of Fargo, the City of Horace, and Cass County all have some form of guidelines, goals, or policies related to creating complete streets or multi-modal transportation infrastructure. Multi-modal transportation planning considers diverse transportation options such as walking, cycling, cars, public transit, etc.

Alternative 1 and Alternative 2 differ in the number of opportunities for pedestrians to cross, how pedestrians cross, and where pedestrians can cross 76th Avenue South. Alternative 1 by definition prioritizes more of a free flow type vehicle movement, eliminating signals, and thus eliminating protected spaces for pedestrians to cross. To facilitate north/south pedestrian movement across 76th Avenue South, more underpasses will need to be constructed. Due to the existence of signals, Alternative 2 provides a 25% increase in places for pedestrians to cross by utilizing at grade signals in conjunction with underpasses.

Although these alternatives handle particular pedestrian crossings differently (underpasses vs signalized intersections) they possess many similarities including a Rectangular Rapid Flash Beacon (RRFB) within the City of Horace, a High-Intensity Activated crosswalk beacon (HAWK) within the City of Fargo, and underpasses

at Drain 27, Drain 53, and 48th Street South. When planning for crossings it can be assumed that a pedestrian will not walk more than 2.5 minutes (eighth of a mile) out of their way to cross the road. The Preferred Access Plan for each alternative shows where each crossing type is proposed.

Figure 5.3 - Alternative 2 Development



76th Avenue South
Alternative 2 – Development Concept

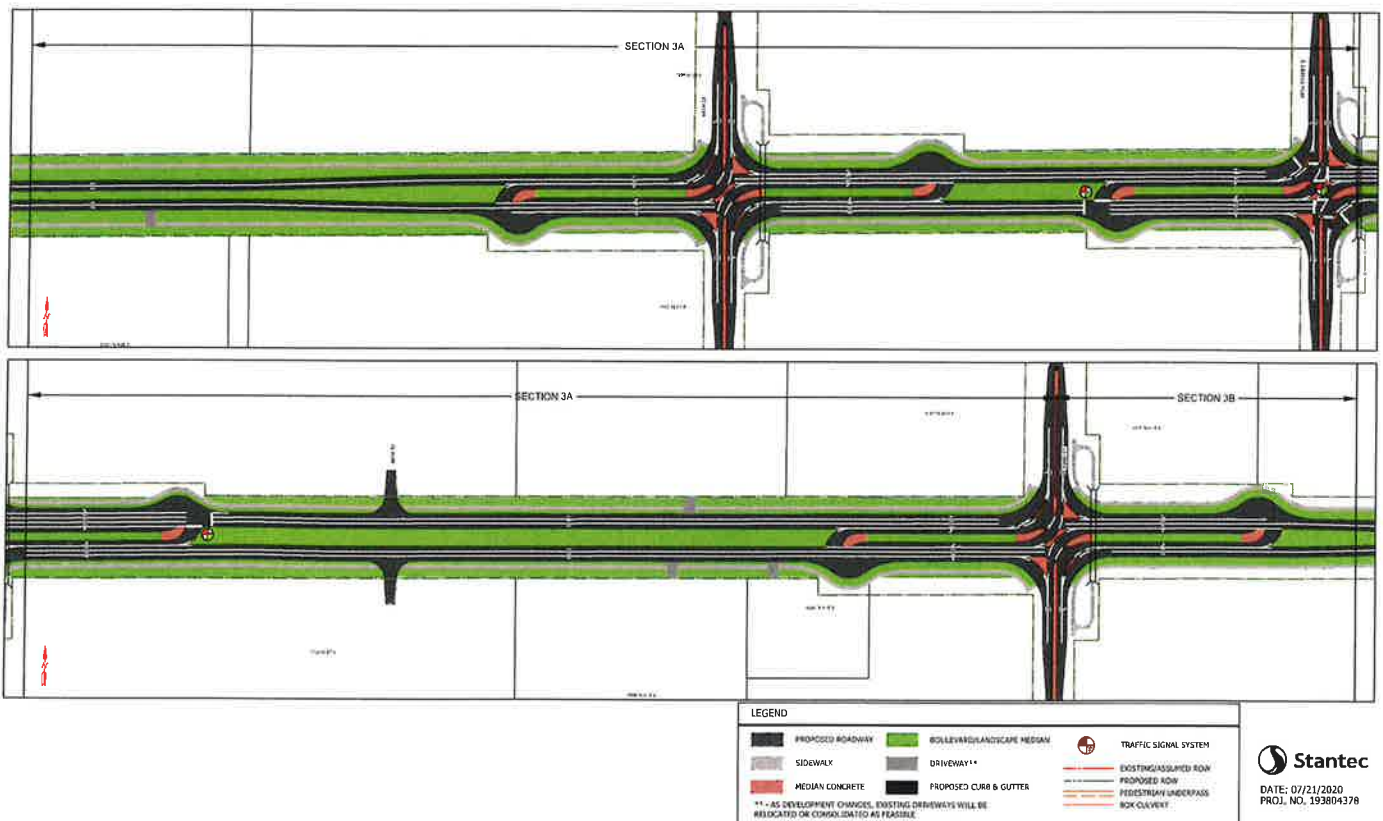
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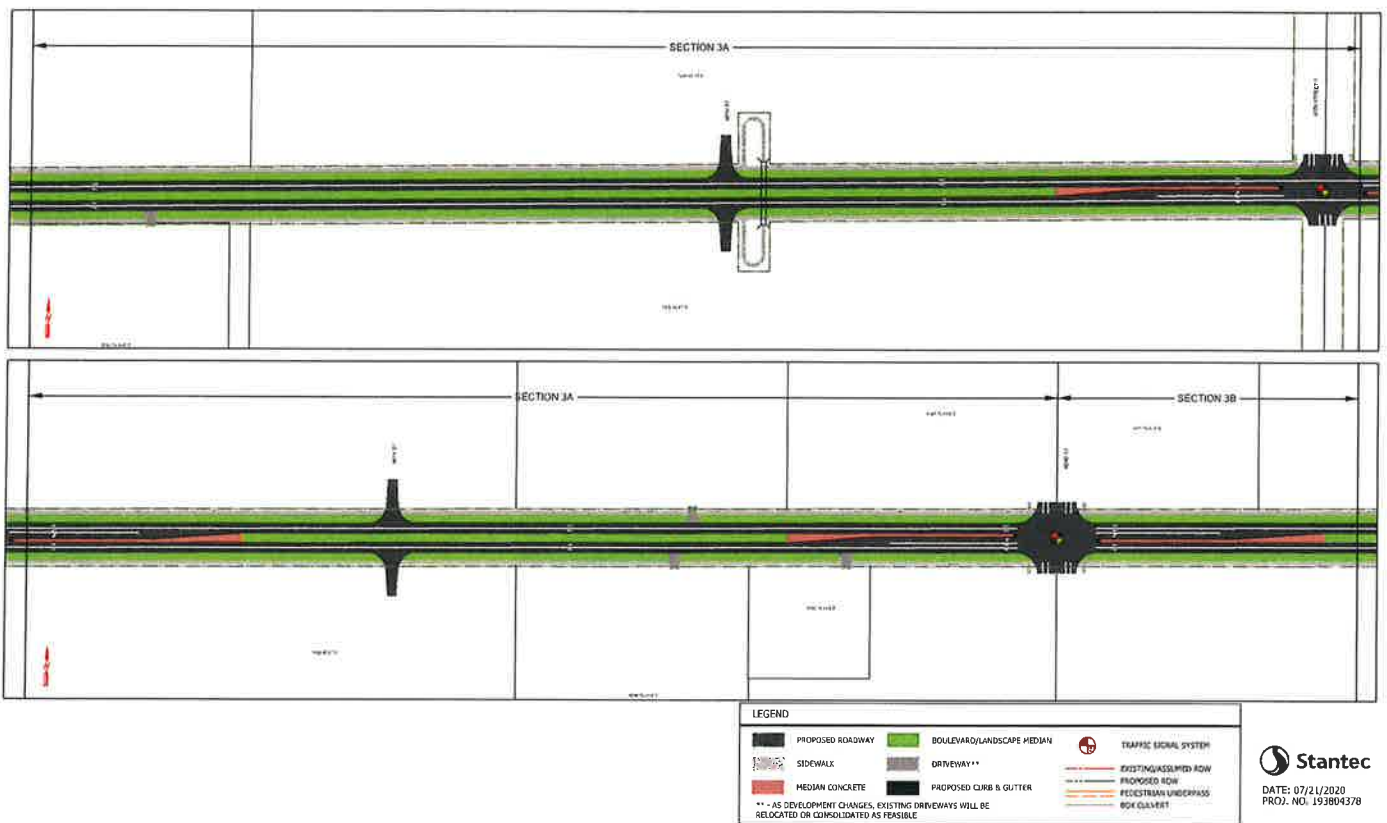
CONCEPT LAYOUTS

High level concept layouts (using CAD design software) were drawn for each of the alternatives described above. These concept layouts do not represent an engineer design level and are intended to be used as a starting point for future design discussions. The full concept layout for each alternative is in Appendix E.

Conceptual Design Layout: Alternative 1



Conceptual Design Layout: Alternative 2



ALTERNATIVE ANALYSIS

The Preferred Access Plan (PAP) discussed above in Section 5 is the starting point for being able to drill down into additional details highlighting the differences between Alternative 1, the regional arterial concept, and Alternative 2, the commercial arterial concept.

These details include adjacent development orientation, travel time, right of way impacts, and estimated construction costs.

Travel Time

The central difference between the two alternatives is free flow vehicular movement using alternative intersection types vs stopping vehicular traffic at more traditional signalized intersections.

The following question was asked: *how many minutes longer does it take to travel east/west along 76th Avenue South between the two alternatives?*

The methodology used to calculate travel time is highlighted in Figure 5.3.

