



**Growth Plan
for the Urban Fringe
and
Extraterritorial Area
of the City of Fargo**

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“This document is a generalized plan regarding the growth potential and growth areas of the City of Fargo. The plan is to be viewed as a guideline, a framework and a working tool to communicate future expansions to the City with various constituencies. We recognize that plans need to change with changing conditions and the passage of time. It is anticipated, expected and intended that this plan will be modified and amended as details relating to specific projects become finalized.”

*Mayor Bruce Furness, April 30, 2001
City Commission Meeting*

“Planning has done a great job and has moved out ahead of the curve by doing this. I want to make certain that we are not going to use this document as we would with zoning. I would support this with the understanding that this is truly a planning document and that alternative uses would be embraced, saying “How can we accomplish that in this area?”.

*Commissioner John Cosgriff, April 30, 2001
City Commission Meeting*

“Over the years that I’ve been involved, the City has been criticized many times for not having a good development plan, and it’s good to see something like this come forward.”

*Commissioner Gib Bromenschenkel, April 30, 2001
City Commission Meeting*

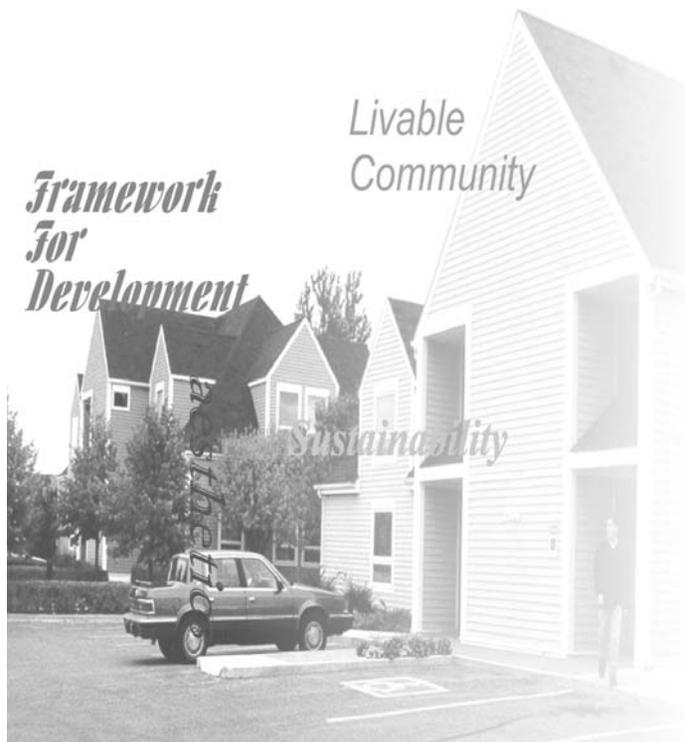


"Some men see things as they are and say, 'Why?' I dream things that never were and say, 'Why not?'"
Robert Kennedy

Chapter
1



Growth Plan for the Urban Fringe and Extraterritorial Area of the City of Fargo



Chapter One Background Information

In 1999, the City of Fargo began work on a land use and street plan for its growth areas. This Growth Plan focuses on developing areas of the City that have recently been annexed, as well as the entire extraterritorial area of the City. The Plan has been prepared as a comprehensive land use plan for the entire area described above, and is intended to take the place of Area Plans that were prepared on a section by section basis. In addition, the Plan addresses the issues of growth and development in three main growth sectors of the City – the south side, the southwest side, and the north side. Plans for land that is within or closer to existing City limits have been completed with more detail than land that is two to four miles outside the urbanized area.

Fargo currently has plans that address other areas of the City, such as the Downtown Area Plan, and the Hawthorne Neighborhood Plan. Plans for the developed portions of the City will continue to be updated, with the completion of one or two neighborhood plans each year, and an update of the Downtown Plan scheduled to occur in 2000-2001. Therefore, this Growth Plan is specifically intended to address the urban fringe and extraterritorial area.



West Acres area I-29 and 13th Avenue SW, early 1970s

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Public Involvement

The Growth Plan has been the topic of discussion at many of the Planning Commission meetings over the past year. Subcommittee meetings have also been held to discuss the land use plan details. In addition, Planning Department staff contacted and met with many property owners in the area. In many cases, property owners asked to meet with staff to discuss the land use plans.

Open house public input meetings were held on September 6th and 7th, 2000, to provide property owners with an opportunity to look at the land use plans, ask questions, provide comments, and receive a copy of the draft plan for their area. Approximately 50 property owners, developers and other interested people attended the open house.

The recently completed visioning process, Project Tomorrow, was also a helpful source of public input that staff used throughout the entire development of the land use plans. The desire for increased beautification, community character, open spaces and greenways was strongly emphasized during this visioning process.

Over the past two years, there have been many public meetings covering a variety of subjects relating to the urban fringe and growth areas. These meetings have covered this Growth Plan, several Corridor Studies, and the Metropolitan Transportation Plan. In addition, public input was sought during development of the comprehensive Policy Plan, which was used as a guide for the issues, goals and objectives of the Growth Plan.

Purpose and Intent of Growth Plan

Fargo, North Dakota has traditionally been a city that has reacted to development proposals rather than proactively planning and guiding land use and development. This philosophy has resulted in some development trends that have been criticized by city leaders, the general public and experts in the field of urban planning. In addition, this philosophy created an environment of uncertainty

for developers and property owners. The purpose and intent of this Growth Plan is to:

- identify the types of land uses that are appropriate throughout the growth areas,
- plan land uses based on a realistic balance of residential and non-residential land use categories,
- provide guidance to property owners, developers, and future residents and businesses that will allow them to make decisions based on an adopted land use and street plan,
- establish realistic expectations for the amount and sizes of multiple family and commercial developments,
- address issues associated with the expansion of utilities into the growth areas,
- identify barriers to certain types of growth and development,
- plan for an arterial and collector street system that has good continuity,
- plan for preservation of open spaces that can be enhanced by natural or man-made amenities,
- plan for establishment of aesthetic qualities throughout the growth areas, and
- build on established plans and expand plans for bicycle and pedestrian linkages that take advantage of existing and future corridors.

All of the previous items fit within three main philosophies of the plan as described below.

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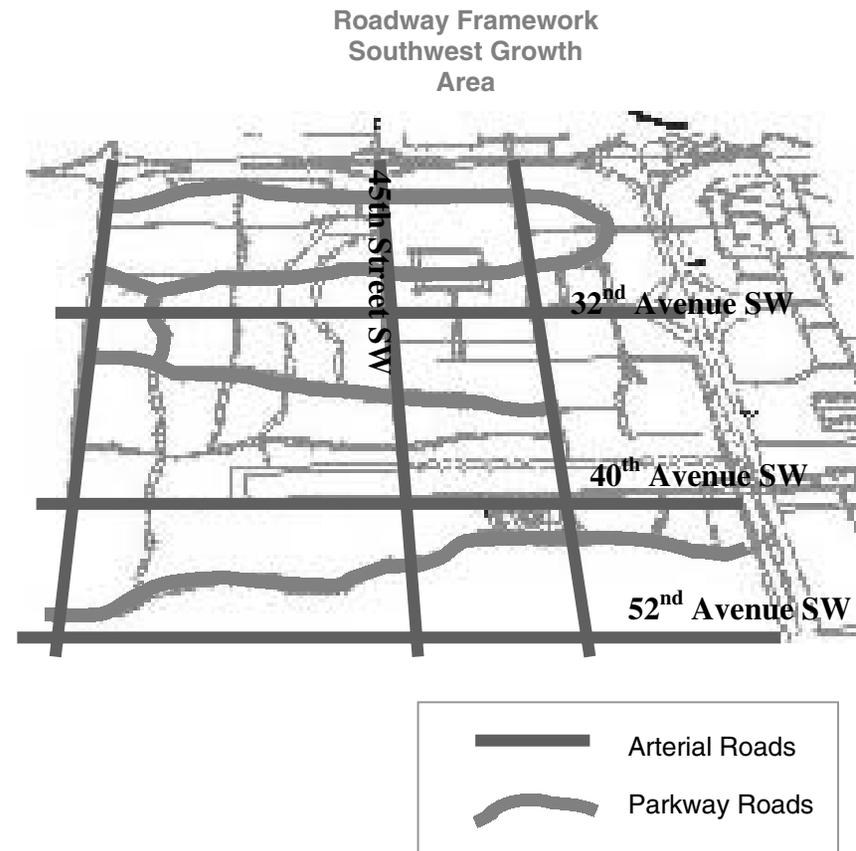
1. Framework for Development

One of the purposes of this Growth Plan is to establish a framework for development. This framework identifies those characteristics of a newly developing area that must weave their way through the entire growth area in order to provide continuity and establish a noticeable, consistent theme for the area. The framework for development can be described as the foundation of a building. There are many options for completing the building upon that foundation. Those features that should be considered part of the framework for development include:

- the arterial and collector roadway system,
- area-wide amenities such as bicycle trails and open space corridors,
- focal points where enhanced landscaping and open space will provide a positive first impression,
- and land use transitions between commercial/industrial land uses and low density residential land uses.

Fargo has a significant advantage in developing a growth plan for the area south of I-94 and west of I-29, for example, because the area is largely undeveloped at this time. This offers the opportunity to incorporate features and themes as part of a development framework for the area. The framework in this particular area consists primarily of the continued use of section lines as arterial roadways, a curvilinear “parkway” that works its way throughout the area, and the use of a Park District railroad corridor and drainage ditch as part of an open space/bikeway system that works its way from I-94 to the southerly end of the extraterritorial area. Certain areas that are particularly suitable as area-wide storm water retention ponds have also been worked into

the Growth Plan. Individual property owners and developers can create a variety of neighborhoods, employment centers and mixed-use areas within this overall framework.



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2. Working toward a Livable Community

The term “livable community” has been used often by planners and urban designers over the past five to ten years. This concept was considered throughout the development of the Growth Plan. Some of the core principles of a livable community (also common to “smart growth”) are very different from the fringe area development patterns that have taken place in Fargo and most other communities over the past 10 years. It is difficult to balance the characteristics of the Livable Community concept with the homogenous, auto-oriented development patterns to which most communities have become accustomed. The livable community concept was considered throughout the development of the land use plans that are part of the Growth Plan. A livable community has the following characteristics:

- A mix of land uses

Urban development that focuses on placing compact neighborhoods within close proximity to stores, offices, schools, and recreation spaces makes a community more livable. A variety of land uses within walking distance of each other results in greater independence of movement, especially for young people and elderly people who are often less able to travel via cars, by making it possible to walk, cycle, and use transit for many short trips. Residents in these areas develop a sense of neighborhood and community as they see their neighbors while running errands. Local gathering places are formed, further increasing the sense of community. The land use plans that have been made part of the growth plan incorporate a mixture of land uses within relatively small areas. The focus group that worked on the details of the land use plan also recognized the importance of retaining flexibility with regard to future locations of small neighborhood commercial and neighborhood office sites. They acknowledged that it is difficult to site all of these neighborhood amenities within the land use plan, and wanted the Growth Plan document to reflect the need to evaluate most of these locations on a case-by-case basis when zoning and subdivisions are considered.



South University Drive



Example of pedestrian scale mixed land use in Fargo - office, commercial, residential

- Increased safety

By blending a variety of residential choices in a relatively small area, combined with a variety of other land uses, the commercial areas become safer and more usable around the clock simply because of the presence of people.

- Reduction in auto use

Provided that residential areas are conveniently connected to the commercial areas by sidewalks and paths, residents will often choose walking or bicycling for short trips. If these connections are not made, people will still need to or choose to use their vehicles, even for short trips. The land use plans for Fargo's Growth Area reflect collector street corridors with bicycle and pedestrian facilities, as well as bikeway corridors along drainage ditches, rivers, railroad right-of-way purchased by the Park District, and continuation of existing bikeway and pedestrian corridors that have already been established. These facilities are supported through inclusion in the Metropolitan Bicycle and Pedestrian Plan.

- Support for those who work at home

Whether a person has a home occupation, telecommutes, or simply is not employed outside the home, the convenience of commercial, recreational, and open space uses means these people have support services close to home. They can further their objective of enjoying the convenience of working at home because they can run their most basic errands and carry out a certain amount of business within their neighborhood.

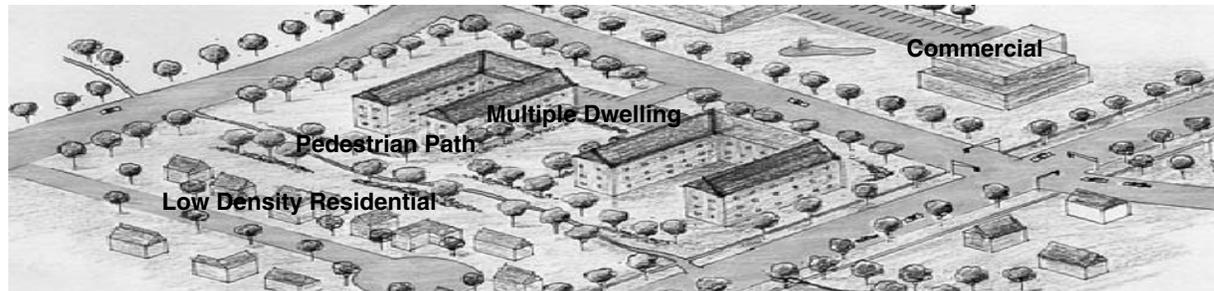
A stay-at-home parent has more opportunities to meet other parents and go on outings with children in an environment where commercial and recreational uses are available within walking distances. In response to this, the land use plans

included in the Growth Plan interspersed commercial sites throughout residential areas, and left open the option for small neighborhood commercial and office sites to be evaluated on a case-by-case basis as zoning and subdivision applications are considered.

- Variety of housing choices

The availability of a variety of different types of housing choices usually results in a greater mix of age groups, family types, and income levels. Each group benefits from the presence of this diversity. In small communities, this diversity results in the formation of support systems that people rely on for emergency child care, trips to the doctor, caring for pets, etc. This diversity is often not found in suburban neighborhoods. Instead, there are areas where differing age groups, income levels, and family types are isolated in developments that lend themselves to a very limited group of people.

The concept of a livable community does not need to do away with single family neighborhoods. It simply means that a variety of housing choices are provided within a relatively small area, making it possible for varying age groups and family types to live within close proximity of each other. What might have been a quarter section of land developed into single family lots becomes interspersed with townhomes, a small apartment complex, and some twin homes, with all of these residents sharing open space amenities and a neighborhood commercial area. A more dramatic application of livable community would be to incorporate residences into the commercial center by providing apartments over commercial developments, for example.



- Human-scale Design

Although human-scale design is part of a livable community concept, it is difficult to address at this stage of land use planning. For one thing, human-scale design refers to development that makes pedestrian and bicycle travel feasible and desirable. This is accomplished through both the provision of pedestrian and bicycle facilities, and through the incorporation of developments and buildings that are small enough in scale to make it attractive to walk from one land use to another, or from one business establishment to another. Size is not the only factor. Human scale is also established through orienting buildings and developments toward the street rather than toward a huge expanse of parking, by making building entrances just as easy to access for pedestrians and bicyclists as drivers, and with architectural features like windows, porches, and welcoming entrances. Livable community proponents also encourage the using landscaping and buildings together to design privacy where it is desired, and to create intimate, human scale spaces outdoors on both public and private developments. At this stage of the planning process, human-scale design can be addressed through goals and objectives that will lead to the establishment of design standards, and the incorporation of human scale features as part of public improvement projects.

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3. *Addressing Disaster Preparedness through Planning*

In recent years, the City of Fargo has taken steps to direct growth west of I-29 and south of I-94. During the 1980s and early 1990s, the majority of the southerly growth took place between the Red River and I-29. This resulted in a much more linear north/south shape of the city and began to raise concerns about providing utilities and emergency services in a long linear fashion.

By 1996, the City of Fargo had already begun to take steps toward directing growth west of I-29 and south of I-94. Roadway and utility extensions were being planned into this area. Land use planning of the area was started, and some rezoning and subdivision activity occurred.

The flood of 1997 exacerbated concerns over southerly growth between the Red River and I-29. The effects of overland flooding and river flooding combined to make this area very vulnerable. As a result of that disaster, and other concerns that the City had already tried to address, the following land use planning and development related steps have been taken to improve the City's disaster preparedness. There are certainly many other disasters that require community preparedness. However, the efforts listed below are primarily focused on flood protection since this is a predictable type of disaster, the impacts of which can be reduced through land use planning and related policies and implementation measures.

- **Directing Growth Based on Ability to Provide Flood Protection**

One of the reasons for directing growth west of I-29 and for encouraging zoning and infill development in other more established portions of the City is that these areas are less prone to overland flooding, and less affected by Red River flooding than are the areas east of I-29. Much of the overland flooding that affected the southerly portion of Fargo during the

1997 flood was the result of breakouts of water from the Wild Rice River and the Sheyenne River south of the Sheyenne Diversion.