Due to the preliminary nature of this study, a detailed analysis was not possible. However, after making high-level assumptions such as the base travel time for the corridor and vehicular delay at specific intersection types, a travel time comparison was calculated.

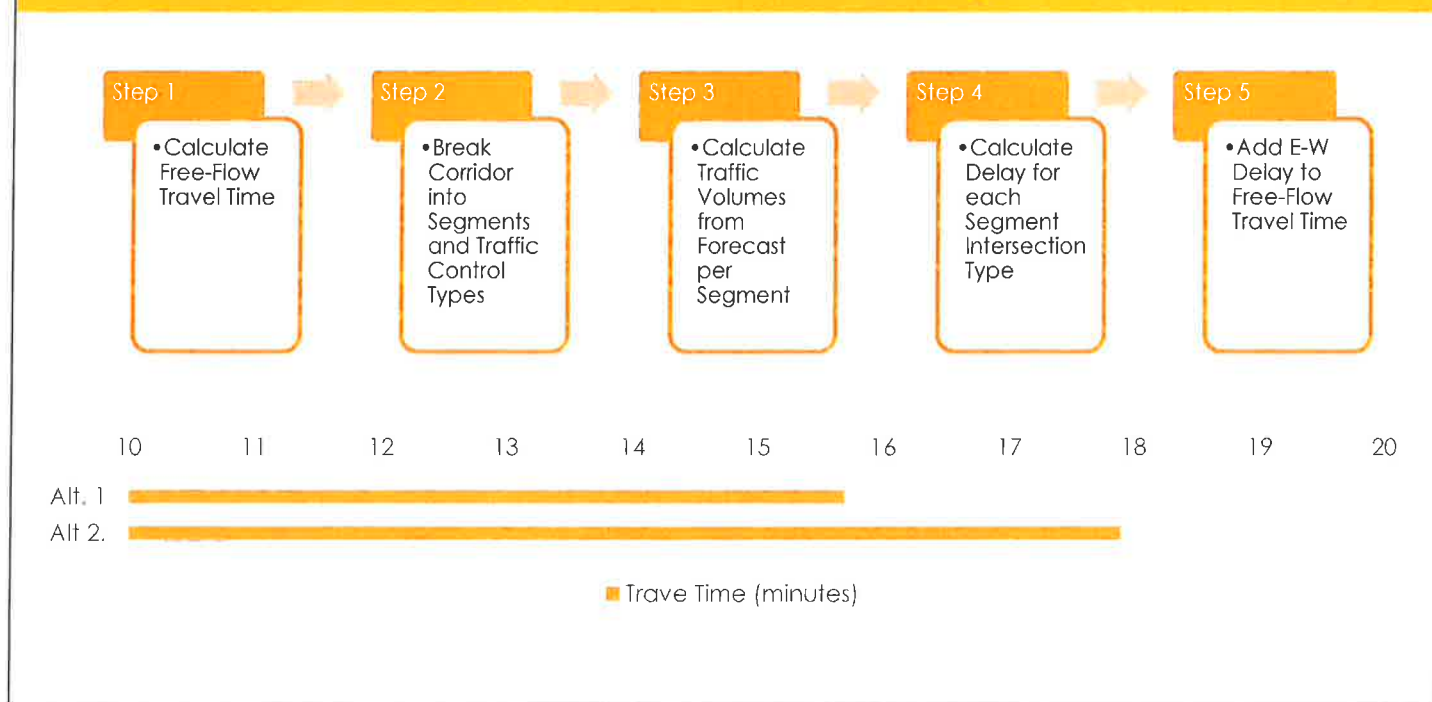
This analysis showed the time it would take from 81st Street South (western project limit) to the Red River (eastern project limit) was approximately 15.7 minutes for Alternative 1 and 17.9 minutes for Alternative 2 or a difference of 2.2 minutes.

Estimated Construction Costs

Another important distinction between alternatives is how much they will cost to construct. The typical sections are similar between both alternatives with the main difference being the linear parks in Alternative 1. The linear parks will also require more right of way, adding to the overall project costs.

However, for this cost comparison we did not include the costs of right of way acquisition. Details on right of way impacts by acres of land are discussed next in this Section.

Figure 5.4 - Travel Time Methodology



Construction cost estimates were created using planning level cost estimates from multiple Department of Transportation sources, engineering judgment, and locally constructed projects

- **Alternative 1 (Regional Arterial)**
Estimated Cost = \$68,000,000
- **Alternative 2 (Commercial Arterial)**
Estimate Cost = \$66,000,000

The difference between alternatives is approximately \$2,000,000 and can be predominately attributed to the increased need for pedestrian underpass tunnels.

Right of Way Impacts

Right of way preservation is an essential part of planning and visioning for the future of 76th Avenue South. Setting clear guidance and expectations as development occurs will be imperative to ensuring 76th Avenue South is a successful east/west thoroughfare with limited congestion issues and robust multi-modal facilities. The addition of linear parks and the desire to have wider building setbacks leads Alternative 1 to have greater right of way impacts than Alternative 2.

The right of way impacts for both alternatives are shown below in acres. Alternative 1 has approximately 26 more acres of right of way impacts. In addition, Table 5.1 shows the recommended right of way widths for each segment.

These widths are based on the proposed typical sections in addition to recommendations from jurisdictional representatives on the SRC.

- **Alternative 1 (Regional Arterial)**
Estimated Right of Way Impacts = 60 acres
- **Alternative 2 (Commercial Arterial)**
Estimated Right of Way Impacts = 34 acres

Table 5.1 - Recommended Right of Way (ROW) Widths

Alternative 1		Alternative 2	
Segment	Proposed ROW Width (Feet)	Segment	Proposed ROW Width (Feet)
1A	120	1A	120
1B	120	1B	120
2A	160	2A	160
2B	130	2B	120
3A	200	3A	140
3B	200	3B	140
3C	200	3C	140
4	200	4	200
5	150	5	150

Alternative Comparison

What is the same?

- ✓ **Roadway Laneage**
- ✓ Ability to widen once traffic volumes reach full build
- ✓ Collector street **connectivity**
- ✓ Pedestrian linkages across Drain 27 and Drain 53
- ✓ **Strong Access Management** (limited driveway cuts)
- ✓ Pedestrian crossings at the western and eastern project limits
- ✓ Ideal route for transit thoroughfare
- ✓ **Phasing Plan based on "triggers"**

What is different?

- ✓ **Intersection treatments**
- ✓ Roadway operating capacity
- ✓ Side Street delay
- ✓ **Development Orientation**
- ✓ Building setback standards
- ✓ Linear Parks (pedestrian walkway)
- ✓ Travel Time
- ✓ Cost
- ✓ **Right of Way Needs**

Corridor Alternative 1 (Regional Arterial) - Pros Vs. Cons List



PROS

- ✓ Limited vehicular travel delay for east/west movement
- ✓ Fewer at grade pedestrian crossings will cause minimal travel delay
- ✓ Proposed alternative intersection types can have **added vehicular safety benefits** compared to a signalized intersection



CONS

- ✓ Intersection travel delay for side streets
- ✓ Higher construction costs (pedestrian tunnels, U-turns, etc.)
- ✓ Fewer pedestrian crossings
- ✓ Requires additional ROW dedication

Corridor Alternative 2 (Commercial Arterial) - Pros Vs. Cons List



PROS

- ✓ Non-motorized traffic has **more opportunities to cross the road** (at signals)
- ✓ Requires less ROW dedication
- ✓ Allows for a **progressions-controlled signal system**
- ✓ Lower construction costs



CONS

- ✓ Signalized intersections will create longer travel delays
- ✓ Signalized intersections have more conflict points than alternative intersection types

I-29 INTERCHANGE OPTIONS

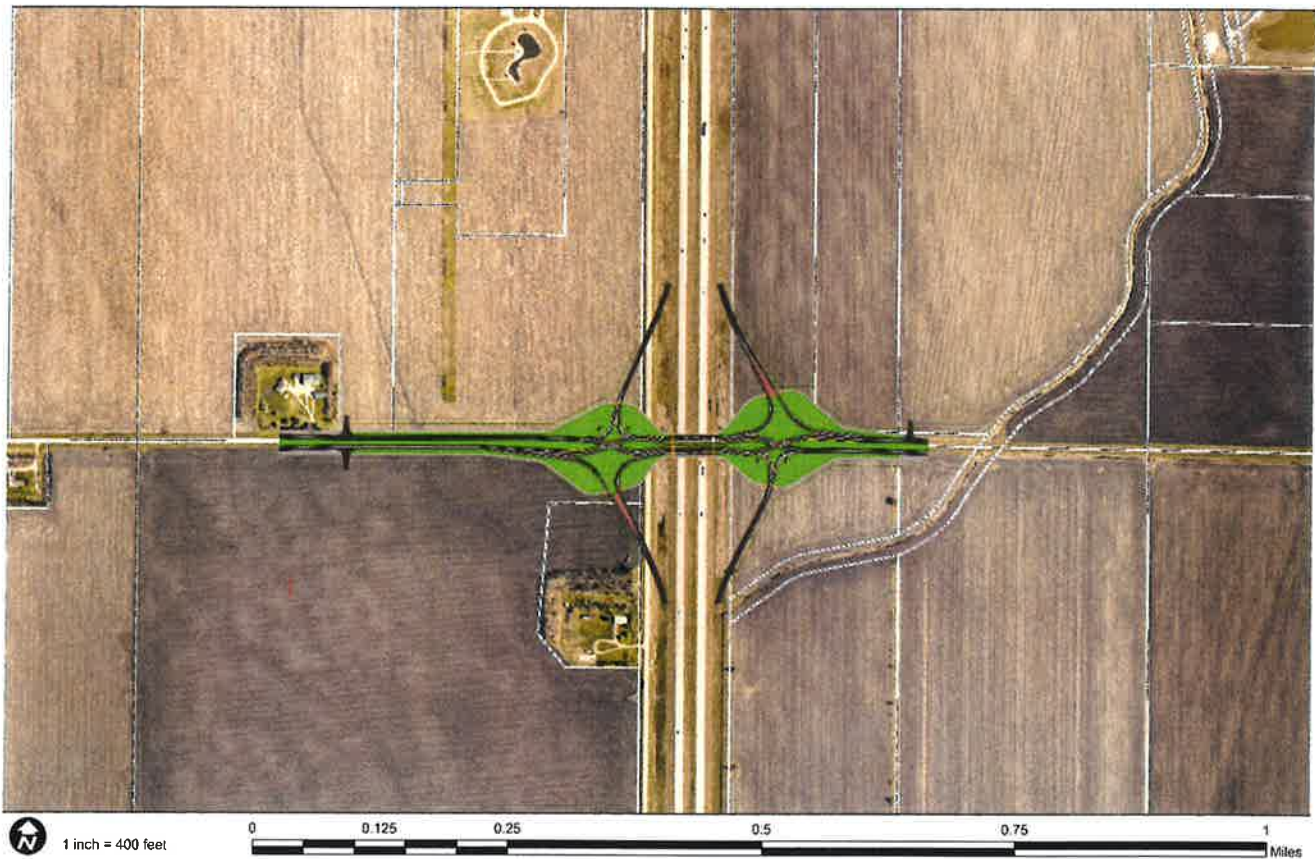
Multiple project discussions and engagement activities showed a clear preference for an I-29 interchange at 76th Avenue South. Alternative 1, the regional arterial concept, showcases the desire by the SRC to think unconventionally, outside of what has been traditionally constructed in the Fargo-Moorhead area.