Fargo has approximately 3,800 acres of land both annexed and within extraterritorial area west of I-29, east of the Sheyenne River, south of I-94, and north of 52nd Avenue S. This land is much less prone to both overland and river flooding because water that breaks out of both the Sheyenne River and the Wild Rice River runs toward the Red River without affecting this area. There is very little risk for the area to be affected by overland flooding due to elevation features and due to the fact that the portion of the Sheyenne River that lies directly west of this area is protected from flooding by the Sheyenne Diversion.

Therefore, the City's planning and engineering efforts of the mid to late 1990s focused on designing, funding, and constructing roads and utilities into this area. With a number of these projects completed in 2000, and others scheduled for 2001 completion, the Planning Department began to experience a significant amount of development interest by property owners in the area. Land use plans were prepared for the entire area west of I-29 and north of 52nd Avenue S. and are included in this Growth Plan.

The presence of utilities and roadway corridors, combined with the land use planning that has been done for the area has begun to make it ready for development, thus encouraging growth to occur in an area that is less susceptible to both overland and river flooding.

- Extraterritorial Jurisdiction

The City of Fargo has exercised its zoning, platting, and building permitting authority to the four-mile radius allowed by the North Dakota Century Code. This allows the City to ensure that development allowed outside City limits is regulated, limited or prohibited in areas within the floodway, areas less than 1.5 feet above base flood elevation, and areas within the 100-year flood plain, and within 150 feet of the 100-year flood plain. The same flood plain related regulations are applied outside the city as those applied inside the city limits.

- Orderly Urban Development

The goals and objectives of this plan focus on orderly, compact urban growth rather than leapfrog development. Orderly development, growing outward from the edges of the urbanized area facilitates the City's ability to plan for and provide protection during disasters such as flooding. It is more cost effective and saves valuable time when more property value can be protected through the use of a single flood protection project rather than smaller unconnected dikes.

- Land Use Planning Relative to 100 Year Flood Plain and floodway

There are two flood related issues currently being addressed that will affect the existing designation of the 100-year flood plain. They include the remapping of the flood plain in the Fargo-Moorhead metropolitan area, and the consideration of a flood protection channel/dike system south of Fargo that would provide protection from overland flooding. Both of these efforts are being studied, monitored, and deliberated by City and County leaders, and final decisions have not been made as of early 2001. Once the 100-year flood plain has been identified and a decision has been made regarding the

channel, it will be important to review the land use plans to determine if changes are needed.

The floodway was placed on the land use maps, and extended out approximately 100 feet in each direction to set up a realistic expectation about the extent of undevelopable property along the Red River. Future phases of the plan will use the same approach along the Wild Rice River.

Drainage ditches have also posed flooding threats within the City and its extraterritorial area. To take advantage of these corridors as open spaces and to provide space for flooding, flood protection, and future drain expansion if necessary, greenways have been shown along the edges of all official drainage ditches.

- Area-wide Storm Water Retention

The City of Fargo is currently working with a draft storm water retention policy that will require all developments to have either area-wide storm water retention ponds or individual on-site retention ponds. The purpose of storm water retention areas is to hold the accumulation of water that occurs when it rains. Rather than immediately working its way to a storm sewer pipe or drainage ditch, the water is accumulated in a pond and gradually allowed to work its way to the storm sewer or the drain after capacity has become available in these facilities.

Area-wide storm water retention is preferable because fewer large ponds are easier to monitor and maintain. Storm water ponds require occasional cleaning to remove the silt that washes in and settles on the bottom. Furthermore, larger storm water retention ponds can be worked into parks and open space plans and designed to look aesthetically pleasing. Other areas of the midwest are recognizing the aesthetic and ecological value of wetlands and ponds and are designing storm water retention facilities to become attractive features of

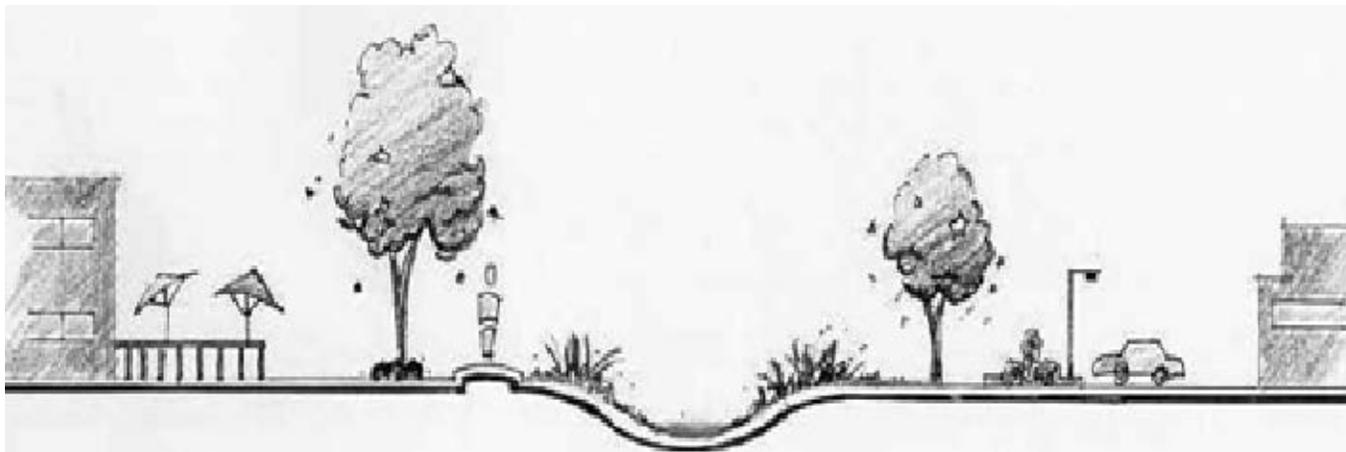
the landscape and natural magnets for wildlife and native plantings.

Generally, 12.5 acre-feet of water storage capacity are needed to handle the storm water run-off from one quarter section (160 acres) of land. This storm water retention will be required of developments in the southwest growth area, because the area's drainage system, which is the Rose Coulee (Drain 27), does not have the capacity to carry storm water from both the area east of I-29 and the area west of I-29.

Storm water retention needs in the rest of the growth area of the city will also be addressed in the next one-two years, as the City of Fargo works toward a Master Storm Water Management Plan.



Naturalized storm water retention area at blue cross blue shield campus 4510 13th Avenue Southwest, Fargo



Example of a small swale within a commercial area

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Existing City Limits and Recent Annexations

The existing city limits are shown in Figure 1. By the end of 1999, the acreage inside Fargo's city boundaries was 24,907, or 38.9 square miles. This includes two annexations that took place during 1999, totaling 907 acres, or 1.4 square miles. In early 2001, the City annexed over 1,300 acres on the southwest and south sides of the city. This annexation was necessary to bring in an area where residential subdivisions have been proposed, and improvements have been requested and were partially installed during 2000. The most recent annexation brings the city's size up to just under 40 square miles. The history of the City's annexation is shown in Figure 2.

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City limit map Figure 1

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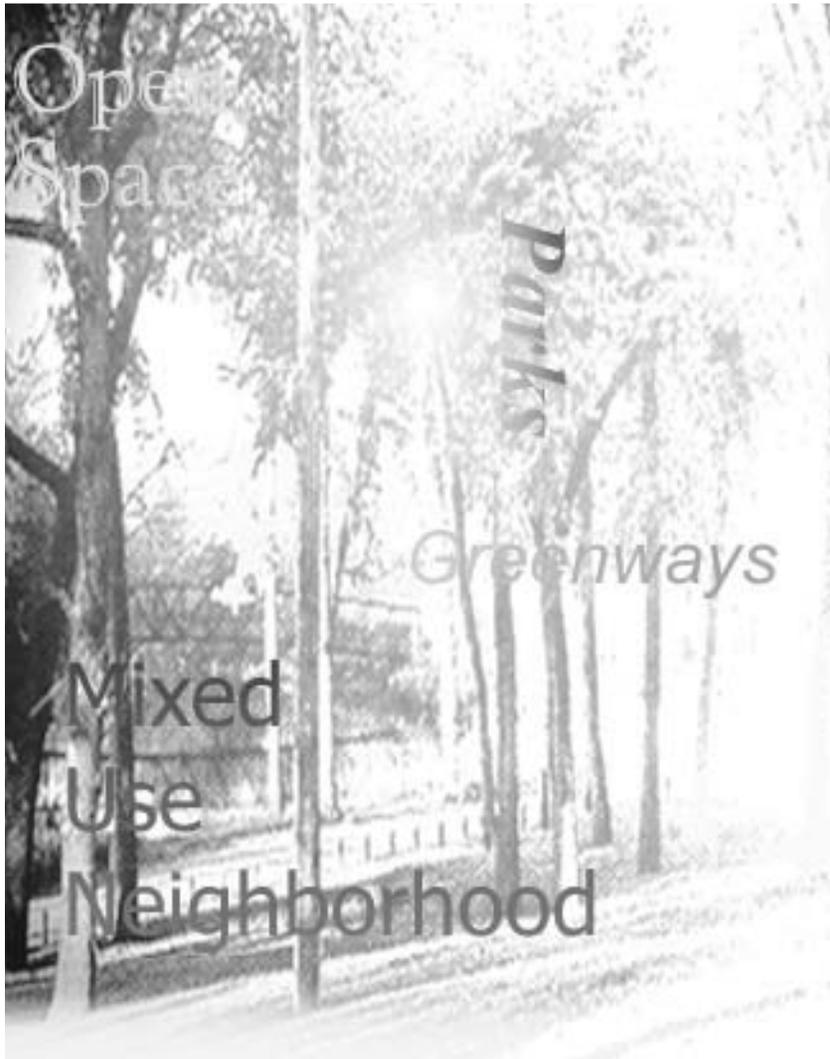
Annexation map Figure 2

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*"Make no little plans; they have no magic to stir men's blood."
Daniel H. Burnham*

Chapter 2



Chapter Two Issues, Goals and Objectives

During numerous discussions regarding growth of the City and planning issues with the Planning Commission, the development community and others, the following growth issues have been identified:

- Urban Sprawl and Leapfrog Development
- Open Spaces and Greenways
- Storm Water Retention
- Roadway Continuity, Bikeways, and Pedestrian Facilities
- Land Uses along Arterial Roadways
- Aesthetics
- Land Use Transitions
- Mixed Residential Neighborhoods and Affordable Housing

There were many more detailed issues discussed during the development of the land use plan, and they generally fit into the larger issues discussed above. The metropolitan-wide visioning effort, Project Tomorrow, brought many of the same concerns to light. The City's Comprehensive Policy Plan (1995) was reviewed to find goals and objectives that address the issues listed above. This plan was developed and adopted in recent years, and should be incorporated into this plan in this manner.

Urban Sprawl and Leapfrog Development

The area surrounding Fargo has experienced “leapfrog” development consisting of rural residential subdivisions, individual residences, and commercial subdivisions. These are developments that have occurred outside the City of Fargo, leaving undeveloped

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land within and adjacent to the urbanized area. This type of development has proven to be problematic when the growth of the city eventually brings roadway corridors, urban subdivisions and utilities into and around these rural subdivisions. Policies, zoning laws, and subdivision laws have allowed these developments to occur in the past with individual septic systems and subdivision configurations that can not be easily re-subdivided to be more economically feasible in an environment that provides urban services and urban lot sizes.

One result of leapfrog development is urban sprawl, described as a “shotgun”, disorderly pattern of development on the fringes of an urban area. Urban sprawl results in an uneconomical pattern of extending urban services, disjointed development patterns and incompatible land use patterns. Urban sprawl also results from some of the typical commercial mall areas and large lot suburban subdivision styles that have occurred in the last 20 – 30 years. The public generally finds this rambling, disorderly style of development unattractive and heavily oriented toward auto use rather than transit, pedestrian or bicycling.



Sprawling residential development along
Cass County 81



Sprawling commercial development along
52nd Avenue SW

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The goals and objectives that work toward addressing the issue of urban sprawl and leapfrog development are listed below:

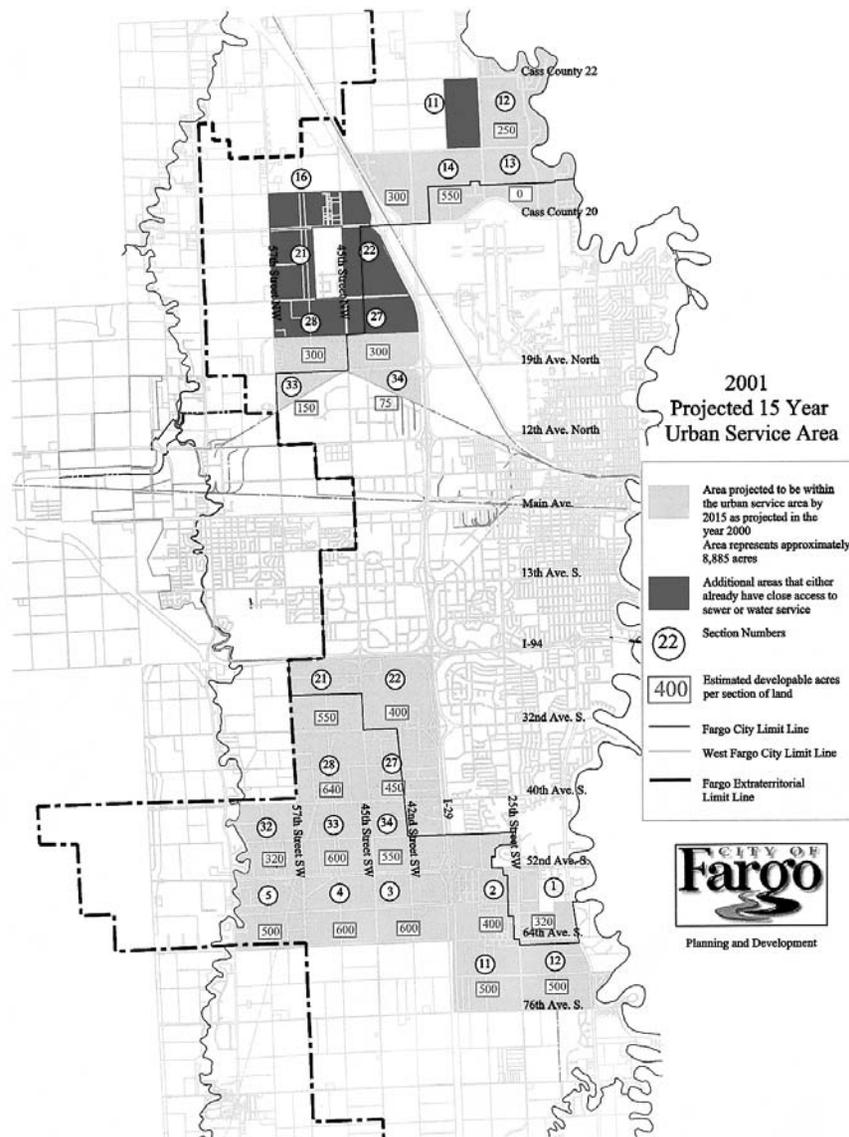
1. *Prevent leapfrog development from occurring both within the City and in the extraterritorial area.*
 - a. *Establish the 15 year utility service area and prohibit individual septic systems within that area, consistent with the requirements of the Land Development Code.*
 - b. *Establish guidelines and information regarding sewage treatment options within the 15-year service area.*
 - c. *Update the 15-year service area annually based on acreage consumption data, annexation data, and development trends and projections.*
 - d. *Utilize zoning tools such as AG zoning districts to limit non-farm land uses in areas where individual sewage treatment systems are allowed.*
 - e. *Consider the establishment of an Agricultural Preservation zoning district which limits non-farm residential development to one dwelling unit per 40 acres rather than one dwelling unit per 10 acres as currently allowed by AG zoning.*
 - f. *Create an inventory of vacant parcels within city limits including information about zoning, parcel size, ownership, availability of utilities and streets, special assessments, etc. Update the list on a regular basis, such as monthly.*
 - g. *Work with property owners and developers to keep an adequate inventory of land readied for development in each zoning district.*



Example of past leap frog development in Fargo's fringe area

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2. *Bring about development patterns that do not result in the occurrence or the appearance of urban sprawl.*
 - a. *Allow roadway and utility extensions that encourage development from the inside out.*
 - b. *Avoid utility and roadway extensions that traverse areas where property owners are not interested in developing their property. If these extensions are necessary and in the best interests of the City, avoid the use of special assessment deferrals that encourage tracts of land to remain undeveloped while growth continually pushes outward.*
 - c. *Require large lot residential developments to be constructed in a manner that will allow the lots to be split for additional development in the future when the installation of city services results in high special assessments.*
 - d. *In areas that have already been zoned and subdivided, continue to strictly hold extraterritorial development to the same development standards as development within the City of Fargo to ensure that these developments fit into the urban environment once the City grows out into these areas.*
 - e. *In areas that have already been zoned and subdivided, continue to strictly hold extraterritorial development to the same development standards as development within the City of Fargo to equalize the cost of development in those two areas as much as possible.*
 - f. *Through the use of zoning, encourage compact urban residential development and mixed commercial/residential development that concentrates the developed portion of a subdivision in one area, thus reducing the length of roadway and utility extensions, and leaving land available for commonly used open space.*

Growth Plan

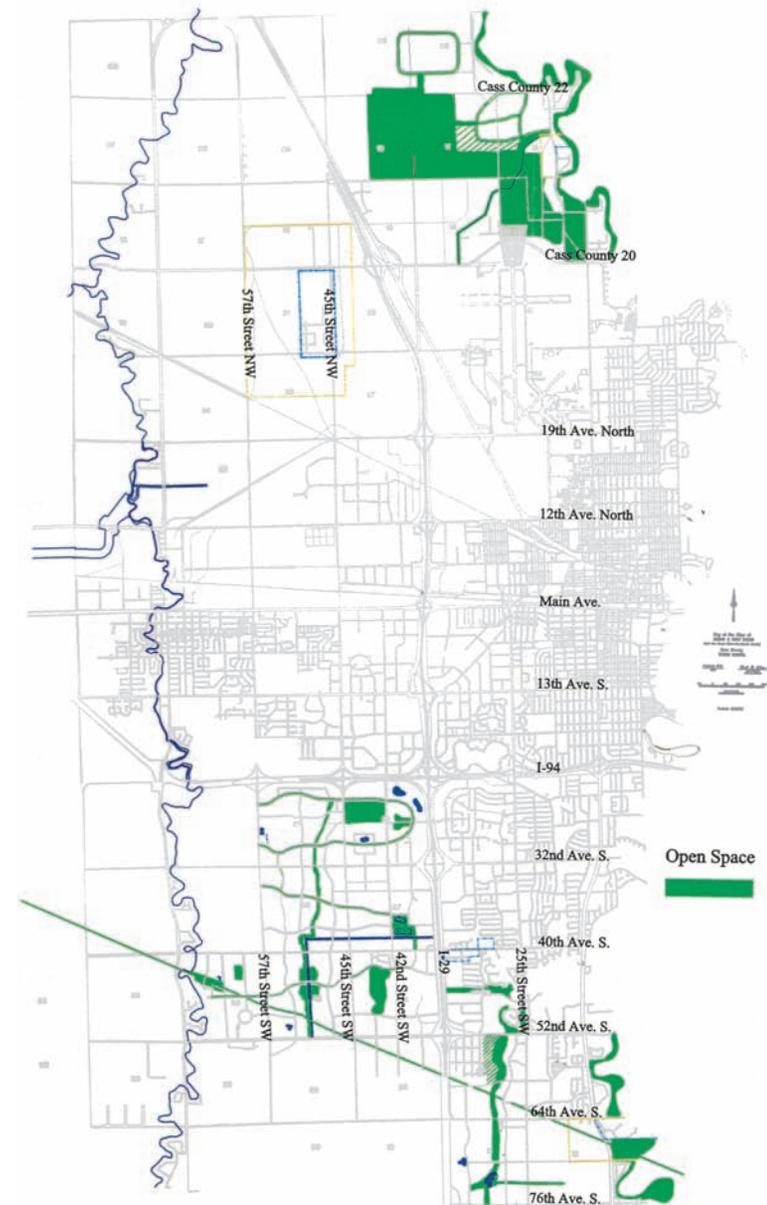
for the Urban Fringe and Extraterritorial Area of the City of Fargo

Open Spaces and Greenways

The Comprehensive Policy Plan addresses open space and greenways through one policy that states that the City of Fargo should establish standards for land use development as it relates to green space for all residential zoned properties. Such a standard has not been established. The Park District has stated that an appropriate amount of open space or parkland is roughly equivalent to 8-10 percent of the acreage of residential development. The Park District has also indicated a preference for parks that are a minimum of 10-15 acres in size. This provides adequate space for a variety of uses within the park, and fewer larger parks results in faster, easier maintenance efforts. Advantages of smaller parks (i.e. 2-5 acres) include a more manageable sized space from a design standpoint, easier siting of smaller parks, and the opportunity to place more smaller parks near a greater number of residents.

Provision of parks and open space presents a challenge to the City of Fargo because parks are an integral part of the land use mix, yet the final decision to accept and maintain parkland rests with the Fargo Park District, a separate entity from the City government structure.

The discussions surrounding open space and greenways by both the Planning Commission and the participants of Project Tomorrow have generally indicated that the public desires more open space, open spaces that are more aesthetically pleasing and more parks that are not sports oriented. These goals and objectives are oriented toward addressing that input.



Growth Plan

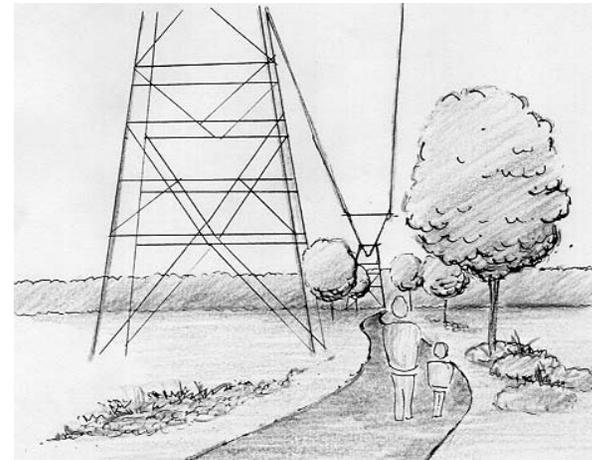
for the Urban Fringe and Extraterritorial Area of the City of Fargo

1. *Provide regularly spaced parks and open spaces that are accessible to all neighborhoods.*
 - a. *Work closely with the Park District to stay apprised of their plans for parks, open spaces, and greenways.*
 - b. *Require subdivisions adjacent to greenways and parks to have easements allowing easy access.*
 - c. *Bring property owners in each development area together on at least an annual basis to discuss park and open space expectations and facilitate coordination of the provision of these facilities.*
 - d. *Work toward the provision of parkland/open space that is roughly 8-10 percent of the acreage of residential development.*
 - e. *Locate parks such that no residential zoning district is greater than ½ mile from a park or school playground.*



Multi-use path along Red River just north of Lindenwood Park

2. *Use floodways, drainage ditches, and power lines as corridors for greenways with bicycle and pedestrian paths.*
 - a. *Coordinate with River Keepers and other agencies that have knowledge of and access to funding for land acquisition along the Red River.*
 - b. *Coordinate with Southeast Cass Water Management District and adjacent property owners to create greenway corridors along county drainage ditches.*
 - c. *Encourage retention of the natural grasses and plants that grow along the drainage ditches.*
 - d. *Coordinate with utility companies to identify the steps that need to be taken to establish bikeways and greenways along utility right-of-way.*



Possible multi-use path along WAPA power line south of the City of Fargo

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Roadway Continuity, Bikeways, and Pedestrian Facilities

One of the most important functions of a growth plan is to ensure adequate continuity of arterial roadways and collector streets. The Comprehensive Policy Plan includes policies related to access control, transit, bikeway planning, a balanced circulation grid, pedestrian planning, and a traffic/land use matrix. In one way or another, all of these policies have been taken into consideration in the formulation of the land use plans.

The growth plan needs to identify specific locations for arterial roadways, and defer to metropolitan transportation plans and corridor studies to identify the proper amount of right-of-way that needs to be dedicated for future expansion or extension of these roadways.

Collector streets are more flexible, but it is important that the plan identify the number of collector streets that need to be provided within a given development area. Other important considerations that were made in the development of the land use plans include collector street connectivity and right-of-way, bikeway corridors, and pedestrian facilities. These considerations are identified below in the goals and objectives:

1. *Acquire adequate future arterial and collector street right-of-way during the subdivision process.*
 - a. *Right-of-way for arterial streets should be a minimum of 150 feet wide unless otherwise specified by a corridor study. Generally any variation from this will be wider than 150 feet.*
 - b. *Preserve adequate right-of-way in advance of development for future corridors to ensure their feasibility in future years.*
 - c. *Participate with other local governments and Metro COG in corridor studies and metropolitan transportation planning studies to ensure coordination between land use planning, transportation planning, and future development standards along major corridors.*

2. *Establish a collector street system with continuity across arterial roadways and other natural and man-made barriers as needed.*
 - a. *Work with property owners and developers in advance of development to communicate the planned collector roads and to foster coordination between owners of adjacent properties.*
 - b. *Require a minimum of 80 feet of collector street right-of-way, a minimum of 100 feet along identified parkway collectors, and 100 feet or more where needed as a result of commercial development or barriers (interstate highways, rivers, railroads, drainage ditches, etc.)*

Land Uses along Arterial Roadways

The Comprehensive Policy Plan includes a matrix of various types of residential and commercial land uses along the hierarchy of roadways, generally stating a preference for placing non-residential uses along arterial roadways. It also provides goals regarding the distance between the edge of the roadway and adjacent structures, with the greatest distance recommended between low density residential and high volume arterial roadways.

One of the primary focuses of the land use plan was to eliminate residential development along interstate highways as much as possible. However, it is important to recognize that there is a limit to the amount of industrial and commercial land use that can be incorporated into a land use plan. Therefore both low/medium and medium/high residential land use categories were shown along some of the other non-freeway arterial roadways.

When residential land uses are planned along arterial roadway corridors, three main concerns come to light: 1) quality of life for future residents of adjacent properties due to traffic noise, 2) future objections to necessary roadway expansion from adjacent property owners, and 3) future need/desire for sound mitigation by neighboring property owners. The following goals and objectives address these concerns:

1. *Avoid planning residential land uses along interstate highways where ever possible.*
 - a. *Plan for industrial, commercial, office, or certain public uses along interstate highways to take advantage of visibility and provide a transition between highway noise and residential areas.*
 - b. *Where residential land use is planned along arterial streets, work with developers to provide deep lots along the arterial streets and provide extra buffering as part of the development's amenities plan.*

Aesthetics

The aesthetic quality of the community is an area of concern for a great many residents of Fargo, as shown by the input received during the Project Tomorrow visioning process. Some of this concern results from the nature of the area which is flat, primarily treeless, and lacking in natural water features such as lakes and wetlands. Aside from the Red River and the Sheyenne River, there are no natural features that require the kinds of gaps in development that result in open vistas and natural open spaces. Rose Coulee is an example of a feature that has been used in this manner in one area of the City. Aesthetic concerns have been addressed in the goals and objectives regarding open spaces and greenways.

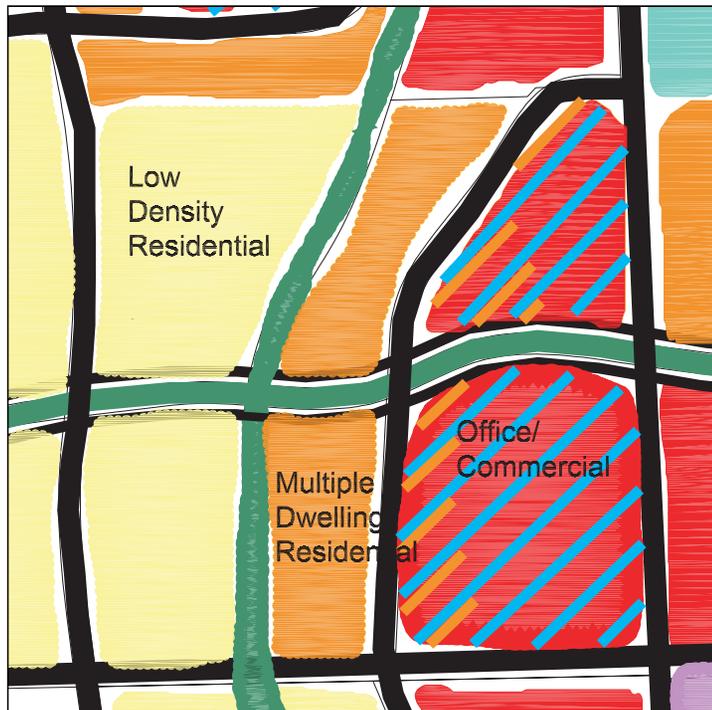
The main focus of aesthetics in this land use plan applies to the image presented along high volume travel corridors. The land development code has provided improved landscaping, buffering, and open space requirements, and the aesthetic benefits of those requirements are still being evaluated. However, one policy from the Comprehensive Policy Plan still needs a significant amount of work to bring it to the implementation stage. It involves the ability to present a positive image along high volume travel corridors.

1. *Make use of high volume travel corridors to present a positive image.*
 - a. *Identify corridors of high visibility within the growth areas.*
 - b. *Designate land uses that will encourage high quality development in the high visibility areas.*

- c. *Create and adopt development standards for areas with high visibility as a follow-up to adoption of the growth plan.*
2. *Incorporate an aesthetically pleasing collector street system into the growth areas of the City.*
 - a. *Secure adequate right-of-way (100-120 feet) for collector streets that have been designated part of the parkway collector street system.*
 - b. *Work with property owners to plan bikeways, pedestrian facilities, and wide landscaped boulevards along these corridors. Median features may be the desired amenity in some areas where they do not conflict with full access needs.*

Land Use Transitions

One of the main purposes of a land use plan is to set forth land use patterns that provide smooth transitions between high intensity uses like industries or large retail developments and low density residential areas. Between those two extremes, there are a number of other land uses that can be planned to buffer residents from the impacts of high intensity uses. These transitional land uses also buffer these high intensity businesses from chronic conflict with neighboring property owners.



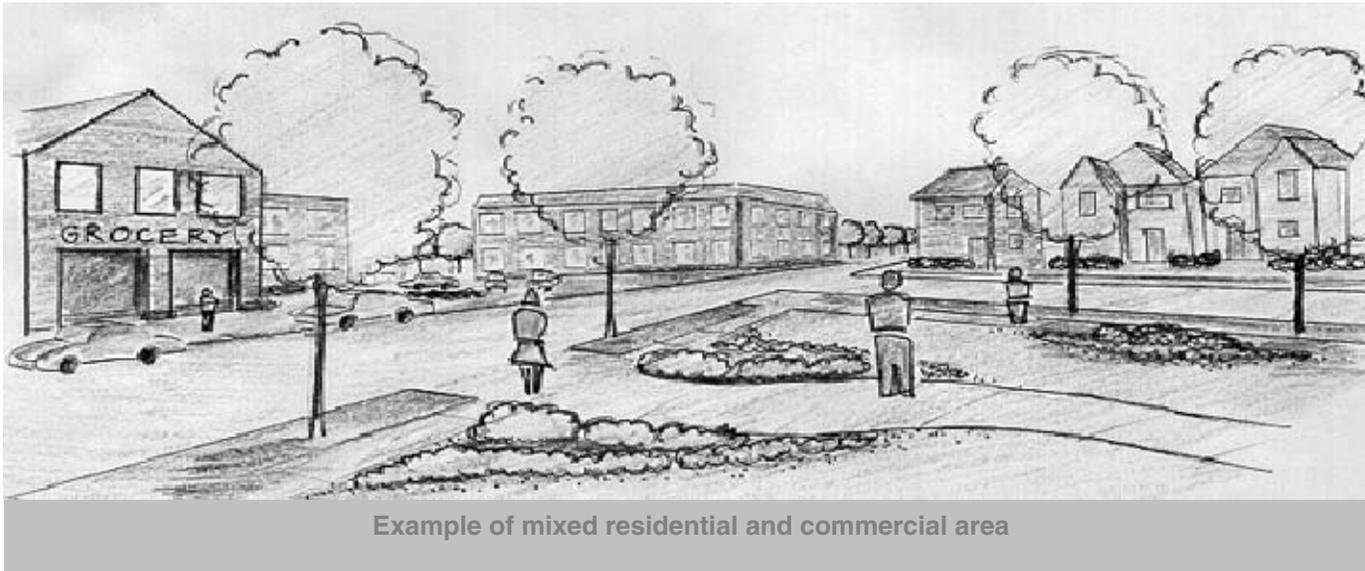
1. *Provide adequate separation / transition between incompatible land uses.*
 - a. *Use transitional land uses such as commercial, office, or public/institutional to separate industrial or large retail land uses and residential land uses.*
 - b. *Establish Conditional Overlay zoning districts where appropriate, in situations where adequate transitions between land uses cannot be provided through direct land use compatibility or through application of the Land Development Code buffering and setback requirements for those particular uses.*
 - c. *Designate industrial land use in areas where environmental and physical features make other land uses undesirable, such as interstate highways, sewage lagoons, railroad tracks, and areas in close proximity to the airport.*

2. *Use zoning to transition varying residential styles within a neighborhood.*
 - a. *Use a variety of residential zoning designations to establish gradual transitions between low, medium, and high density residential development.*
 - b. *Implement zoning of large development areas to establish a more detailed base of information for potential home buyers.*

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3. *Provide a mix of land uses that balance residential development with the services, retail, and amenities needed to establish a high level of convenience and efficiency.*
 - a. *Designate a variety of sizes of retail commercial land use districts to establish a high level of convenience and efficiency for residential neighborhoods in the growth area.*
 - b. *Educate the general public about the land use plans on a continuous basis, to encourage the public to seek out existing and future land use information.*
 - c. *Improve the dissemination of information regarding land use plans to realtors, homebuyers, and others, to inform the public and prevent conflict over planned neighborhood commercial sites in future years.*



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Mixed Residential Neighborhoods

The Comprehensive Policy Plan addresses the importance of mixed residential neighborhoods in two policies. One policy states that the City should ensure a fair, equitable, and rational distribution of housing to meet the needs of several population groups. This policy recognizes that the concentration of any given population group in one area can invite future problems and isolate certain age and income groups.