To stay in line with a free flow type corridor, the following I-29 interchange concepts were explored at a level consistent with this planning study. Once an interchange at 76th Avenue south is closer to being imminent Metro COG will work with the NDDOT to complete a detailed interchange study. For this study, the interchange options reviewed for Alternative 1 included a Diverging Diamond Interchange (DDI), Cloverleaf with Collector-Distributor, and Alternative Free flow.

The figures on the next page show examples of these interchange types superimposed on the study corridor. This exercise gives us an idea of potential right of way and property impacts. As the interchange type moves up the priority of free flow movement, the bigger the footprint it needs and the more expensive it becomes.

For example, the DDI allows free-flowing turns when entering and exiting an interstate but does still require signalization for other movements. This option takes up the least amount of space and costs the least. Contrastively the alternative free flow interchange is built to require no traffic signals but takes up a large footprint and is the most expensive to build.

Figure 5.5 - I-29 Interchange Type: DDI



Cost:
 \$10 - \$18 mill

ROW Impacts:
 20 - 25 acres

DDI - Pros Vs. Cons List



PROS

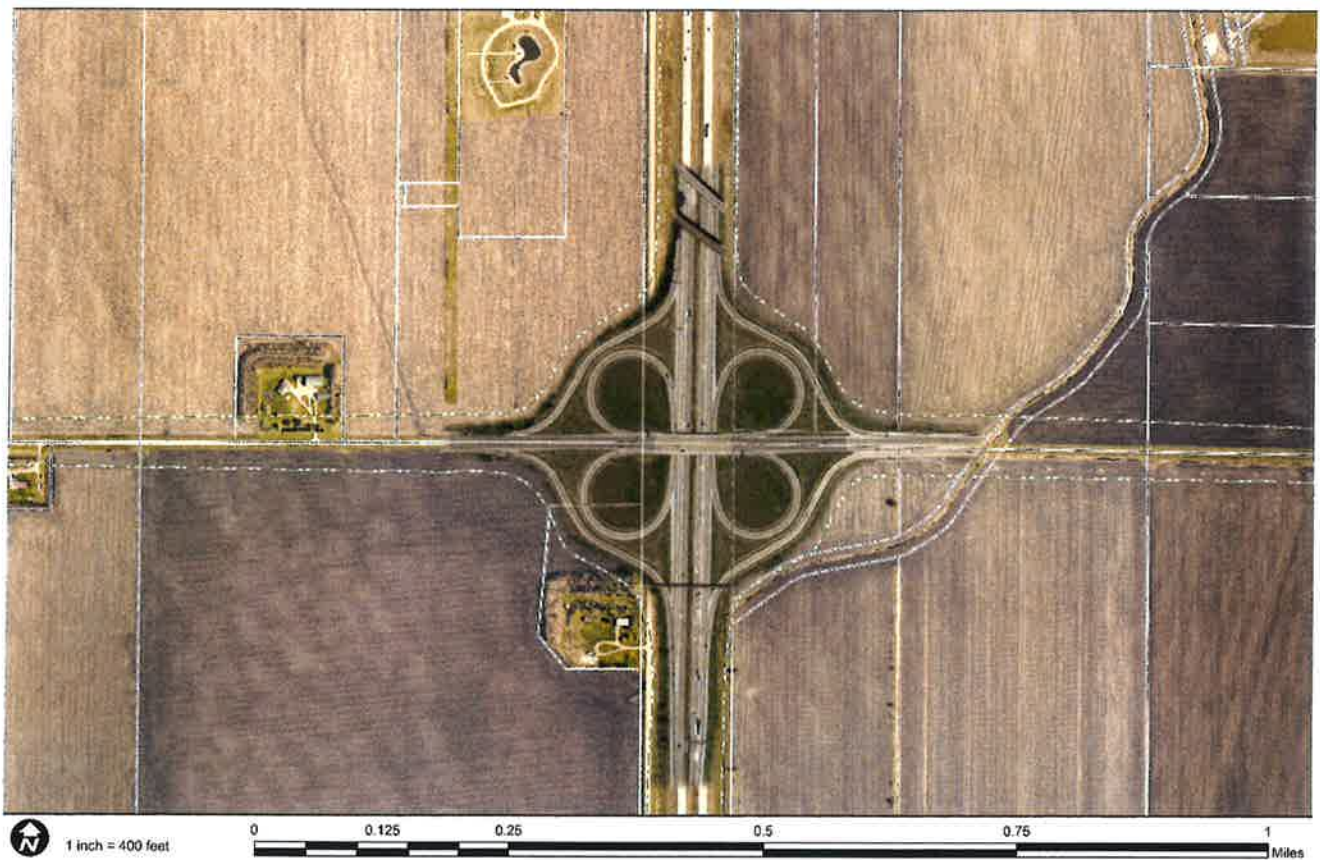
- ✓ **Two-phase signals** with short cycle lengths
- ✓ Reduced horizontal curvature
- ✓ Increases the capacity of turning movements to and from the ramps
- ✓ Reduces the number of conflict points
- ✓ Increases the capacity of an existing overpass or underpass, by removing the need for turn lanes
- ✓ **Smaller footprint** compared to other interchange types
- ✓ Minimizes bridge footprint



CONS

- ✓ **Driver Familiarity**
- ✓ Limits free-flowing traffic along 76th avenue south
- ✓ **Pedestrian crossing challenging** (access requires at least four crosswalks)

Figure 5.6 - I-29 Interchange Type: Coverleaf with Collector-Distributor



Cost:
\$25 - \$28 mill

ROW Impacts:
40 - 50 acres

Cloverleaf with Collector Distributor - Pros Vs. Cons List

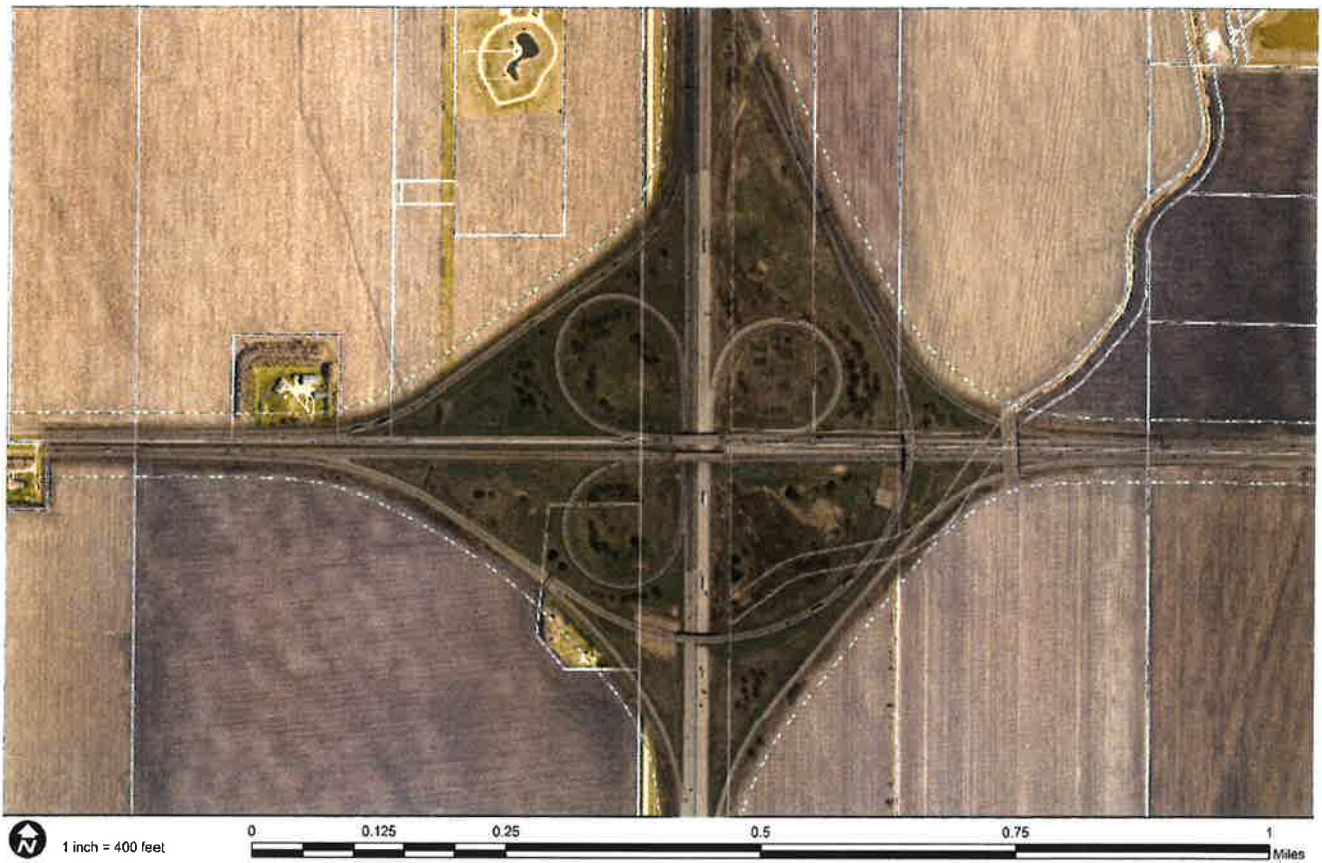
**PROS**

- ✓ **Continuous flow** (no stops/no signals)
- ✓ Requires only one bridge for operation
- ✓ **CD minimizes weave**

**CONS**

- ✓ **Multiple weaving patterns** create safety concerns and conflict points
- ✓ Large physical footprint increasing ROW impacts and environmental concerns
- ✓ Requires wide bridge(s)
- ✓ Pedestrian crossing is challenging with multiple-vehicular weave merge segments. This will most likely require a separated pedestrian bridge

Figure 5.7 - I-29 Interchange Type: Alternative Free-Flow



Cost:
\$35 - \$40 mill

ROW Impacts:
65 - 80 acres

Alternative Free Flow - Pros Vs. Cons List



PROS

- ✓ **Continuous flow** (no stops/no signals)
- ✓ Can accommodate higher speeds
- ✓ Can be designed to accommodate the **highest traffic demand** (north)




CONS

- ✓ **Expensive to build** with multiple structures needed
- ✓ Large footprint increasing **ROW impacts** and environmental concerns
- ✓ Requires CD for adjacent loops
- ✓ Pedestrian crossing is challenging and will require pedestrian over/underpasses to maintain vehicular free flow

p. 98 Phasing and Implementation

PHASING AND IMPLEMENTATION



06.

PHASING AND IMPLEMENTATION

Development in the southwest area of the Fargo-Moorhead region continues to rapidly change. Prior to this study, local jurisdictional leaders were meeting regularly to manage development and stay ahead of roadway congestion.

The need for a clear vision and phasing plan for the 76th Avenue South corridor was a key takeaway from these early meetings.

A detailed phasing plan for Alternative 1 (regional arterial) and Alternative 2 (commercial arterial) was made for 76th Avenue South as shown in Figure 5.1. The general principle behind these graphics is to show what will trigger the next roadway improvement phase along various segments of the corridor.

Since no one knows exactly how, when, or where development will occur these triggers are based on traffic volumes and the completion of an I-29 interchange instead of specific years.

Proposed Cross Section

The proposed cross section segments correspond with the segments of like context shown in the Preferred Access Plan (PAP) and discussed in Section 5.

Future Traffic Numbers

The forecast 2045 average annualized daily traffic (AADT) for the no build scenario show how much traffic would be expected in the year 2045 if no changes were made along the corridor. The full build 2045 AADT numbers show how much traffic could be expected if full build along the corridor happened, including an I-29 interchange.

These numbers do not take into account a Red River bridge crossing. It was determined that this study should preserve the right of way for a crossing, but not include it in traffic projections as it is still a long way away.

Phasing

The intention of creating a phasing plan is to set general guidance related to when roadway improvements should be implemented. The phases should be used as general direction because many factors will ultimately decide when a roadway needs to be improved including new development, crash history, network connectivity, congestion, and funding availability.

It is anticipated that more studies will be completed along 76th Avenue South before full build out.

Notes

- The word "standard" in the phasing plan description denotes that the road section is assumed to meet the local agency's roadway standards.
- Multiple roadway segments can be in different phases at the same time.
- Future studies will be required including environmental assessments, preliminary and detailed engineering, and traffic analysis as development progresses.
- All pedestrian grade separated crossings should be built in Phase 3 with multi-lane divided roadway construction.
- Construction disturbance can be mitigated with a-typical (or asymmetrical) widening. For example, Segment 3c is constructed as a 2-lane standard in Phase 1. In Phase 3 it is widened to a 4-lane divided. If during Phase 1 the 2-lanes are constructed on the northern side, then during construction traffic can be maintained on the northern two lanes while building the southern 2-lanes.

Phase 0 (Existing + Committed)

This phase details the existing conditions of 76th Avenue South plus the projects committed for construction. Committed projects include a Cass County grading and paving project for the years 2021 and 2022 from approximately County Road 17 to 45th Street South.

Phase 1 (AADT < 12k)

This phase is intended to bring all segments of 76th Avenue South up to at least a 2 or 3-lane standard. Segments 1b and 4 have a full build typical of 3-lanes and would be constructed to a 3-lane standard, requiring no additional widening in subsequent phases. Phase 1 will also consist of a grade separated roadway over I-29.

Phase 2 (I-29 Interchange Only)

This phase shows the construction of an interchange at I-29 and 76th Avenue South. The construction of an interchange will lead to accelerated developmental opportunities and traffic generation from I-29. Without an interchange, full build traffic volumes will not be reached.

Phase 3 (AADT < 12k)

As the amount of traffic grows, the roadway will need to be widened to create additional capacity and mitigate congestion. Segments 2a, 2b 3a, 3b, and 3c will be constructed as 4-lane divided roadway sections as warranted. Most likely not all segments will require additional laneage at the same time.

Phase 4 (AADT > 28k)

This phase shows the full-build phase. Traffic volumes predict that segments 3a and 3b will both need to be expanded to 6-lanes in order to handle the number of vehicles expected under this scenario. This phase is not expected to be needed for at least two decades.

Right of Way

This shows the width of right of way in feet that should be preserved for each alternative. The width is measured from the northern right of way line to the southern right of way line.

Pedestrian Crossings, Access and Intersection Control

Pedestrian crossing locations and intersection control types are taken directly from the PAP discussed in Section 5. All pedestrian grade separated crossings should be built in Phase 3 with multi lane divided roadway construction.

Roadway Ownership

76th Avenue South is a multi-jurisdictional roadway with portions owned by Cass County, the City of Horace, Stanley Township, and the City of Fargo. This section shows how roadway ownership is anticipated to change along 76th Avenue South.

Report Findings

The findings in this report are not intended to adversely affect the future development of this corridor. In fact, the intent of this study is to provide a framework for making decisions relative to corridor mobility, Complete Streets integration and design features.

It should be used to provide direction to the ultimate cross sectional design features throughout the 6.5 mile corridor during final design stage.

Figure 6.1 - Phasing Plan for Alternative 1 - Segments 1 & 2

Legend

- Regional Arterial
- Commercial Arterial
- Mixed Use Arterial
- Roundabout
- R-Cut Intersec
- Side-Street Stop Control
- Limited Access - Right In/Right Out
- Interchange (Free Flow or Partial Free Flow)
- Pedestrian Grade Separated Crossing
- H.A.W.K. Signal Pedestrian Crossing
- R.R.F.B. Signal Pedestrian Crossing

Proposed Cross-Section

Forecast 2045 A.A.D.T. (No Build)
 Full Build 2045 A.A.D.T.

Phase 0 (Existing + Committed)
 Phase 1 (A.A.D.T. < 12k)
 Phase 2 (I-29 Interchange Only)
 Phase 3 (A.A.D.T. > 12K)
 Phase 4 (A.A.D.T. > 28k)

Right-of-Way Width (feet)

Ped Crossings,
 Access & Intersection Control

*Note: All Pedestrian Grade Separated Crossings are built in Phase 3 with multilane divided roadway construction.

Proposed Active Mode Facilities, North
 Proposed Active Mode Facilities, South

Existing Road Ownership
 Jurisdictional Transfer

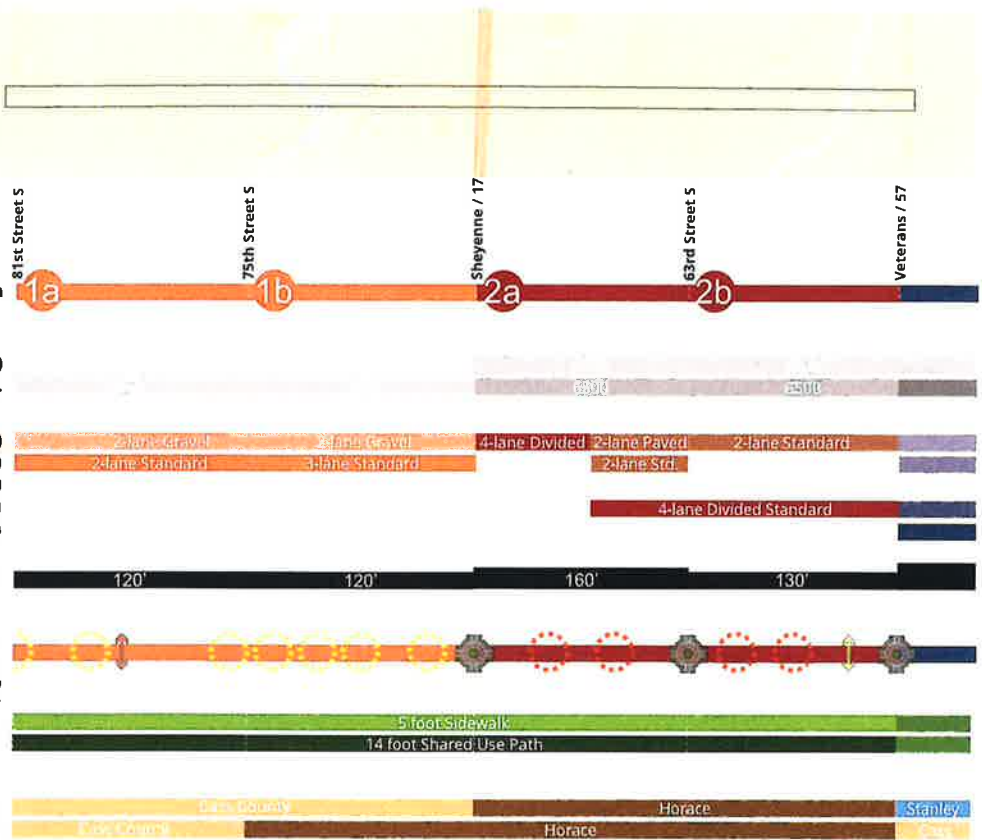


Figure 6.2 - Phasing Plan for Alternative 1 - Segment 3

Legend

- Regional Arterial
- Commercial Arterial
- Mixed Use Arterial
- Roundabout
- R-Cut Intersec
- Side-Street Stop Control
- Limited Access - Right In/Right Out
- Interchange (Free Flow or Partial Free Flow)
- Pedestrian Grade Separated Crossing
- H.A.W.K. Signal Pedestrian Crossing
- R.R.F.B. Signal Pedestrian Crossing