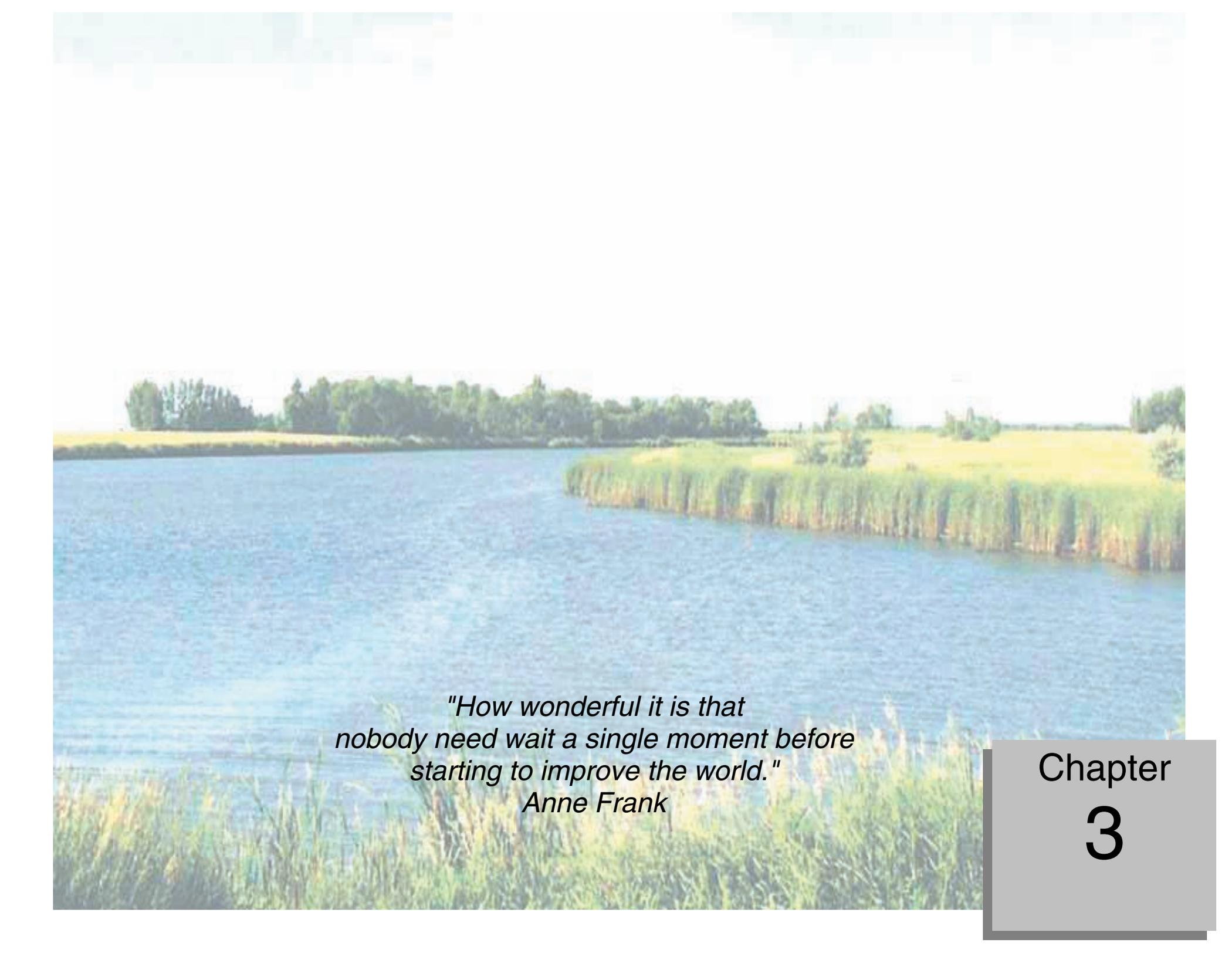
Another policy relating to mixing housing styles states that the City should achieve a higher degree of integration of various housing types in residential areas through mixed use design standards. To some extent, the Land Development Code has already established a hierarchy of residential zoning designations that include a variety of housing styles. Buffering and other landscaping requirements ease the transition between low, medium, and high density residential developments.

1. *Provide a variety of housing styles, choices, and cost levels within areas viewed as “neighborhoods”.*
 - a. *Encourage use of the full range of zoning designations offered by the Land Development Code to foster variety in subdivision arrangements, densities, and housing styles/types, and cost ranges.*
 - b. *Work with property owners and developers to establish large areas with multiple zoning designations so future home buyers have knowledge of land uses and zoning designations in the area.*
 - c. *Continue to educate the community about the need for affordable housing and the characteristics of residents who choose to rent versus own homes in the community.*



Mixed Residential
5th Avenue South

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*"How wonderful it is that
nobody need wait a single moment before
starting to improve the world."
Anne Frank*

Chapter
3



Chapter Three Existing Physical Characteristics

Land Use Balance

The acres and percentages of Fargo's major land use categories in 1996 and 1999 is shown below in Table 1.

Table 1.
Fargo Land Use
1996 and 1999

Land Use Categories	1996		1999	
	Acreage	%	Acreage	%
Single Family	3,159.14	15	3,888.03	16
Multiple Family	1,143.17	6	996.29	4
Mobile Home	204.86	1	204.86	1
Light Industrial	1051.32	5	1,219.97	5
Heavy Industrial	109.69	1	200.0	1
Transportation	5,281.58	25	5,334.15	22
Public/Semi-Public/Utilities	2,176.46	10	3,159.64	13
Commercial	958.94	5	1,024.54	4
Office	330.53	2	358.2	1
Parks and Open Space	1,670.33	8	1002.12	4
Vacant	2,288.96	11	3685.99	15
Agriculture	2,363.08	11	2,926.54	12
Total	20,738.06	100	24,000.38	100

Note: Source of 1996 data – 1999 Surveillance and Monitoring Report, Metro COG.
Source of 1999 data – 2000 Land Use Information, City of Fargo Assessors Office

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There are some minor inconsistencies in the data shown above, mainly because it came from two different sources. However, overall, the data shows general consistency in the percentages of various land use categories. The data can be consolidated and compared with American Planners Association (APA) data regarding land use ratios for communities under 100,000, as shown below. The data only compares developed portions of the urban area, therefore vacant and agricultural land use categories are not included. APA cautions that this information should only be used as a comparison tool, because each city has different characteristics, dominant businesses or institutions, and natural features that affect land use ratios. The data is only to be used as an example, not as an ideal model for future land use plans.

Table 2
Land Use Ratios, Comparison of APA Data, Existing Fargo, and Growth Area Land Use Plans

Land Use Categories	APA Data**	Fargo, 1996	Fargo, 1999	South west Area	South Area	North Area
Residential	52%	29%	30%	46%	58%	24%
Commercial / Office	10%	8%	8%	22%	8%	6%
Industrial	7%	7%	8%	4%	0%	23%
Public*	31%	56%	54%	28%	34%	47%
Total	100%	100%	100%	100%	100%	100%

* Public land category includes transportation and other infrastructure properties, parks and open space, public/semi public institutions and utilities.

** Represents average data of cities w/ populations of under 100,000. Range of data varies widely. Source: Planning Advisory Service Memo, Bringing Land Use into the '90s, by Christopher Harris, August, 1992.

The data shows that Fargo has a higher percentage of public land than the average city with a population of under 100,000. This is not surprising since North Dakota State University and Hector Airport occupy large tracts of land within City limits. In addition,

the two interstate highways that traverse the City, I-29 and I-94, also add to the acreage included in the public land use category. The commercial, office, and industrial categories are very consistent with the average *overall* percentage, but the data indicates that Fargo currently has a relatively high ratio of non-residential (commercial, office, and industrial) to residential land use.

This is to be expected since Fargo is a regional retail, service, medical, industrial, financing and entertainment center. Furthermore, neighboring communities, such as West Fargo and Moorhead offer residential areas as a somewhat larger percentage of their developed area, off-setting the lower percentage in Fargo.

The growth areas each represent a different land use breakdown, which will change a small amount over time as additional public and institutional sites are identified. As the exact locations and sizes of school and park sites are identified, the percentage of land in the public and institutional category will increase. Areas where more than one land use has been identified were estimated based on development of some of each of those land uses, and slight changes will occur if only one or the other is developed.

The percentage of industrial land use is high for the area north of the airport, due to the need to designate a land use category that is compatible with airport noise and vibration. This balances out with growth areas to the south, which have very little designation of industrial land use. It is anticipated that some additional industrial development will be identified farther south into the extraterritorial area in later phases of the growth plan.

As stand-alone growth areas, residential land use for the south and southwest areas is at a higher percentage than the existing city as a whole. This is not surprising, since there are very few large public institutional uses designated in these areas, and a low percentage of industrial land use designation. These areas balance out with the land use plan for the area north of the airport, where the presence of the airport and the sewage lagoons severely limit the amount of land suitable for residential development.

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At this time, there is very little to no accounting for mixed-use development in either the database or the land use plans. Mixed use does exist in the downtown area, and new mixed-use developments are encouraged in many of the existing, redeveloping, and in-fill areas of the city, as well as in the growth area. The colors on the land use maps indicate the primary land use category – they are not intended to discourage a mixture of uses that gently blend one land use type into another, or an overlap of one land use type with another. Commercial and multiple family land uses, for example, can be successfully mixed within the same site, or the same development, to create a convenient living environment and a lively commercial environment that becomes a neighborhood focal point.

Utilities

1. *Water*

The existing area where Fargo provides water services is shown in Figure 3. This figure also indicates the planned expansions to the water service area during 2001. There are several issues associated with expansion of city water services. These issues emphasize the need to expand the urban growth area west of I-29 and south of I-94 rather than a continuation of growth straight south between the Red River and I-29. Northerly growth and development is also fairly straightforward from a water service standpoint due to the location of city water infrastructure at this time.

All rural developments within Fargo’s extraterritorial area are required to install water pipes that meet City of Fargo standards. This ensures that residents of these areas will not need to replace water pipes in the future when they become part of the City’s water service area.

The extension of water service south of 64th Avenue S. will require installation of pressure boosters to provide adequate water pressure

to these areas. Initially, this will increase the cost of water infrastructure for development in these areas.

The service area of Cass Rural Water Users (CRWU) is illustrated in Figure 3. CRWU has recently released all of Section 1 of Stanley Township from their service area. This area includes Bennett Elementary School and several residential subdivisions. The decision to release Section 1 was relatively uncomplicated because CRWU did not have infrastructure serving this area. However, further releases of the area south of 52nd Avenue S. between the Red River and I-29 will be complicated by the fact that CRWU already has infrastructure serving these areas.

CRWU also has service area in a large portion of the area west of I-29 and south of I-94. However, the release of this service area is expected to be less complicated due to the fact that most of the area is undeveloped.

One of the issues that has been discussed with regard to urban growth into the CRWU service area is the fact that the rural water service does not have the water capacity to provide fire protection. This requires the extension of city water service and installation of fire hydrants into areas where residents have already paid for rural water service. In one residential area recently annexed along 25th Street S., for example, the City is planning to install water pipe and hydrants, even though the area is already served by CRWU, to have the ability to fight fires in that area. Residents will continue to pay higher rates for rural water for domestic use, and will be assessed for 60 percent of the cost of installing city water service.

CRWU has indicated that they would be willing to give up service area if the City purchases their infrastructure within a particular area, and pays for the revenue stream that would have been generated by that service area over a certain number of years. These costs have not been defined.

Figure 3

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These issues increase the difficulty of extending urban growth into the CRWU service area. One possible option is to allow urban-style growth to extend into these areas in the future, without annexation. Under this scenario the City would not be responsible for fire protection and the extension of city water service into the area would not be required. However, this is not viewed as a good option, because it would create a growing demand for fire protection by small fire departments that are not equipped or funded to provide service to densely developed areas outside their primary service area.

CRWU issues associated with four separate growth areas of the City are described below.

South Side (between I-29 and the Red River)

In 1999, the service area of CRWU included everything south of 52nd Avenue S. between I-29 and the Red River, with the exception of the residential developments between University Drive and 25th Street S. (Greenfield, Shorewood, and Legacy Additions, and Scili Subdivision) (see Figure 4). During 1999, all of Section 1 was released from CRWU service area. This was the result of the 1999/2000 construction of Bennett Elementary School, located in the middle of this section, and the City's approval of a residential subdivision in the southeasterly part of the section. CRWU did not serve any existing water users in Section 1, so the decision to release it was not as difficult as it would have been if the City had requested the release of an area where infrastructure was already in place and CRWU customers were already in existence.

There are several rural subdivisions south of 52nd Avenue S. that will increase the complexity of serving this area with city water service. These areas are currently provided with water by CRWU. Therefore, urban growth and annexation in these areas will be burdened with the issues of 1) release of service area, 2) CRWU revenues and infrastructure investments, 3) fire protection, and 4) costs to the City of Fargo and the residents of the area.

The extension of City water services south of 64th Avenue S. also has its own issues. In addition to the CRWU service area issue, the increasingly greater distance from the water treatment plant results in a situation where pressure boosters will be required to provide adequate water pressure.

Southwest Side (South of I-94, West of I-29, North of 52nd Avenue SW)

Water service to this area is less costly, mainly due to the shorter distance to the water treatment plant, thus avoiding the water pressure issues that will exist with development south of 64th Avenue S. Extensions of water mains under I-94 and I-29 have already taken place. With the exception of the Sheyenne River area, there are no rural subdivisions in this portion of Fargo's extraterritorial area. As a result, CRWU infrastructure has not been extended into this area. The City of Fargo will work with CRWU to release this area so urban growth can be served by city water services. As a result, providing water service to development in this area is expected to be a straightforward process.

Sheyenne River Area and West

The City of Fargo has two miles of extraterritorial area along the Sheyenne River as well as approximately four sections of land west of the Sheyenne River and south of 40th Avenue S. There are a number of rural subdivisions in this area, most of which are served by CRWU. Others use well water for domestic use. With the exception of subdivisions east of the Sheyenne River, urbanization and annexation of most of this area is not likely for at least 15 years. The subdivisions east of the Sheyenne River are likely to become very close to annexed areas and city water services within 10-15 years. Further study is needed to determine the best water service scenario for these large lot rural residences. The water service scenarios could consist of, but are not limited to the following:

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- Water service provided by the City for both domestic use and fire protection
- Water service provided by CRWU with city back-up services for fire protection, or
- Water service provided by CRWU for both domestic water and fire protection.

The third option will probably require the investigation of selling City of Fargo water to CRWU to provide adequate water capacity for fire protection.

North Side

North of existing urbanized areas, water towers will still be needed for adequate water pressure, but the distance factor from the water treatment plant is not as problematic as southerly growth east of I-29. Figure 4 shows the location of CRWU service areas on the north side. Figure 3 shows the location of city water infrastructure as of 2000. Again, the City of Fargo will work with CRWU to determine the best method of serving new development in these areas with domestic water and fire protection in advance of urbanization.

The City of Reile's Acres and its extraterritorial area is surrounded by the City of Fargo and its extraterritorial area. This large lot residential community has requested water service from the City of Fargo. If water services are provided to Reile's Acres, it will also become available to undeveloped areas along 19th Avenue NW and 45th Street NW. This area is already very close to existing water service, and could receive it from the Sheyenne Industrial Park area when needed.

Figure 4

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2. Sewer

The areas that are provided with City of Fargo sewer service at this time are shown in Figure 5. One of the main concerns with rural non-farm development in the City's extraterritorial area is the proliferation of individual on-site septic systems for the treatment of sewage. Some areas of rural development are served by Southeast Cass Water Management District, via a sewage pipe that carries wastewater into the City's sewage collection and treatment system. However, property owners are only required to hook into this system if they are within 200 feet of the line.

Ss 20-0608 of the Fargo Land Development Code (LDC) prohibits the installation of individual septic systems within the 15 year urban service area. In other words, if planning studies show that a particular area is likely to be supplied with municipal services within 15 years, individual septic systems and drain fields are not permitted. The reasons for this include:

- Private investment in a septic system and drain field results in opposition to the special assessments that are charged to property owners for the extension of city services. This is especially noticeable in areas where the drain fields are relatively new, and property owners have not experienced failure of the system.
- The proliferation of drain fields is an environmental concern in much of the extraterritorial area due to the heavy clay soil, which causes drain fields to fail more frequently than in porous, loamy soil.
- Individual septic systems and drain fields require lot sizes of at least 40,000 square feet. Most rural lots are even large than this. This results in lot widths that are wider than typical urban lots. Wider lot frontages generally equate to more expensive special assessments, since these costs are assessed on either "front foot" basis (primary benefiting properties) or a square footage basis (secondary benefiting properties). This, combined with the first item listed above, generally causes

property owners to oppose the formation of special assessment districts for extensions of urban services into these areas.

The following discussion highlights the issues associated with the extension of sewer services into future development areas.