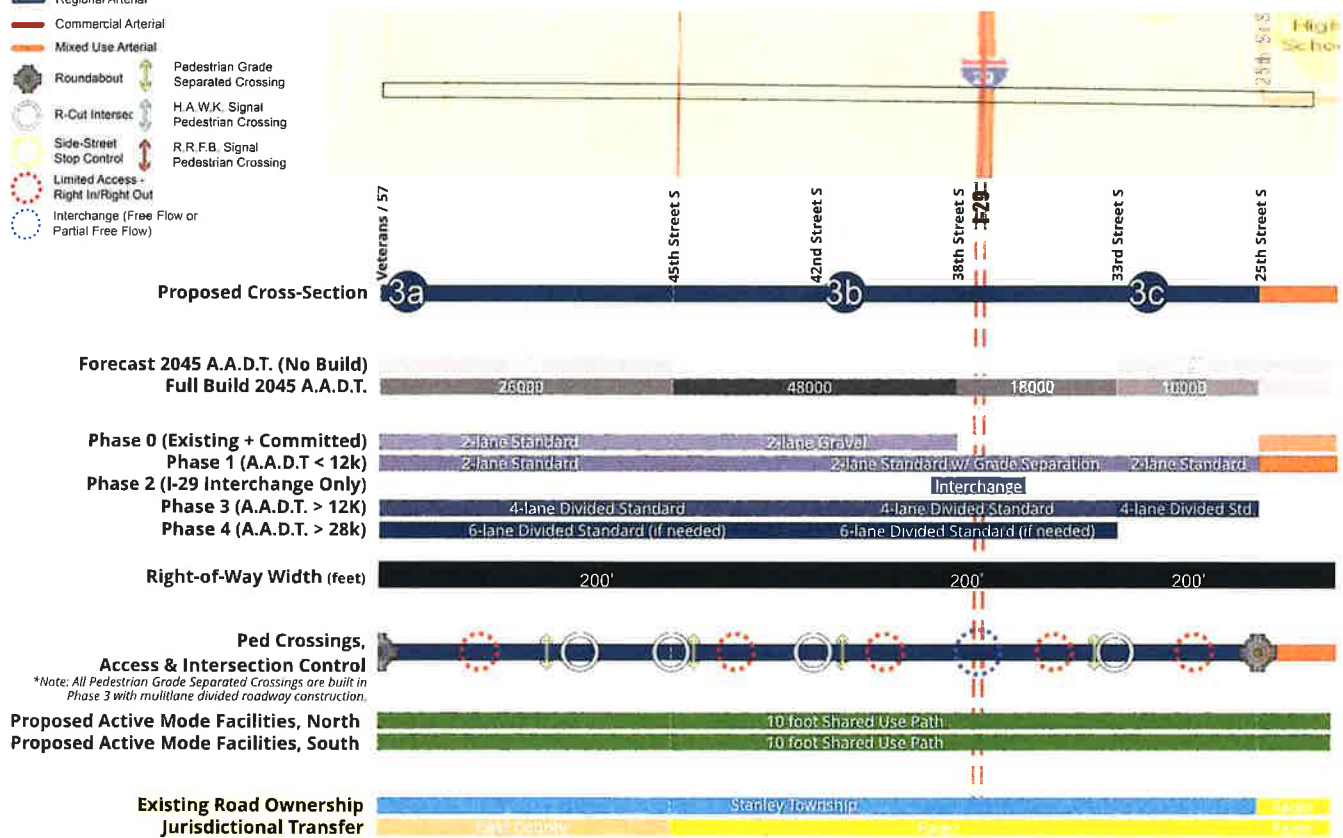














Figure 6.3 - Phasing Plan for Alternative 1 - Segments 4 & 5

Legend

-  Regional Arterial
-  Commercial Arterial
-  Mixed Use Arterial
-  Roundabout
-  R-Cut Intersec
-  Side-Street Stop Control
-  Limited Access
-  Right In/Right Out
-  Interchange (Free Flow or Partial Free Flow)
-  Pedestrian Grade Separated Crossing
-  H.A.W.K. Signal Pedestrian Crossing
-  R.R.F.B. Signal Pedestrian Crossing



Proposed Cross-Section



Forecast 2045 A.A.D.T. (No Build)
 Full Build 2045 A.A.D.T.

- Phase 0 (Existing + Committed)
- Phase 1 (A.A.D.T. < 12k)
- Phase 2 (I-29 Interchange Only)
- Phase 3 (A.A.D.T. > 12K)
- Phase 4 (A.A.D.T. > 28k)

***Note: Only applicable if Red River Bridge is built.*

Right-of-Way Width (feet)

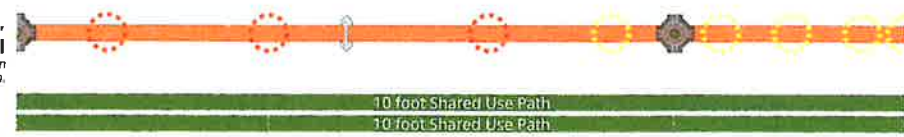


Ped Crossings,

Access & Intersection Control

**Note: All Pedestrian Grade Separated Crossings are built in Phase 3 with multilane divided roadway construction.*

Proposed Active Mode Facilities, North
Proposed Active Mode Facilities, South



Existing Road Ownership
Jurisdictional Transfer

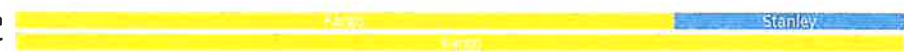


Figure 6.4 - Phasing Plan for Alternative 2 - Segments 1 & 2

Legend

- Regional Arterial
- Commercial Arterial
- Mixed Use Arterial
- Roundabout
- Signalized Light
- Side-Street Stop Control
- Limited Access - Right In/Right Out
- Interchange (Free Flow or Partial Free Flow)
- Pedestrian Grade Separated Crossing
- H.A.W.K. Signal Pedestrian Crossing
- R.R.F.B. Signal Pedestrian Crossing

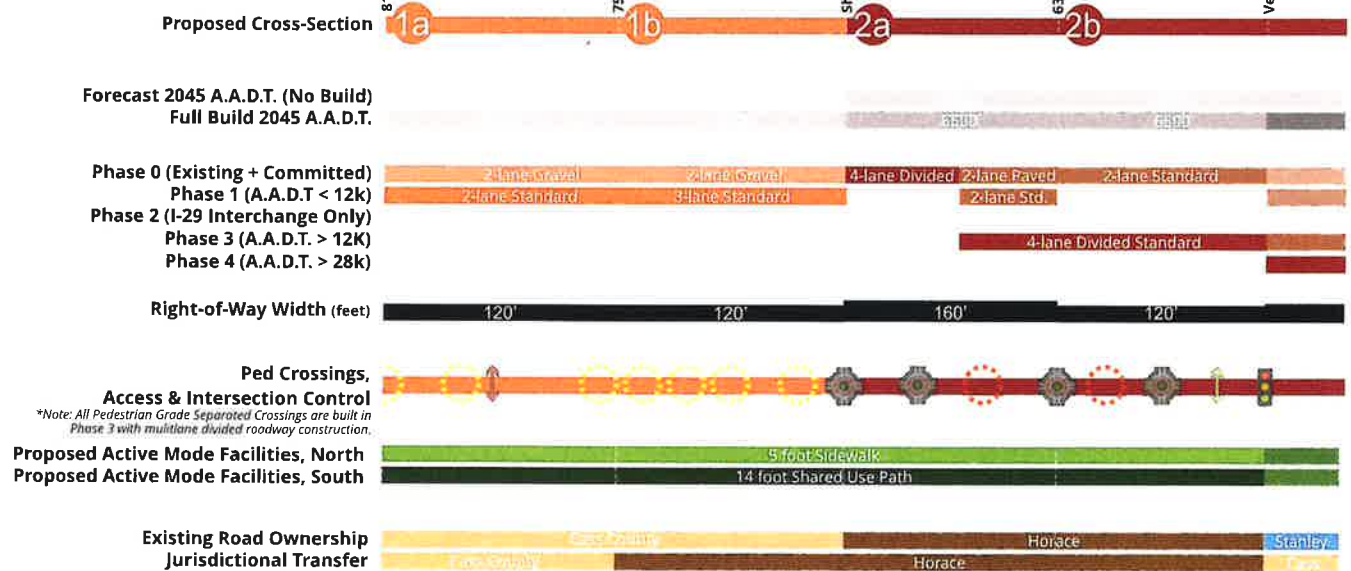


Figure 6.5 - Phasing Plan for Alternative 2 - Segment 3

Legend

- Regional Arterial
- Commercial Arterial
- Mixed Use Arterial
- Roundabout
- Signalized Light
- Side-Street Stop Control
- Limited Access - Right In/Right Out
- Interchange (Free Flow or Partial Free Flow)
- Pedestrian Grade Separated Crossing
- H A W K. Signal Pedestrian Crossing
- R R F.B. Signal Pedestrian Crossing