South Side (between I-29 and the Red River)

Continued southerly development will result in greater need for the installation of lift stations to move wastewater to the sewage treatment plant. This will increase the cost of providing sewer service to these areas. This cost not only affects the extension of city sewer services into annexed areas, but also the extension and expansion of Southeast Cass sewer services into rural development areas. The existing Southeast Cass facilities are close to capacity, and expansion of pipe capacity will also require additional lift stations. Ultimately, the expansion of the rural sewer service affects the City of Fargo because the rural sewage is treated by Fargo's wastewater treatment plant.

Southwest Side (South of I-94, West of I-29, and north of 52nd Avenue SW)

Development in this area is two to three miles closer to the sewage treatment plant than southerly growth between I-29 and the Red River. The need for expensive lift stations to move sewage to the wastewater treatment plant is significantly reduced as a result of this closer proximity to the treatment facility. Since there are fewer rural developments in the southwest growth area, the issues associated with septic systems and rural sewer utility issues are significantly less than the area east of I-29.

Similar to the water service, sanitary sewer service will be a large issue when the rural areas along the Sheyenne River and west of the river are annexed and brought into the urban service area. There are numerous individual septic systems and drain fields in this area, many of which have just been installed in the past five years. In the vicinity of the Sheyenne River, the likelihood of septic system failure is reduced due to the more porous nature of

the soil near the river; however, more porous soil generally allows the area to be subdivided into lots that are close to the minimum size of 40,000 square feet, providing less space available for a replacement drain field at some point in the future.

A very important aspect of this Growth Plan is the estimate of the 15 year urban service area. This tool will guide the City of Fargo as to where it is appropriate to install individual septic systems, and where urban services will be provided in a short enough time frame that installation of individual systems would create future problems. Policies on handling the 15-year urban service area will be developed outside the parameters of this plan.

North Side

Due to the close proximity of the wastewater treatment plant, development in this area will require fewer lift stations. That particular aspect of infrastructure installation will be less costly on the north side than on the south side.

The presence of several rural non-farm residences on very large lots will result in opposition of sanitary sewer service into these areas due to the cost. At some point in the future, it is likely that some of these areas will be subdivided and sold for urban style development.

Sewer map figure 5

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3. Power Lines

Figure 6 shows the location and designation of existing power lines, substations, and switch stations in the fringe of the urban area and the extraterritorial area. Known future extensions of power lines and additional substations are also shown on the figure.

The most obvious issue from a future development standpoint is the proliferation of above-ground electrical lines in the southwest growth area (south of I-94 and west of I-29).

Development constraints are mainly associated with the transmission line facilities. They generally include the prohibition of buildings within the power line right-of-way, plant height limitations both in and adjacent to the right-of-way, and ground elevation changes under the power lines.

The most dominant power line that traverses the growth area is the Western Area Power Association line that cuts through the south side of the extraterritorial area at a northwest to southeast angle. Another large transmission line runs north and south along the east side of 45th Street, and yet another north south transmission line is located ½ mile west of 45th Street. This line lies directly west of the portion of the Rose Coulee that runs from 40th Avenue SW to 52nd Avenue SW. The transmission line itself continues south through the entire extraterritorial area.

The land use plan includes greenways and bikeways within and along most of the major transmission lines. This open space use intends to take advantage of these utility corridors and helps provide a positive use within a corridor that is typically viewed as a negative physical feature.

Discussions with Cass County Electric Cooperative have indicated their willingness to work with the City of Fargo to place as many of their lines underground as possible as development of the area takes place.



Proliferation of power lines in southwest area

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Figure 6

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Streets and Highways

Streets and highways are an integral part of land use and growth planning. Without the hierarchy of streets and roadways, development and growth would be stifled, because land cannot be fully developed without a transportation system. Transportation planning goes hand-in-hand with land use planning, because the locations and functions of existing and planned roadways determine the appropriateness and logic of surrounding future land uses.

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG), coordinates with all of the local jurisdictions to prepare the Metropolitan Transportation Plan (MTP), the Transit Development Plan, and the Bikeway Plan.

1. *Functional Class Map*

The 1998 MTP designated the existing (1998 – 2003) Functional Class Map for all of the local jurisdictions. This map shows the designations of primary arterial roadways, minor arterial streets, collector streets, and local streets (see Figure 7). The MTP also provides a projected 2020 functional class system. The existing and planned functional classifications were used as a basis for many of the land use decisions. For example, to the extent that it was possible and/or reasonable, low density residential land use was avoided as a future land use designation along most primary arterial roadways.

The functional classification of roadways also determines the extent to which access will be limited or allowed. For example, the LDC limits access points and intersections along primary arterial roadways to a minimum of 600 feet. This requirement, and others related to access management, had an effect on the sizing of various land use categories along the arterials. For example, blocks of commercial/office land use along an arterial roadway were generally sized to be large enough that they would have

access to a full ingress and egress, potentially a signalized intersection. Commercial land uses located at major intersections were made large enough to not be dependent upon a full access driveway located too close to the intersection, since the LDC and/or the plat for the area would not allow for that.

The hierarchy of streets, combined with access controls, allows for access to be taken to and from lower volume local and collector streets, ensuring that the arterial roadways retain their intended speeds and efficiency. The land use plans intentionally do not show street details beyond the arterial and collector level, for the most part. This is due to the fact that the land use plans are intended to be a guide for development, showing the planned land uses and arterial and collector street connections and extensions. The characteristics of individual developments within that framework will be created and proposed to the City by the property owners and developers.

2. *Existing and Planned Corridors in the Growth Areas*

The mile line (section line) roads are designated as the arterial roadways in the functional class maps, and that designation has been consistently applied in the land use plans.

At this stage, the land use plans extend as far south as 76th Avenue S. between I-29 and the Red River. Therefore, the area being studied as part of the South Side Red River Crossing area is included in the land use plans. This is a case where an arterial designation could shift from the mile line to the ½ mile line if 70th Avenue S. is selected rather than 76th Avenue S. Since 76th Avenue S. aligns with a County Highway west of CR 17, 76th Avenue would most likely remain designated as an arterial. However, it is possible that 64th Avenue S. could be re-designated as a collector street if 70th Avenue S. is selected.

Every arterial roadway is studied individually at some stage through a corridor study and project concept report to determine

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the needed right-of-way and capacity of the roadway. Realignment alternatives are examined at that time.

This Plan incorporates two roadway changes on the north side that will need to be accounted for in the next MTP update. One of these is the 25th Street N. alignment approximately two miles north of the airport, where a curved connection is shown between that corridor and the existing portions of CR 31 just south of CR 22. Another change is the possible relocation of CR 31 between CR 20 and North River. This change involves shifting the road west approximately 1/4 mile to place it farther away from the Red River. The road currently experiences periodic damage due to slumping of the river bank approximately one mile north of CR 20. It should also be recognized that there may be solutions to the riverbank erosion that could allow the roadway to stay in its existing location. In the event this is not possible, it is important that the Plan include this relocation as a possibility in order to preserve the right-of-way and plan accordingly.

Figure 7 functional classification map

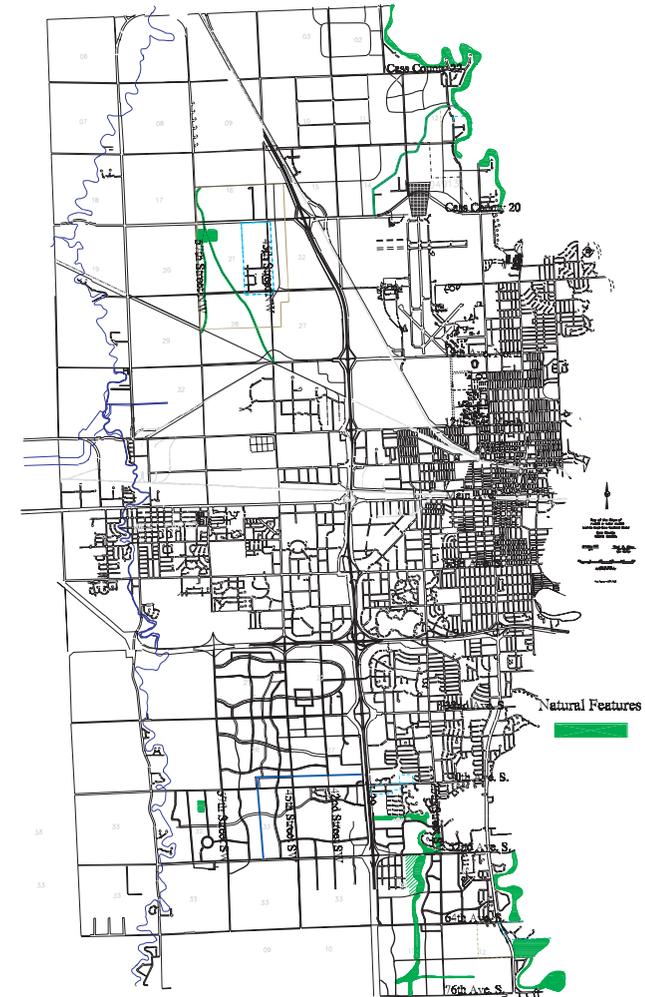
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for the Urban Fringe and Extraterritorial Area of the City of Fargo

Natural Features

The natural features of the Red River Valley include, for the most part, flat open space, valuable agricultural land, natural drainage areas, the Red River, and the Sheyenne River. Wooded areas are primarily limited to areas along the two rivers, and in some cases, around large farmsteads. There are existing shelterbelts (windbreaks) in some of the farm fields within the growth area, some of which were recently planted, and others that are in need of replanting. Although the farmsteads and shelterbelts are not “natural” features of the area, they do provide habitat areas for birds, etc., and are attractive amenities that need to be taken into consideration during the planning of the growth area.



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1. *Red River*

Due to the Red River's frequent tendency to flood, the river corridor provides an excellent opportunity for a wide greenway with bicycle and recreational trails. Recently, there is an increased interest and focus on acquiring land along the River, thus preventing development of areas that are prone to flooding. The City of Fargo was encouraged to incorporate a greenway along the River as part of the land use plan, to support the efforts of Riverkeepers and other groups working on this effort.

2. *Sheyenne River*

The portion of the Sheyenne River that is located within Fargo's extraterritorial area is no longer prone to flooding due to the Sheyenne Diversion channel. This river is part of Fargo's extraterritorial area between 40th Avenue SW and 64th Avenue SW. It is an attractive amenity, and this and future phases of the Growth Plan will mainly include residential development and open space along the corridor. When the Growth Plan is extended south of 52nd Avenue S., further efforts should be made to incorporate more open space along this beautiful amenity.

3. *Rose Coulee*

Within the growth area west of I-29, the Rose Coulee follows a straight east/west channel just north of 40th Avenue SW, then turns straight south ½ mile west of 45th Street SW. Between the east/west portion of the coulee and 52nd Avenue S., the coulee is adjacent to a Minnkota Power transmission line right-of-way. Although this is not a natural feature, the slopes of the coulee have been filled in with tall grasses that give the coulee a pleasant, attractive appearance. Trees and shrubs have been planted along the top of the coulee in some of the areas that parallel 40th Avenue SW. The presence of the power line right-of-way contributes to the open feeling of the coulee corridor. Although neither of these features

are "natural", and a power line is not considered an amenity, the presence of the open space is something that could be capitalized on. The land use plan shows the coulee and power line right-of-way as the connection point for the future bikeway that is planned within railroad right-of-way owned by the Park District. Rather than aligning this bikeway on the Park District's property, the greenway was shifted to the east to provide a more direct connection to the coulee. This results in fewer triangular shaped pieces of property, and was supported by the Park District, which stated that they could work with the City and property owners to trade property along the corridor.



Drain 10 in north Fargo

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4. *Other Drainage Channels, such as Cook Coulee*

Both the north and south side of the growth areas have drainage channels that periodically fill with snowmelt or rainwater. It is important that these channels have the capacity to drain surrounding development areas to the extent needed. Since they do have a potential for flooding, preservation of some open space along these coulees is beneficial. The land use plans show greenways along these corridors. This serves a dual purpose in that it keeps development farther away from a potential source of flooding, and it uses a necessary drainage channel to enhance open space and bikeway corridors.

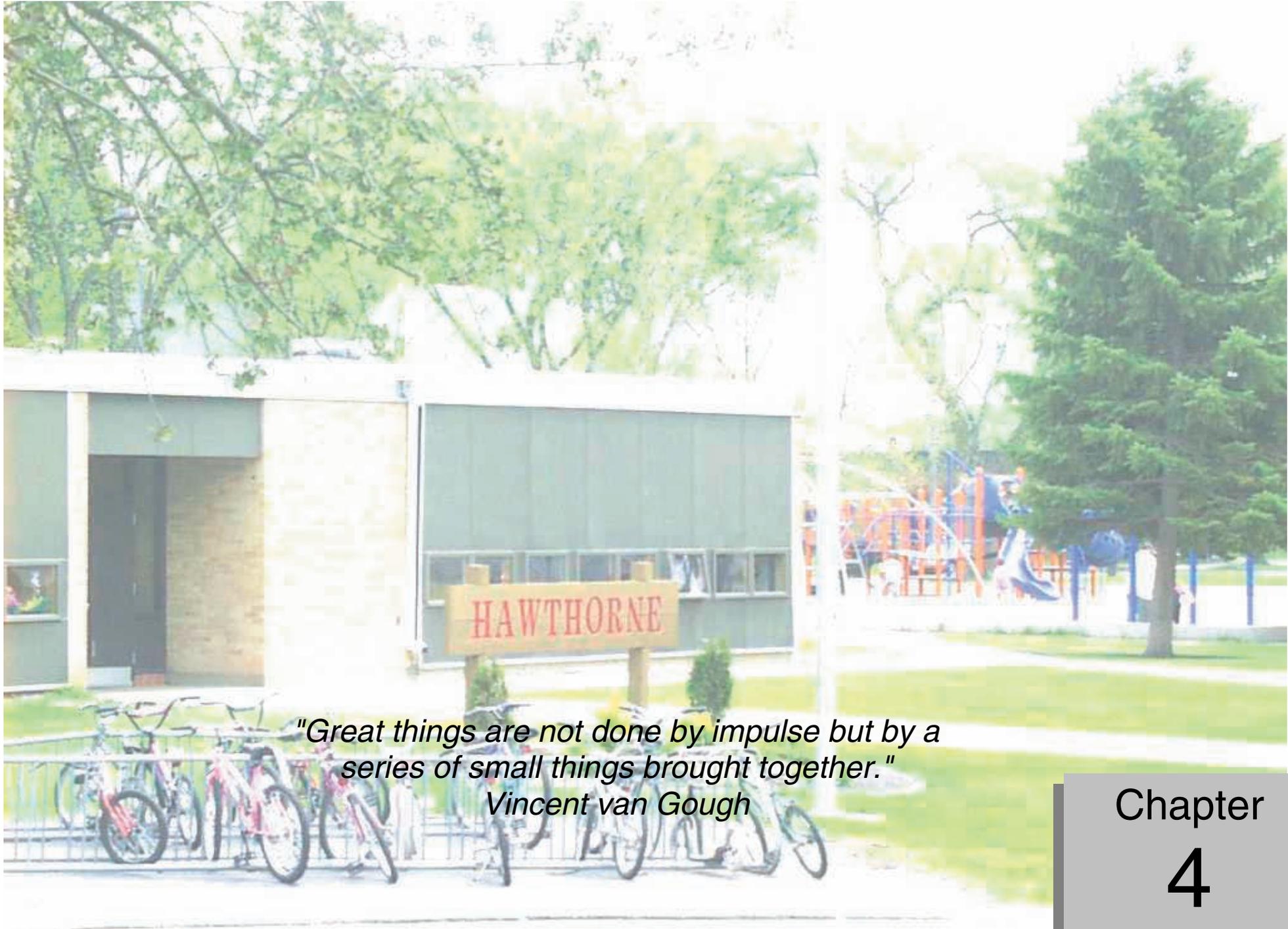


Drain 10 in north Fargo before entering Red River

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Growth Plan

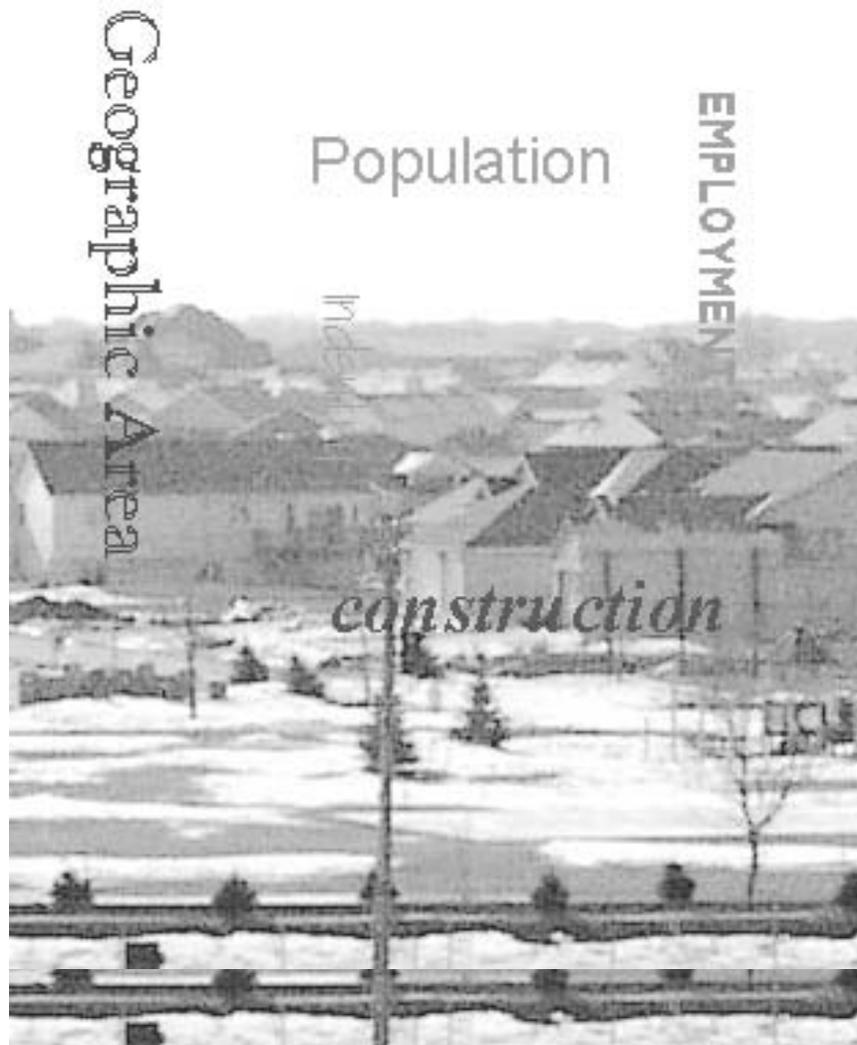
for the Urban Fringe and Extraterritorial Area of the City of Fargo



*"Great things are not done by impulse but by a series of small things brought together."
Vincent van Gough*

Chapter
4

Chapter Four Growth Projections



Demographic projections show that Fargo will continue to have a healthy rate of population, household, and job growth. This section provides background information on these demographic projections, as well as information about anticipated acreage consumption.

Existing and Future Population, Households and Jobs

1. *Population*

The City of Fargo has a history of steady population growth. In 1960, the city's population was 47,000; by 1998, the Census estimate of city population was 86,718. The 2000 census data showed a population of over 90,500. This represents an average growth rate of over 2 percent per year. The following charts show that population growth has been steady not only in the City of Fargo but in the rest of the metropolitan area as well, both in periodic population growth (Graph 1) and in total population growth (relative to base population in 1960 - Graph 2).

2. *Population Projections*

The City of Fargo has experienced solid population growth in the last forty years. Projections are generally made using recent growth rates, which would indicate continued steady growth in the next five years. A baseline projection for Fargo's 2004 population using the 8-year growth trend is 97,809; using the 18 year growth

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trend it would be 98,084.¹ These projections estimate an addition of approximately 9-11,000 people to the city within the next five years.

People in the “Middle Age” range will represent more than 60 percent of the projected population growth in the MSA between 1999 and 2004. Projections also indicate increases in all three of the senior population categories.²

Table 3.

Fargo Moorhead MSA

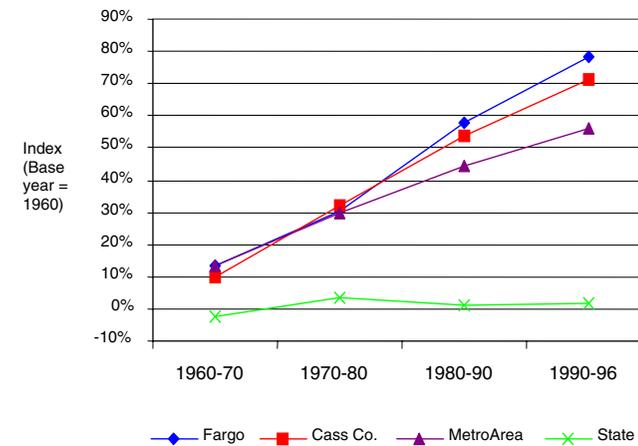
Percentage of Persons by Age – 1990-2004

AGE	1990	1999	2004	% change 1990-1999	% change 1999-2004
Youth (0-18)	41,025	43,790	44,260	6.7	1.1
Young Adult (19-24)	22,924	23,270	24,940	1.5	7.2
Adult (25-39)	39,382	37,130	36,380	-5.7	-2.0
Middle Age (40-59)	28,351	42,360	49,830	49.4	17.6
Empty Nester (60-69)	10,289	10,940	12,900	6.3	17.9
Senior (70-79)	6,924	8,070	8,570	16.6	6.2
Older Senior (80+)	4,401	5,820	6,730	32.2	15.6
Total	153,296	171,380	183,610	11.8	7.1

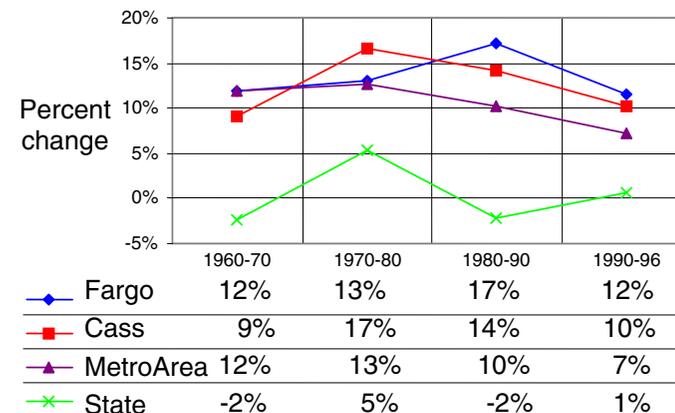
Source: 1990 Census, Woods & Poole Economics; Community Partners Research Inc.

1. “Fargo Housing Study”, February 2000, p.4.
 2. “City of Fargo Housing Study”, Community Partners Research (February 2000).

Graph 1. Population Growth 1960-1996



Graph 2. Percent Change in Population



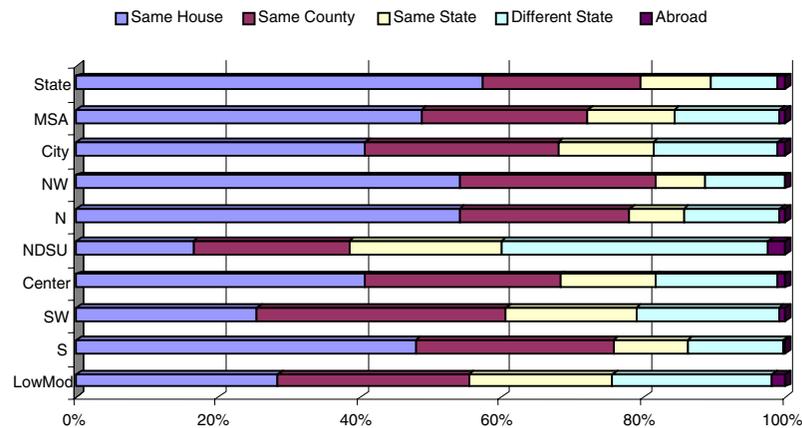
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3. Migration

Fargo also appears to be the recipient of a significant amount of in-migration from outside the state as shown in Graph 3. Almost 18 percent of city residents were living in a different state five years prior to the survey (10 percent – state, and 15 percent metropolitan area). The highest recipient of out-of-state residents was the southwest district, where 20 percent of residents lived in a different state five years ago. (see map showing districts)

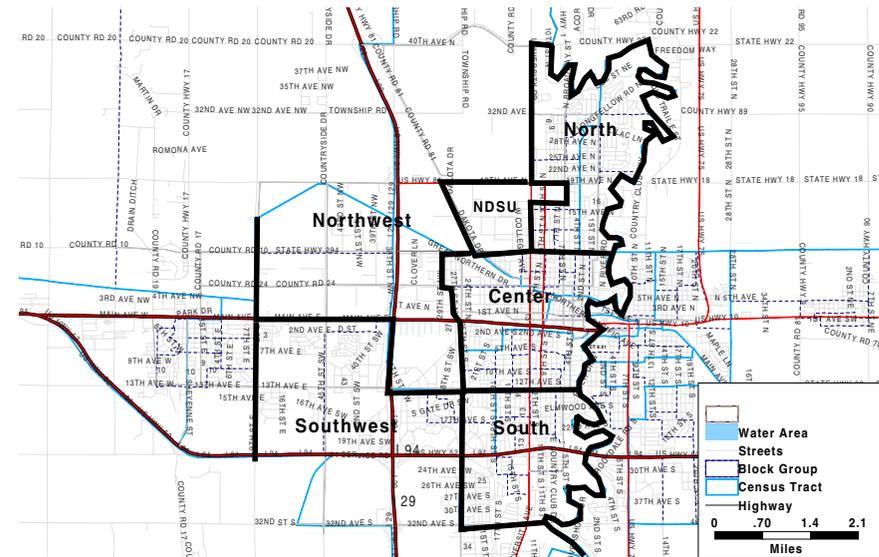
Graph 3.
Migration Patterns 1985-90



4. Geographic Areas

For the purposes of this analysis, the city can be divided into six distinct geographic areas, based on census boundaries.

Area	Primary Uses
Northwest	Industrial/Agricultural
North	Residential
NDSU	Campus
Center City	Mixed Use, commercial, residential, industrial
Southwest	Commercial, some residential
South	Residential, some commercial



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5. Households

Household formations are growing at an even faster rate than the city's population because household sizes are continuing to decrease over time. In 1980, the city population was 62,243, with 23,908 households. This equates to an average household size of 2.6. By 1990, the average household size had dropped to 2.5. In 1999, Community Partners Research estimates that there were 37,400 households in the city of Fargo, equating to an average household size of 2.3. They are projecting the addition of between 3,300 and 3,600 new households to the city of Fargo by 2004.

Table 4.
Key Market Statistics

	1990	1999	2004 *
Population	74,115	86,718	+ 7,000- 9,500
Number of Households	30,340	37,400	+ 3,300- 3,600
% Housing Units Owner Occupied	48.1%	46%	
Median Value – owner occupied unit	\$69,900	\$94,500	
Median Value – single family house sales	\$68,000	\$103,900	
Median Household Income	\$25,326	\$39,914	
Average Number persons per household	2.32	2.33	

Community Partners Research, Fargo Housing Market Study, 2000

6. Tenure (owner/renter status)

In 1990, there were 30,149 occupied housing units in the City of Fargo (30,145 households). Only 48 percent of those units were owner occupied; the remaining 52 percent were renter occupied. This picture of tenure in the city of Fargo shows lower rates of home ownership than in the MSA, state, or the nation (see Table 5). Estimates of tenure in 1999, based on building permit data, indicate that approximately 54 to 58 percent of all housing units are renter occupied.

Table 5
HOUSEHOLDS BY TENURE - 1990

	% Owner occupied	% Renter occupied
Fargo	48.1%	51.9%
Cass County	54.8%	45.2%
MSA	58.9%	41.1%
Nation	64.2%	35.8%

Source: 1990 Census



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7. *Housing Inventory*

As of the 1990 Census, there were 14,420 owner-occupied units and 15,560 renter-occupied units in the city of Fargo. Estimates show that approximately 3,900 new owner occupied units were constructed between 1990 and 1999. Over the same time period, there were over 6,200 new rental units constructed (see Table 6).

Table 6
Tenure by Year Built

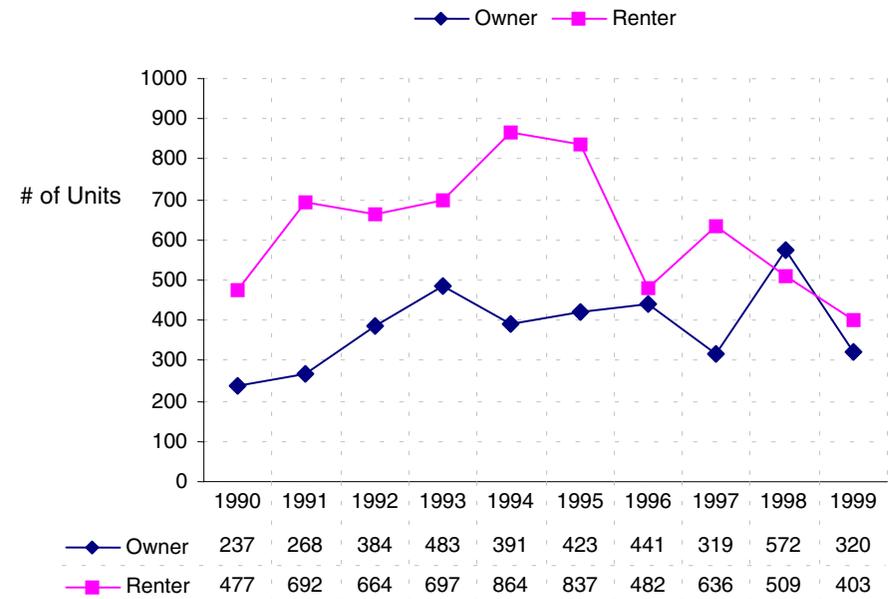
Year Built	Owned	Rented	Total
Pre-1940	2,685	2,417	5,102
1940-1959	3,841	2,092	5,933
1960-1979	5,201	6,207	11,408
1980-1989	2,770	4,932	7,702
1990-1999*	3,827	6,261	10,088
Total	18,324	21,909	40,233

Source: Community Partners Research
(1990 Census, FM HBA, Building Permits)

The building permit data suggests that almost 40 percent of the city’s total housing stock was constructed in the 1990s. Fewer than 28 percent of the units that have been added in that time were single family detached homes. Graph 4 depicts housing construction activities in the 1990’s.

Graph 4

Housing Construction Activity 1990-99



8. Employment

In 1998, there were 98,750 people employed in the Fargo Moorhead MSA. This represented more than 31 percent of the total employed persons in the state of North Dakota. The Bismarck and Grand Forks MSAs each employed approximately 15 percent of the state workforce.³

Between 1997 and 1998, the Fargo Moorhead MSA experienced a 3 percent growth in overall employment levels. This outpaced the growth rate in Bismarck (1.5 percent), Grand Forks (1.7 percent) and the state of North Dakota (1.2 percent).

The following table shows the composition of employment by industry, broken down into the geographic districts used in this analysis.⁴ The Census data measures employment by a worker's home address. This means that the data below shows how the residents of each area of the city are employed; it does not show the types of jobs that are located in each area of the city (Graph 5).

Thirty percent of workers citywide are employed in either retail trade or non-professional services.⁵ These jobs typically have lower wage scales than jobs in professional services, finance, or manufacturing.

³ North Dakota Job Service, North Dakota's Economic Road Map 2000: The Annual Economic Report from the Labor Market Information Center, 75.

⁴ Key to abbreviations used in Chart/Table: *Ag/Mining* = Agriculture/Mining, *Const* = Construction, *Manuf* = Manufacturing (durable and nondurable), *TCU* = Transportation, Communications and Utilities, *Wholesale* = Wholesale Trade, *Retail* = Retail Trade, *FIRE* = Finance, Insurance and Real Estate, *Non-Prof Svc* = Non-professional services, *Prof Svc* = Professional Services.

⁵ "Trade and Non-professional Services" includes employment in a wide variety of sectors, including retail, food service, hotel and entertainment services, business services, personal and auto repair services.

Table 7

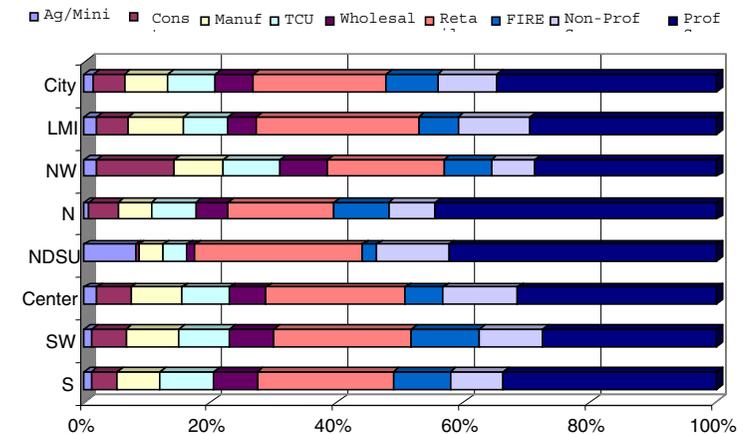
Employment by Industry – 1990 (percent of total jobs in area)

	City	North-west	North	NDSU Area	Center City	South-west	South
Ag/Mining	1.4	1.9	0.7	8.1	1.9	1.2	1.1
Construction	4.9	12.3	4.7	0.5	5.4	5.4	4.1
Manufact.	6.9	7.8	5.3	3.9	8.2	8.4	6.8
TCU	7.6	8.9	7.0	3.8	7.4	7.9	8.4
Wholesale	6.0	7.6	5.2	1.2	5.7	7.0	6.9
Retail	21.0	18.3	16.8	26.5	22.1	21.8	21.5
FIRE	8.2	7.5	8.6	2.2	5.9	10.8	9.0
Non-Prof Svc	9.4	6.8	7.4	11.4	11.8	10.0	8.3
Prof Svc	34.7	28.8	44.5	42.4	31.5	27.4	33.8

2000-2004 Consolidated Plan for Housing, Fargo Planning Department

Graph 5

1990 Employment by Industry



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9. Industry Growth Trends

The ND Job Service Wage Survey reports the following industry trends in the Fargo Moorhead area between 1990 and 1997.⁶ Table 8 below shows trend information for the fastest and slowest growing “major” industrial classifications as well as for “minor” industry groups.⁷

**Table 8
Industry / Sector Growth**

Fastest Growing Industry – as percent of total local economy

Major	Services	3.0%
	Construction	1.0%
	Finance/insurance/Real Estate	0.9%
Minor	Other Transportation	2.7%
	Personal and Business Services	2.1%
	Social Services	1.1%

Fastest Growing Industry – total number of jobs created

Major	Services	8,800
	Retail	3,650
	Manufacturing	2,350
Minor	Personal and Business Services	3,100
	Other Transportation	2,950
	Health Services	1,650

Least Fast Growing Industry – as percent of total local economy

Major	Government	-4.0
	Transportation	-3.5
	Retail	-0.7
Minor	State Government Education	-2.0
	Federal Government	-0.8
	Communications, Elec Gas, Sanitary Svc	-0.8

Least Fast Growing Industry – net number of jobs lost *

Major	Transportation	-1,600
Minor	State Government Education	-500
	Communications, Elec Gas, Sanitary Svc	-350
	Federal Government	-150

* Only four sectors showing any net loss of jobs 1990-97

⁶ North Dakota Job Service Wage Survey
(<http://www.state.nd.us/jsnd/lmi2.htm>).