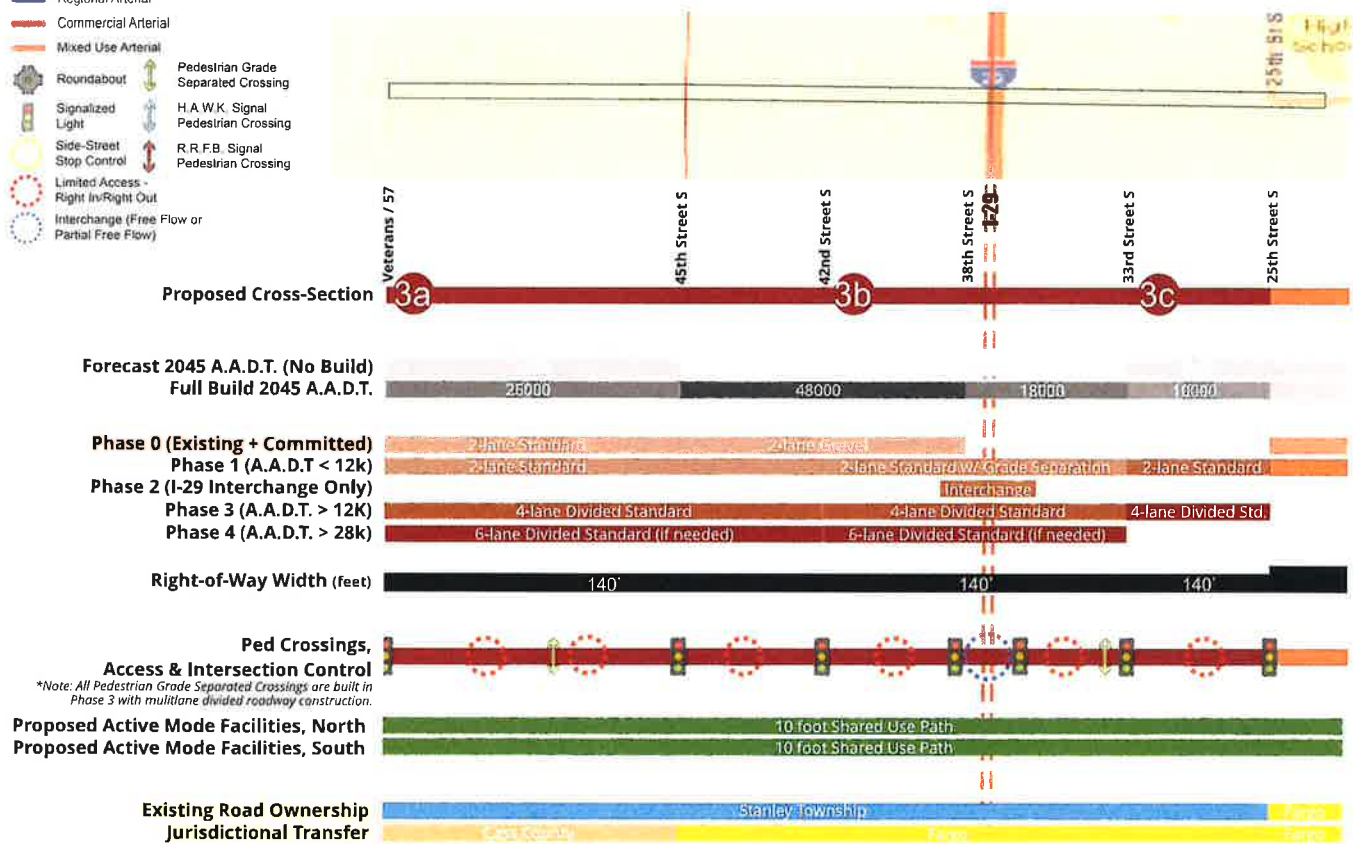
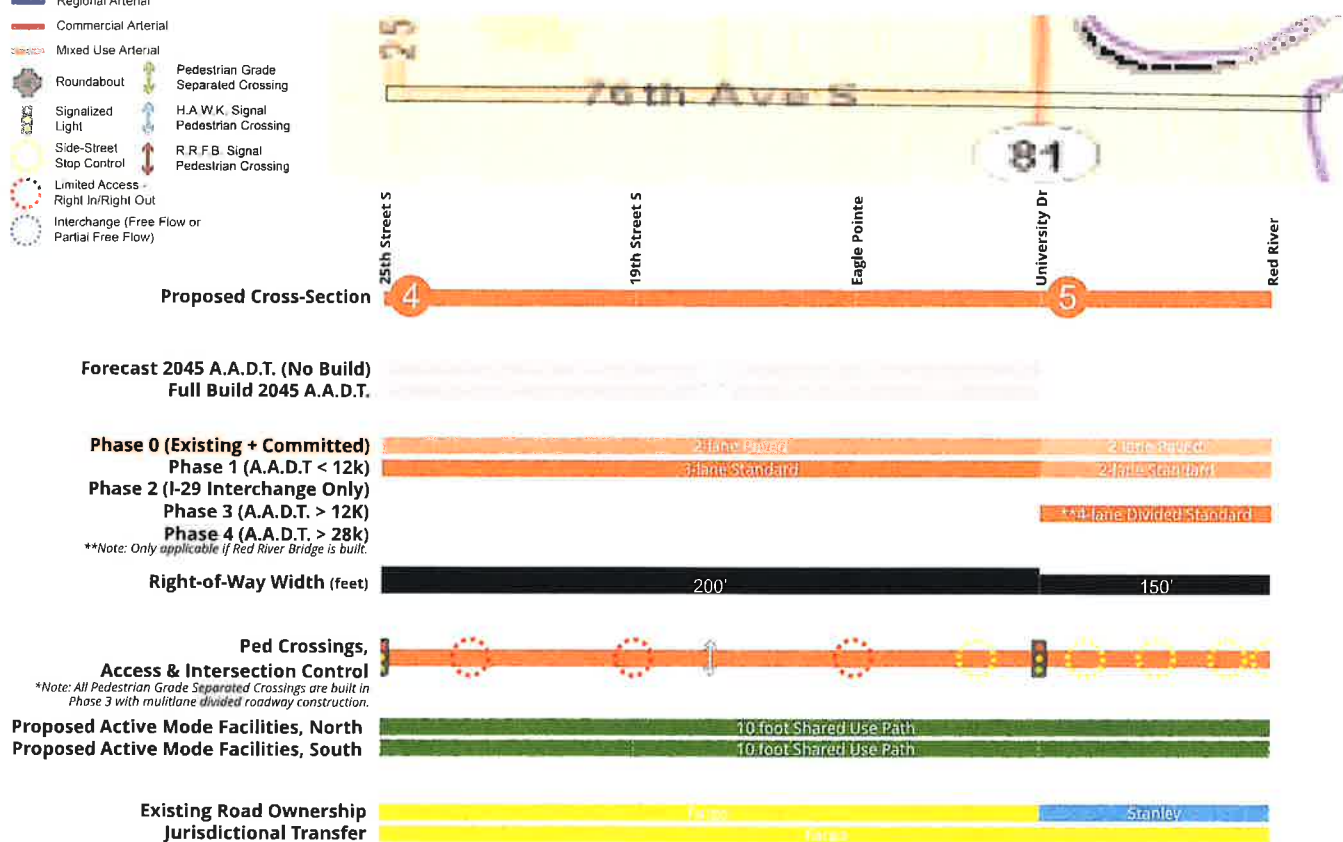


Figure 6.6 - Phasing Plan for Alternative 2 - Segments 4 & 5

Legend

- Regional Arterial
- Commercial Arterial
- Mixed Use Arterial
- Roundabout
- Signalized Light
- Side-Street Stop Control
- Limited Access - Right In/Right Out
- Interchange (Free Flow or Partial Free Flow)
- Pedestrian Grade Separated Crossing
- H.A.W.K. Signal Pedestrian Crossing
- R.R.F.B. Signal Pedestrian Crossing





CITY COMMISSION ACTION
10/5/20 Delay to 10/19/20

October 5, 2020

Board of City Commissioners
Fargo City Hall
200 North Third Street
Fargo, ND 58102

Re: RFP 20103

Dear Commissioners:

Metro COG recently undertook the task of conducting a study regarding a MATBUS Transit Authority which provides a long-range vision roadmap for the implementation of an Authority structure, while providing interim solutions to streamline leadership and governance of transit service within the region.

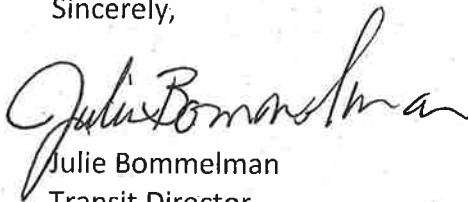
The MATBUS Transit Authority Study process was guided by the a two-tiered structure consisting of technical representatives (Technical Advisory Committee), as well as city leadership and elected officials (Policy Advisory Committee) representing the City of Fargo, City of Moorhead, and the City of West Fargo alongside state and federal partners.

Attached is a resolution regarding the *adoption of the MATBUS Transit Authority Study*. This will not result in any immediate organizational changes, but merely lays the groundwork for continued discussion, strategizing and coordination between local jurisdictions and state and federal partners.

Requested motion: Adopt the MATBUS Transit Authority Study via the attached resolution.

Thank you.

Sincerely,



Julie Bommelman
Transit Director
City of Fargo

\Attachment

Resolution of Support MATBUS Transit Authority Study

Whereas the City of Fargo Commission is the duly elected governing body for Fargo, North Dakota and is responsible for the planning and development of a safe and functional transportation system;

Whereas, the Fargo Moorhead Metropolitan Council of Governments (Metro COG), is the Metropolitan Planning Organization (MPO) designated by the Governors of North Dakota and Minnesota to maintain the metropolitan area's transportation planning process in accordance with federal regulations;

Whereas, Metro COG has undertaken the task of conducting a study of the designation of MATBUS as a new, separate political subdivision referred to as an Authority, which would reorganize MATBUS in order to provide streamlined governance and the ability to raise local revenues for the implementation of transit services throughout the region;

Whereas, the MATBUS Transit Authority Study process was guided by the a two-tiered structure consisting of technical representatives (Technical Advisory Committee), as well as city leadership and elected officials (Policy Advisory Committee) representing the City of Fargo, City of Moorhead, and the City of West Fargo alongside state and federal partners;

Whereas, the MATBUS Transit Authority Study provides a long-range vision roadmap for the implementation of an Authority structure, while providing interim solutions to streamline leadership and governance of transit service within the region;

Whereas, adoption of the MATBUS Transit Authority Study will not result in any immediate organizational changes, but merely lays the groundwork for continued discussion, strategizing and coordination between local jurisdictions and state and federal partners;

Whereas, Metro COG has conducted this study in a comprehensive, coordinated, and continuing fashion that will improve the urban and extraterritorial transportation system as well as quality of life of the Fargo Moorhead metropolitan area;

Now, Therefore Be It Resolved, that the City of Fargo does hereby adopt the MATBUS Transit Authority Study, and agrees to use it as a tool to guide transit organizational decision-making in the months and years to come.

Approved and adopted this _____ day of _____, 2020

Attest:


By:

Steve Sprague, City Auditor

Dr. Timothy J. Mahoney, Mayor

44


MEMORANDUM

TO: City Commission
FROM: Mark Williams, Assistant Planning Director 
DATE: October 15, 2020
RE: Hourly Parking Rate for ROCO and Mercantile

The Mercantile Ramp will be opening soon and an hourly parking rate has not yet been established. On August 27, 2020, a proposal to establish a \$1.50 an hour parking rate was presented to the Parking Commission. Following the proposal, the Parking Commission discussed removing the free two hour parking at the ROCO Ramp and applying the \$1.50 an hour parking to both facilities. The Parking Commission voted 3-2 to establish an hourly parking rate of \$1.50 for both the ROCO Ramp and the Mercantile Ramp with an all day limit of \$8.00. Currently, the Civic Center Ramp also has an hourly rate of \$1.50.

Since the Parking Commission meeting, staff has received comments and concerns about discontinuing the free two-hour parking at the ROCO Ramp. The concerns came from the DCP, downtown residents, and downtown businesses. Based on the concerns from the public and the action of the Parking Commission, staff is recommending one of the following three options as specified below:

Option 1: Accept the Parking Commission's recommendation and establish an hourly rate of \$1.50 with an all day limit of \$8.00 for both the ROCO Ramp and Mercantile Ramp.

Option 2: Establish an hourly rate of \$1.50 with an all day limit of \$8.00 for the Mercantile Ramp and continue the current hourly rate of 0-2 hours free, 2-4 hours \$3.00, 4-6 hours \$5.00 with an all day limit of \$8.00 at the ROCO Ramp 

Option 3: Continue the current hourly rate of the ROCO Ramp and apply that rate to the Mercantile Ramp. The current hourly rate of the ROCO Ramp is 0-2 hours free, 2-4 hours \$3.00, 4-6 hours \$5.00 with an all day limit of \$8.00.

**BOARD OF PARKING COMMISSIONERS
MINUTES**

Regular Meeting:

Thursday, August 27, 2020

The Regular Meeting of the Board of Parking Commissioners of the City of Fargo, North Dakota, was held in the Commission Chambers at City Hall at 9:00 a.m., Thursday, August 27, 2020.

The Parking Commissioners present or absent were as follows:

Present: Chair Mike Williams, Brian Hayer (via conference call), Randy Thorson, Jay Krabbenhoft, Austin Morris

Absent: None

Chairperson Williams called the meeting to order.

Item 1: Approve Order of Agenda

Member Thorson moved the Order of Agenda be approved as presented. Second by Member Krabbenhoft. All Members present voted aye and the motion was declared carried.

Item 2: Minutes: Regular Meeting of January 30, 2020

Member Thorson moved the minutes of the January 30, 2020 Parking Commission meeting be approved. Second by Member Morris. All Members present voted aye and the motion was declared carried.

Item 3: Interstate Parking Report/Financial Data

a. January 2020 – July 2020

Fargo Operations Manager Vanessa Hernandez, Interstate Parking (IP), presented the January – July 2020 financial and operations reports.

Discussion was held concerning what impact the COVID-19 Pandemic has had on the downtown parking activity and revenue, and reviewing parking options and alternatives to help accommodate contract parkers whose working schedules have changed due to the pandemic.

Item 4: Hourly Rates at Mercantile Parking Garage: APPROVED

Assistant Director of Planning and Development Mark Williams presented staff's recommendations for this item. Mr. Williams requested the Board's approval to present the proposal before the City Commission.

Discussion was held on the following: current issues at Roberts Commons Garage (ROCO) regarding customers violating the City's re-parking ordinance; safety concerns with younger residents using the top floor as a place to hang out; existing technology

that may help prevent these issues; and what impact the proposed parking changes may have on customers.

Melissa Brandt, President of the Downtown Community Partnership (DCP), shared her perspective on the downtown parking challenges prior to the pandemic and currently. She stated her concerns on the effect the pandemic has had to the downtown area and businesses. She also addressed Chair Williams question on public feedback regarding the ROCO Garage, sharing that many are not aware of the restaurants and retail surrounding this facility. Ms. Brandt would like to see more marketing and incentives offered to encourage people to visit the downtown area.

Discussion continued regarding the layout and parking options of the Mercantile Parking Garage, and ideas to attract the public to spend time in the downtown area as they did before the pandemic began.

Member Thorson moved approval be recommended to the City Commission to discontinue the two-hour free parking at ROCO Garage to go into effect when the Mercantile Parking Garage opens, for a test period of time to be determined. Second by Member Krabbenhoft.

Further discussion was held.

Member Thorson amended his original motion to state that approval be recommended to the City Commission of the following proposals for the ROCO Garage and Mercantile Parking Garage, commencing with the opening of the Mercantile Parking Garage to 1) discontinue the two-hour free parking for a test period of time to be determined, and 2) implement the \$1.50 per hour fee for parking, and all-day parking to be capped at \$8.00. Second by Member Krabbenhoft.

Additional discussion was held.

Members Thorson, Krabbenhoft, and Williams voted aye. Members Morris and Hayer voted nay. The motion was declared carried.

Item 5: Citations and Collections: APPROVED

Paul Schnettler, IP, reviewed the document submitted to the Board and staff's recommendations. He talked about the increasing number of uncollected citation fees, and identified issues that have happened over time. Mr. Schnettler is requesting the Board's approval to present the proposal before the City Commission.

Discussion was held concerning the existing issues, how they are tracked, and allowing only one welcome citation per lifetime for parking violations.

Member Thorson moved approval be recommended to the City Commission to change the six-month welcome citation to one in a lifetime, and change the citation verbiage to state that uncollected citations will be subject to a \$50 service fee and to utilize a

collection agency for those that are past due. Second by Member Krabbenhoft. All Members present voted aye and the motion was declared carried.

Item 6: Assessment of Post Tensioned Reinforcement Tendons at the Civic Center Ramp

Director of Strategic Planning and Research Jim Gilmour presented this item and shared a photo of the damaged area. He noted an inspection and assessment is currently being completed by Walker Consultants and their subcontractors Western Specialty Contractors. Mr. Gilmour stated he will keep the Board informed on the final assessment and cost.

Discussion was held concerning the damage, the importance of proper maintenance, and other preventative measures that could be utilized in all City-owned parking facilities.

Item 7: Staff Report
a. Sale of Main Avenue Lot

Mr. Gilmour reported that a request for bids will be issued for the sale of the Main Avenue Lot. He noted the sale of this lot was part of the financing plan for the soon-to-be opened Mercantile Parking Garage. Mr. Gilmour stated the request for bids will be brought before the City Commission for approval.

Further discussion was held clarifying how the funds received from the sale will be used.

Item 8: Other Business

Mr. Schnettler reported that Bank of the West has cancelled 100 contracted parking spaces at the Island Park Ramp as of the end of September. He shared he felt it was due to the pandemic with more employees working from home and less onsite staff. Ms. Hernandez added this will leave a total of 67 contracted parkers at the Island Park Ramp. She also noted that Bank of the West has their own parking facility for employees, and used the Island Park Ramp for additional parking.

Chair Williams shared an update regarding the installation of electric car chargers at the ROCO Garage available for use at the end of October.

Member Morris moved to adjourn the meeting at 10:08 a.m. Second by Member Thorson. All Members present voted aye and the motion was declared carried.



45a

October 1, 2020

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements for the property at 3019 Bohnet Blvd N as submitted by Keith & Wanda Fisher. A description of the property involved, types of improvements to be made, and assessment information are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for the years 2021, 2022 & 2023.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$235 with the City of Fargo's share being \$40.

Sincerely,

A handwritten signature in cursive script, appearing to read "Mike Splonskowski".