⁷ Industries are organized in a hierarchical manner in the Standard Industrial Classification system (recently renamed the North American Standard Industrial Classification). For more information, visit the Bureau of Labor Statistics web site: <http://bls.stats.gov>.

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Acreage Consumption

Based on the last five years of building permit data and the last 30 years of annexation data, the City is likely to consume an average of approximately 550 acres per year. This equates to approximately 8500 acres within a 15-year time period. The 15-year time period is significant in that the LDC states that individual or other private sewer and water utilities will be allowed only if public facilities are not available for over 15 years. Therefore, it is important to incorporate an estimate of acreage consumption during the next 15 years, to determine where City services are likely to be available. This matter needs to be handled as a separate policy matter, but it strongly relates to growth planning and growth management due to the issues that arise when the City is faced with annexation of large lot rural development that has individual drain fields and septic systems (see 15 year map, figure 8).

Municipal Urban Service Area

Currently, the City has positioned itself well to provide urban services to the southwest development area, as well as the north growth area in the vicinity of CR 20. Decisions and policies made with regard to the 15-year urban service area, as discussed above, will determine the next step in terms of providing additional sewer service in the southwest area. Decisions regarding additional sewer interceptor pipeline capacity, or an additional sewage treatment facility will need to be made after further study.

Although there are many issues to overcome in terms of providing sewer and water services to the southerly growth area south of 64th Avenue, as discussed above, the City is poised to provide services to the entire area surrounding Bennett Elementary School. Additional growth in this area will require coordination with Cass Rural Water Users, and decisions regarding lift stations and pressure boosters for sewer and water service.

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Growth Plan

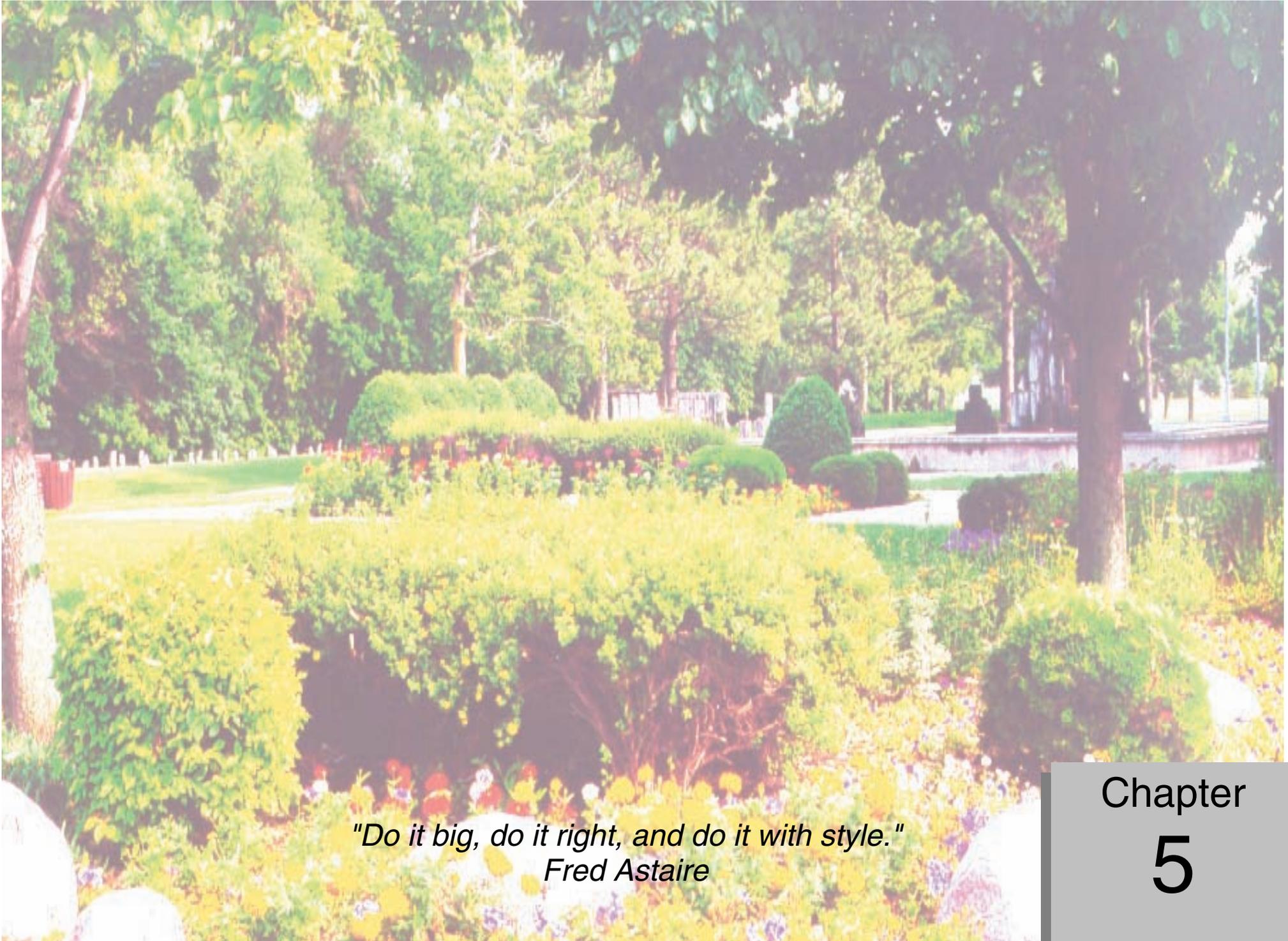
for the Urban Fringe and Extraterritorial Area of the City of Fargo

Figure 8

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for the Urban Fringe and Extraterritorial Area of the City of Fargo



*"Do it big, do it right, and do it with style."
Fred Astaire*

Chapter
5

Chapter Five Future Land Use

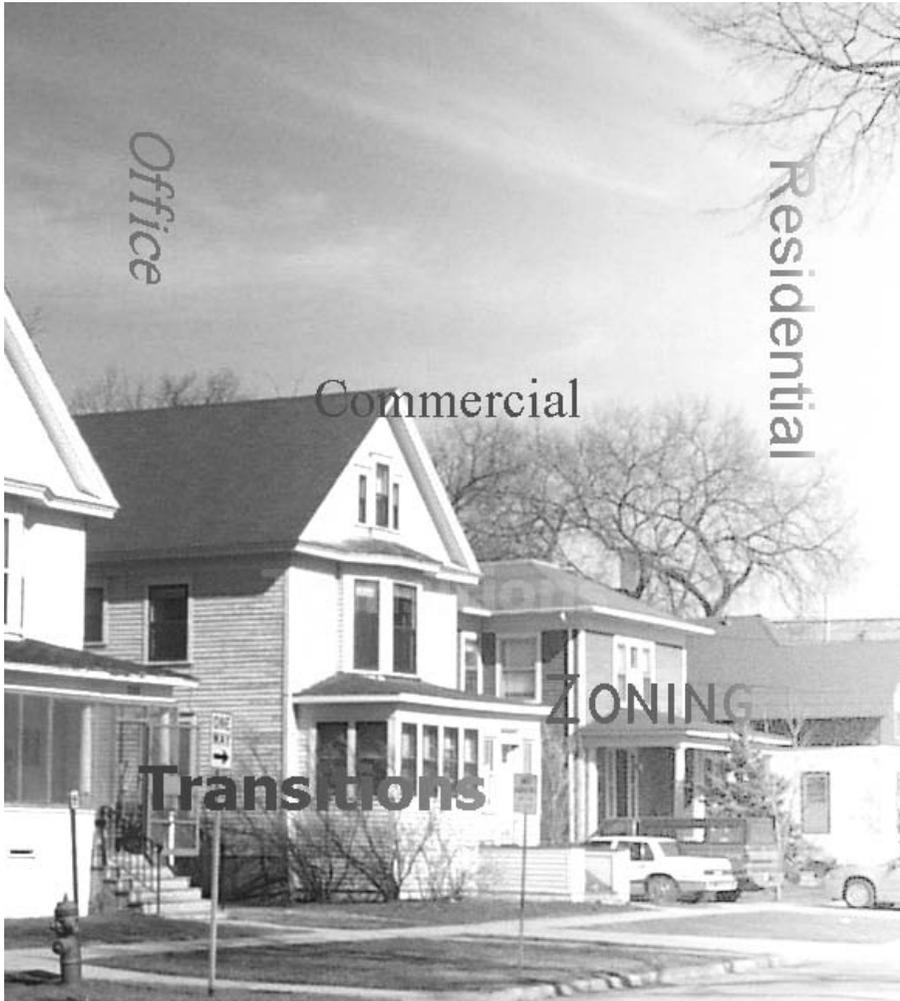
Since the purpose of the growth plan is to establish a framework for future development and infrastructure construction, it is important to be able to use the plan as a guideline for the next steps of the planning process. Street connections and alignments are an important aspect of the subdivision process. Land use also determines the form of a subdivision to some extent, but more importantly, it determines the type of zoning that is appropriate. The zoning then becomes the main set of regulations that must be met when the property is platted, such as minimum lot sizes, dimensional requirements, and density. Zoning also determines specific land use limitations. Therefore, it is important to set forth the zoning categories anticipated within each land use category.

Related Zoning Categories

Each land use category included in the Growth Plan is listed below, with the zoning categories that are anticipated as appropriate. Obviously, some thought must be given to transitions of land uses within each broad category. For example, if a low density area is adjacent to a high density area, it may not be desirable to place SR-1 zoning directly adjacent to MR-3 zoning. Although this is technically compatible, a more gradual transition is desirable and more aesthetically pleasing overall.

Land Use Category: **Low / Medium Density Residential**

The low/medium residential land use category, which is shown in yellow on the land use map, is expected to have the



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overall character of a single family neighborhood, with transitional areas that include twin homes and town homes. Both of these types of housing constitute single-family living, since individual entrances, garages, and driveways are provided. In some cases, where a low/medium land use area transitions into a commercial area, a very low density apartment style development could be appropriate. That particular development would fall under MR-1 zoning. Transitional areas, where a medium density style (i.e., duplexes, town homes, or MR-1) of single family dwellings would be appropriate include areas that transition into multiple family residential developments, commercial/office sites, arterial roadways, or some other more intense type of development such as a large church campus, etc. In addition to providing transitions of housing styles, this approach is intended to work toward the development of mixed housing styles within areas that are considered neighborhoods.

The maximum building height is 35 feet in all of the SR zoning districts and the MR-1 zoning district. Therefore, the vertical scale of the developments is consistent throughout the areas designated as low/medium density residential. Maximum lot coverage ranges from 25-45 percent in the SR zoning categories, and is 35 percent in the MR-1 zoning district.

In addition, within approximately every quarter section of low/medium density residential land use, the need for parks and open spaces needs to be evaluated. The distance to commercial land uses should also be considered, to determine if a neighborhood commercial site is desirable to allow the neighborhood to function without using the surrounding arterial roadway system to accommodate all of their basic shopping needs. This will not be feasible or desirable in all instances, but should be evaluated during the zoning and platting process and the discussions that take place leading up to that time.

Appropriate zoning districts –

SR-0, SR-1, SR-2, SR-3 and SR-4

MR-1 zoning may be acceptable as a form of housing in some transitional areas

P/I –Public and Institutional, such as religious institutions, parks and schools (especially elementary schools)

NC – Neighborhood Commercial, and NO – Neighborhood Office, adjacent to arterial and/or collector roadways, or in transitional areas

Land Use Category: **Medium / High Density Residential**

The medium/high density residential land use category includes apartments, any style of attached housing (8-plex, 4-plex, etc.), or town homes. This category is envisioned as one that slightly overlaps with low/medium density residential in terms of the transitional housing styles that would be appropriate. In the establishment of these land use categories, it was determined that it was more workable to overlap the two residential land use categories somewhat, to ensure that both allow similar transitional styles of residential land use rather than establishing a separate "medium density residential" category. These medium density transitions are envisioned as attached housing, such as row houses or 4-plexes, and lower density apartments such as MR-1 developments. During the discussions that lead up to future platting and zoning applications, it will be important for City staff to bring neighboring property owners together to discuss the transitions of the potential zoning and housing styles on the existing or future development of the neighboring property.

A vertical transition begins to occur with the MR zoning districts. While MR-1 zoning has the same maximum building height as single family residential (35'), MR-2 and MR-3 have maximum building heights of 45' and 60' respectively. The LDC does not establish a maximum building height for Public/Institutional zoning. In terms of lot coverage, the MR zoning districts actually have less lot coverage at 35 percent than SR-4 zoning, which is allowed a 45 percent lot coverage.

Again, within approximately every quarter section of medium/high density residential land use, the need for parks and open spaces needs to be evaluated. High density residential land uses generally need parks just as much as low density single family neighborhoods, especially in Fargo, where such a large percentage of dwelling units are apartments. The distance to commercial land uses should also be considered for these areas, to determine if a neighborhood commercial site is desirable. Generally, multiple family developments will be in closer proximity to commercial land use, but the type of commercial businesses may not necessarily provide convenience for residents. A neighborhood commercial site may be desirable in some of these areas to allow the neighborhood to function without using the surrounding arterial roadway system to accommodate all of their basic shopping needs. As with low/medium residential land use, this will not be feasible or desirable in all instances, but should be evaluated during the zoning and platting process and the discussions that take place leading up to that time.

Appropriate zoning districts –

SR-3 and SR-4 may be acceptable as a form of housing in some transitional areas, in the form of duplexes or town homes.

MR-1, MR-2, and MR-3

NC – Neighborhood Commercial and NO – Neighborhood Office, adjacent to arterial and/or collector roadways, or in transitional areas

P/I – Public and Institutional, such as religious institutions, parks, schools, daycare centers and community service organizations

Land Use Category: **Office**

The office land use category has been used primarily in areas where a large office campus type of development makes sense, due to the presence of a large tract of land with high visibility. In most cases, public/institutional land uses such as churches, schools, etc., would also be appropriate in these areas. This designation was also used in areas that may need to function as stand-alone sites from an access and circulation standpoint. Generally an office building, office campus, or public institution can function as a stand alone development, as opposed to commercial land uses, which often benefit from the synergy created when they are adjacent to roadways that also provide access to other commercial developments.

Office zoning has a maximum building height of 60 feet, and a maximum lot coverage of 65 percent. As previously stated, the LDC does not establish a maximum building height for public/institutional zoning.

Appropriate zoning districts –

GO – General Office

P/I – Public and Institutional, for uses such as religious institutions, parks, schools, colleges, community service organizations, and health care facilities

Land Use Category: **Commercial**

The commercial land use category is envisioned as a fairly flexible land use category which can accommodate a variety

of commercial, office, or institutional land uses. This category is generally used in areas along arterial roadways, and other sites where residential land uses are not desirable, and where strictly office use would be too limiting. In some cases, commercial land use has been worked into the land use plan to provide convenient services in the midst of a future development area. Since this category is somewhat broad, discussions will need to take place about the type of zoning that is most appropriate for specific areas. For example, in some areas, LC - Limited Commercial zoning may be more appropriate than GC - General Commercial because of the fact that GC zoning allows some uses that are more industrial in nature.

Building heights range from a maximum of 35 feet in Limited Commercial zoning, to 60 feet in General Office zoning, to no established height limit in General Commercial and public/institutional. Maximum lot coverages range from 55 percent to 85 percent, with no maximum established for public/institutional.