Mike Splonskowski
City Assessor

bsb
attachment

**Application For Property Tax Exemption For Improvements
To Commercial And Residential Buildings**
North Dakota Century Code ch. 57-02.2
(File with the local city or township assessor)

Property Identification

1. Name of Property Owner	<u>Keith & Wanda Fischer</u>	Phone No. <u>701-271-0337</u>
2. Address of Property	<u>3019 Bohnet Blvd N.</u>	
City	<u>FARGO</u>	State <u>ND</u> Zip Code <u>58102</u>
3. Legal description of the property for which the exemption is being claimed.	<u>Lot 12 Block 3 Edgewood Farms</u>	
4. Parcel Number	<u>01-0735-00360-000</u>	Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Central Business District <input type="checkbox"/>
5. Mailing Address of Property Owner	<u>Same</u>	
City	State	Zip Code

Description Of Improvements For Exemption

6. Describe the type of renovating, remodeling or alteration made to the building for which the exemption is being claimed (attach additional sheets if necessary).	<u>Reside Dwelling</u>
7. Building Permit No. <u>20040045</u>	8. Year Built <u>1984</u>
9. Date of Commencement of making the improvement	<u>4/2/20</u>
10. Estimated market value of property before improvement	\$ <u>381,000</u>
11. Cost of making the improvement (all labor, material and overhead)	\$ <u>34,000</u>
12. Estimated market value of property after improvement	\$ <u>398,900</u>

Applicant's Certification and Signature

13. I certify that the above information is correct to the best of my knowledge and I apply for this exemption.
Applicant's Signature <u>Wanda Fischer</u> Date <u>9-29-2020</u>

Assessor's Determination

14. The local assessor finds that the improvements in this application has <input type="checkbox"/> has not <input type="checkbox"/> met the qualifications for exemption for the following reason(s):
Assessor's Signature _____ Date _____

Action of Governing Body

15. Action taken on this application by local governing board of the county or city: Denied <input type="checkbox"/> Approved <input type="checkbox"/>
Approval subject to the following conditions:
Chairman of Governing Body _____ Date _____



45b

September 30, 2020

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements for the property at 3014 9 St N as submitted by Alice Dosland Life Estate. A description of the property involved, types of improvements to be made, and assessment information are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for the years 2021, 2022, 2023, 2024 & 2025.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$90 with the City of Fargo's share being \$15.

Sincerely,

A handwritten signature in cursive script that reads "Mike Splonskowski".

Mike Splonskowski
City Assessor

bsb
attachment

**Application For Property Tax Exemption For Improvements
To Commercial And Residential Buildings**
North Dakota Century Code ch. 57-02.2
(File with the local city or township assessor)

Property Identification

1. Name of Property Owner Alice Fosland Life Estate Phone No. 701-237-6287

2. Address of Property 3014 9th St. N.
City FARGO State ND Zip Code 58102

3. Legal description of the property for which the exemption is being claimed. Lot 5 Block 4 Knotlbrook Add'n

4. Parcel Number 01-1660-00480-000 Residential ☒ Commercial ☐ Central Business District ☐

5. Mailing Address of Property Owner Same
City _____ State _____ Zip Code _____

Description Of Improvements For Exemption

6. Describe the type of renovating, remodeling or alteration made to the building for which the exemption is being claimed (attach additional sheets if necessary). Replace Siding

7. Building Permit No. 19120450 8. Year Built 1961

9. Date of Commencement of making the improvement 12/24/19

10. Estimated market value of property before improvement \$ 178,500

11. Cost of making the improvement (all labor, material and overhead) \$ 6348.00

12. Estimated market value of property after improvement \$ 185,600

Applicant's Certification and Signature

13. I certify that the above information is correct to the best of my knowledge and I apply for this exemption.

Applicant's Signature Alice J. Fosland Date 9-28-2020

Assessor's Determination

14. The local assessor finds that the improvements in this application has ☐ has not ☐ met the qualifications for exemption for the following reason(s): _____

Assessor's Signature _____ Date _____

Action of Governing Body

15. Action taken on this application by local governing board of the county or city: Denied ☐ Approved ☐

Approval subject to the following conditions: _____

Chairman of Governing Body _____ Date _____



45C

October 1, 2020

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements for the property at 3013 Edgewood Dr N as submitted by Karla Radke. A description of the property involved, types of improvements to be made, and assessment information are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for the years 2021, 2022, 2023, 2024 & 2025.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$115 with the City of Fargo's share being \$20.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mike Splonskowski".

Mike Splonskowski
City Assessor

bsb
attachment

**Application For Property Tax Exemption For Improvements
To Commercial And Residential Buildings**
North Dakota Century Code ch. 57-02.2
(File with the local city or township assessor)

Property Identification

1. Name of Property Owner	<u>Karla Radtke Wohlers</u>	Phone No.	<u>701 306 7433</u>
2. Address of Property	<u>3013 Edgewood Dr. N.</u>		
City	<u>FARGO</u>	State	<u>ND</u>
		Zip Code	<u>58102</u>
3. Legal description of the property for which the exemption is being claimed.	<u>Lot 7 Block 6 Edgewood 2nd Addition</u>		
4. Parcel Number	<u>01-0730-00400-000</u>	Residential <input checked="" type="checkbox"/>	Commercial <input type="checkbox"/> Central Business District <input type="checkbox"/>
5. Mailing Address of Property Owner	<u>Same</u>		
City		State	
		Zip Code	

Description Of Improvements For Exemption

6. Describe the type of renovating, remodeling or alteration made to the building for which the exemption is being claimed (attach additional sheets if necessary).	<u>Reside Dwelling</u>
7. Building Permit No.	<u>20030635</u>
8. Year Built	<u>1970</u>
9. Date of Commencement of making the improvement	<u>3/31/20</u>
10. Estimated market value of property before improvement	\$ <u>220,700</u>
11. Cost of making the improvement (all labor, material and overhead)	\$ <u>18,600</u>
12. Estimated market value of property after improvement	\$ <u>229,300</u>

Applicant's Certification and Signature

13. I certify that the above information is correct to the best of my knowledge and I apply for this exemption.
Applicant's Signature <u>Karla Radtke</u> Date <u>9-29-20</u>

Assessor's Determination

14. The local assessor finds that the improvements in this application has <input type="checkbox"/> has not <input type="checkbox"/> met the qualifications for exemption for the following reason(s):
Assessor's Signature _____ Date _____

Action of Governing Body

15. Action taken on this application by local governing board of the county or city: Denied <input type="checkbox"/> Approved <input type="checkbox"/>
Approval subject to the following conditions:
Chairman of Governing Body _____ Date _____



45d

October 5, 2020

Board of City Commissioners
City Hall
Fargo, ND 58102

Dear Commissioners:

Chapter 57-02.2 of the North Dakota Century Code provides for a property tax exemption for certain types of improvements made to existing buildings.

I have attached a copy of an application for real estate tax exemption of building improvements for the property at 301 20 Ave N as submitted by Mary Steussy. A description of the property involved, types of improvements to be made, and assessment information are indicated on the application.

It is my opinion that the value of some of the improvements, referred to in the application, qualifies for the exemption. This exemption would be for the years 2021, 2022, 2023, 2024 & 2025.

The estimated annual tax revenue lost by granting the exemption, based upon the estimated cost of the improvements, would be about \$95 with the City of Fargo's share being \$15.

Sincerely,

A handwritten signature in cursive script, appearing to read "Mike Splonskowski".

Mike Splonskowski
City Assessor

bsb
attachment

**Application For Property Tax Exemption For Improvements
To Commercial And Residential Buildings**
North Dakota Century Code ch. 57-02.2
(File with the local city or township assessor)

Property Identification

1. Name of Property Owner Mary Steussy Phone No. _____

2. Address of Property 301 20th Ave. N.

City FARGO State ND Zip Code 58102

3. Legal description of the property for which the exemption is being claimed. _____
Lot 18 Block 2 Halland Newman 1st

4. Parcel Number 01-1100-00520-600 Residential ☒ Commercial ☐ Central Business District ☐

5. Mailing Address of Property Owner Same

City _____ State _____ Zip Code _____

Description Of Improvements For Exemption

6. Describe the type of renovating, remodeling or alteration made to the building for which the exemption is being claimed (attach additional sheets if necessary). Replace Siding

7. Building Permit No. 20060437 8. Year Built 1953

9. Date of Commencement of making the improvement 6/11/20

10. Estimated market value of property before improvement \$ 177,000

11. Cost of making the improvement (all labor, material and overhead) \$ 10,000 *hard to pay — my home was hit by a car so the siding had to be replaced*

12. Estimated market value of property after improvement \$ 184,200 *I couldn't afford to do the attached garage in the back*

Applicant's Certification and Signature

13. I certify that the above information is correct to the best of my knowledge and I apply for this exemption.

Applicant's Signature Mary Steussy Date 9/30/2020

Assessor's Determination

14. The local assessor finds that the improvements in this application has ☐ has not ☐ met the qualifications for exemption for the following reason(s): _____

Assessor's Signature _____ Date _____

Action of Governing Body

15. Action taken on this application by local governing board of the county or city: Denied ☐ Approved ☐

Approval subject to the following conditions: _____

Chairman of Governing Body _____ Date _____

47

MEMORANDUM

TO: BOARD OF CITY COMMISSIONERS

FROM: MAYOR TIMOTHY J. MAHONEY



DATE: OCTOBER 19, 2020

SUBJECT: APPOINTMENTS TO THE HISTORIC PRESERVATION COMMISSION

The terms of Nathan Larson, Heather Fischer and Paul Gleye on the Historic Preservation Commission expire on October 31, 2020.

Mr. Larson, Ms. Fischer and Mr. Gleye are willing to continue their service on the Board; therefore, I am recommending their reappointment.

Your favorable consideration of this recommendation will be greatly appreciated.

RECOMMENDED MOTION: To approve the reappointment of Nathan Larson, Heather Fischer and Paul Gleye to the Historic Preservation Commission for three-year terms ending October 31, 2023.

mmappt20hpc