Appropriate zoning districts –

LC – Limited Commercial

GC – General Commercial

GO – General Office

P/I – Public Institutional, for uses such as religious institutions, parks, schools, colleges, community service organizations, and health care facilities

Land Use Category: **Office/Commercial Mix**

Office/Commercial areas are indicated by the combination of blue and red on the land use plan. In these areas, either office or some type of commercial land use would be appropriate

because of accessibility, proximity of an arterial roadway, or the need to transition away from industrial land use. This "category," which is actually just a commonly used combination of the two categories described above, is intended to provide flexibility to property owners in areas where that flexibility does not appear to have negative effects on surrounding land uses.

Mixed use developments that incorporate residential development through the Conditional Use Permit process are encouraged in these areas. This could be achieved through the use of existing zoning categories, or a "growth area" type of mixed use zoning category could be created, with some similarities to DMU zoning.

The maximum building heights and lot coverages are as described above.

Appropriate zoning districts –

LC – Limited Commercial

GC – General Commercial

GO – General Office

P/I – Public Institutional, for uses such as religious institutions, parks, schools, colleges, community service organizations, and health care facilities

DMU – Downtown Mixed Use zoning could also be considered if a traditional downtown-style mixed use development is desired.

Land Use Category: **Public Institutional**

Appropriate Zoning District –

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P/I – Public and Institutional, religious institutions, parks, schools, medical /health care facilities, day care centers, and community service organizations

GO – General Office

In some cases, the designation of a P/I land use on the land use plan is an indication that the property has already been selected for a school site, or some other institutional or public use. In other cases, the identification of P/I land use indicates a piece of property that would be most efficiently developed as a large campus type of development, without the need for local street connections. These sites are generally adjacent to a physical feature that is somewhat difficult to cross, such as a high voltage power line, a coulee, or some other feature.

Land Use Category: **Industrial**

The industrial land use category is viewed as an area that could have less intense uses, such as retail sales and service, but would be predominantly industrial in nature. This land use has been used mainly in areas where some industrial land uses has already been developed, or areas that are impacted by airport noise, railroad tracks, interstate highway noise, or other potential negative impacts that are undesirable for other types of development.

There is no maximum building height in the industrial zoning districts, and maximum lot coverage are 85 percent in both industrial zoning districts.

Appropriate Zoning District –

LI – Limited Industrial

GI – General Industrial

GC – General Commercial

Land Use Category: **Park and Open Space**

Appropriate Zoning District –

P/I – Public and Institutional

Any zoning district except GI – General Industrial

Parks and open space are permitted uses in any zoning district. It must be noted that additional parks and open space must be incorporated at the platting and zoning stage. The land use plans show these features where they seemed particularly appropriate, such as along the Rose Coulee and other drains, around storm water retention ponds, an existing farmstead, along the Red River, an area near the Sheyenne River and the power transmission line that traverses through that area,

As discussed in the goals and objectives, additional parks and open spaces are needed to the extent of approximately 8 to 10 percent of the acreage of residentially developed land. The Park District prefers to see these parks at 10-15 acres in size rather than a larger number of smaller parks due to the fact that this facilitates maintenance efforts. However, smaller parks in many cases preferable from a land use standpoint because they can be more uniformly distributed.

Transitions and Grouping of Land Use Categories

The land use plan identifies broad categories of land uses that transition from one land use to another in a way that is generally compatible. However, it is important to look for zoning combinations that provide logical transitions between land uses. It is also important to recognize that the higher density residential zoning districts do not automatically result in higher demands on surrounding roadways and infrastructure, because the smaller sized homes constructed in SR-3, SR-4, and the MR districts generally attract a smaller family size, resulting in fewer trips per household. Nor do the higher density residential zoning districts always result in greater lot coverage. For example, MR-1, which is the lowest density multi-dwelling zoning district, requires more open space than SR-4 zoning. A neighborhood commercial site may provide a better transition between an arterial roadway and any type of residential neighborhood in that it keeps residential development away from the arterial roadway, and provides a low intensity commercial use of a residential scale. Therefore, it is important to take these factors into consideration when making the transition from land use planning to zoning.

An effort was made to blend small amounts of medium and high density residential land use into the low/medium density residential areas. Rather than a large area that is concentrated with high density residential, this land use can be used as the transitional area between commercial areas, arterial roadways, and other higher intensity uses. This allows the higher density developments to become part of the fabric of the neighborhood, without being intrusive. While zoning is one way to make sure these land use transitions are compatible, the configuration of subdivisions is another way to build in compatibility. Subdivision design combined with the residential protection buffer that is required between MR and SR zoning districts, and between all residential and non-residential zoning districts will help to ease and soften these transitions. When additional protection is needed, the zoning offers the CO – Conditional Overlay, which is specifically included in the Land Development Code for the purpose of easing land use transitions.

Relationship of the Growth Plan for the Urban Fringe and Extraterritorial Area to Planning Documents and Efforts in Other Portions of the City of Fargo

As discussed above, the 1995 Comprehensive Policy Plan was used as the guideline for more succinct goals and objectives incorporated into this document. This Plan addresses mainly the growth areas on the edges of the urbanized area. The City also uses the Downtown Area Plan, and neighborhood plans, such as the Hawthorne Plan to address planning issues in developed portions of the City. The next neighborhood plan will address the Jefferson School area. The Growth Plan, neighborhood plans, and downtown plan all have a similar function in that they are intended to guide decision makers in their decisions about zoning, subdivisions, conditional use permits, traffic studies, the need for amenities, and to highlight other issues that need to be addressed.

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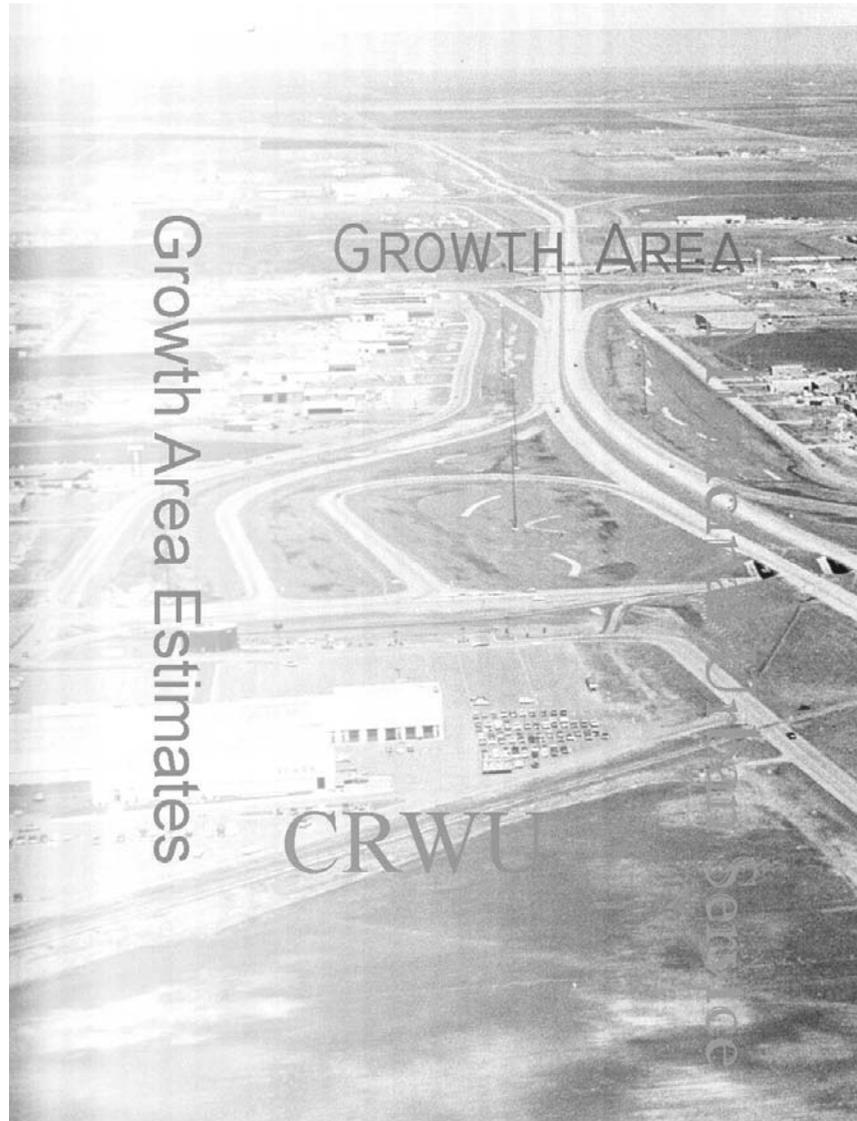
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for the Urban Fringe and Extraterritorial Area of the City of Fargo



*"Imagination is the highest kite one can fly."
Lauren Bacall*

Chapter
6



Chapter Six Short and Long Range Growth Areas

Anticipated Five Year Growth Area

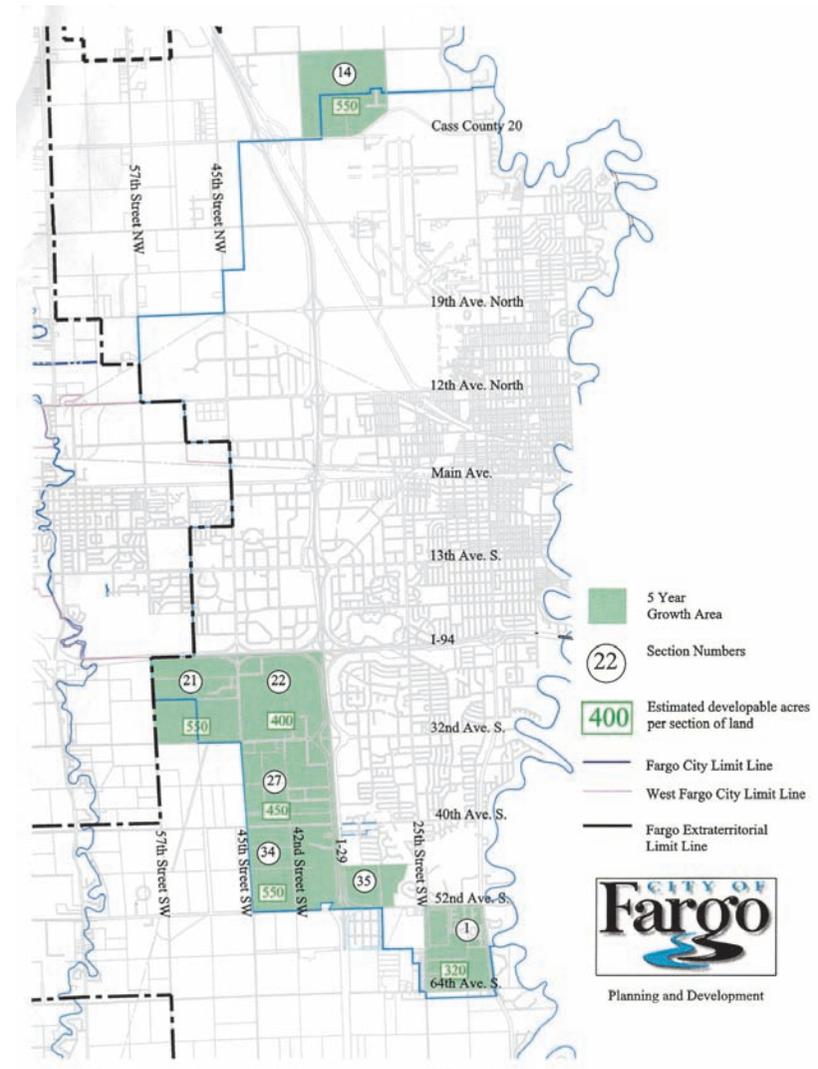
Based on the acreage consumption data developed for the 15-year urban service area determination, it appears that approximately 2500 to 3000 acres are likely to be developed within the next five years. This equates to approximately four or five sections of land. Based on the presence of utilities and streets, that development is likely to occur in the following areas:

- Section 1 (formerly of Stanley Township)
This is the area surrounding Bennett Elementary School – 320 Ac.
- Sections 21 and 22 (formerly of Barnes Township)
These two sections are located immediately south of I-94 and west of I-29 - 950 Ac.
- Sections 27 and 34 (formerly of Barnes Township)
These are the sections immediately west of I-29, between 32nd Ave. SW and 52nd Avenue SW - 1,000 Ac.
- Section 35 (portions of the SW quarter section)
The property west and east of the future high school site in the southeast quadrant of I-29 and 52nd Avenue South - 160 Ac.
- Section 14 (Partially inside City, partially in Reed-Twp.)
This section of land is north of CR 20, east of I-29 500 Ac.

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This represents approximately 3,000 acres of land. The configuration of development within the next five years could be somewhat different than this, or slightly more or less, but these are the most likely areas for growth based on the presence of streets and utilities. They are also the areas where there are no major hurdles to overcome with regard to CRWU water service issues.



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Anticipated 20 Year Growth Area

An additional four to five sections of land over and above the area shown in the 15-year urban service area map can be expected under the 20-year growth scenario. The most likely areas for this development is in the two sections of extraterritorial area west of the Sheyenne River (between 40th Avenue SW and 64th Avenue SW), the area south of 64th Avenue SW and west of I-29, and in the areas around Highland Park and Reile's Acres.

Need for Periodic Adjustments to Growth Area Estimates and Municipal Urban Service Area Projections

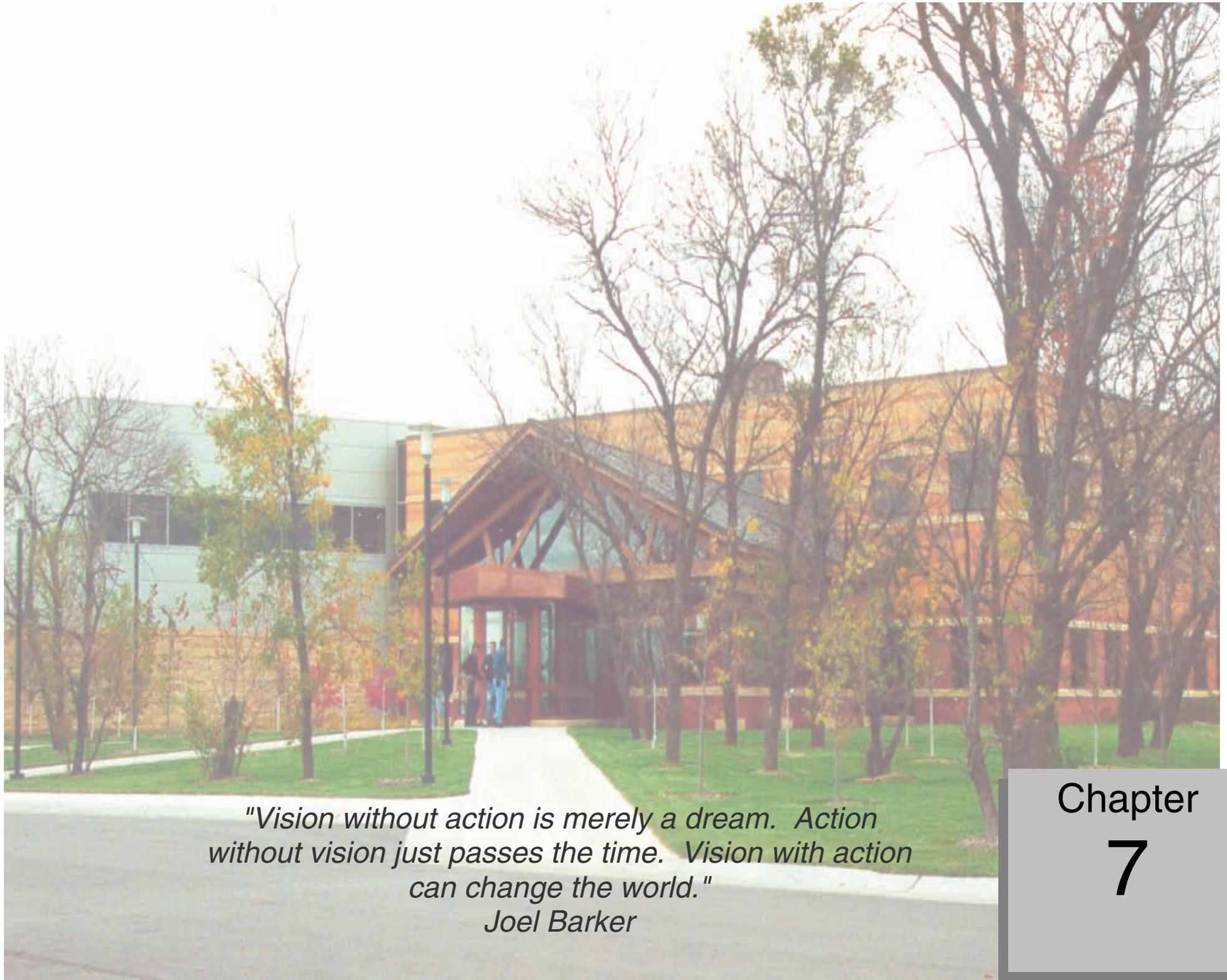
It will be important to reassess the acreage consumption rates periodically to determine if these growth rates are likely to continue at the same pace, slow down, or accelerate. The new GIS data base being developed for the City should assist in tracking acreage consumption. It will continue to be important to include acreage for street right-of-way and other public needs along with those projections, and to take projected population and job growth trends into consideration.



West Acres, I-29, and 13th Avenue South area early 1980's

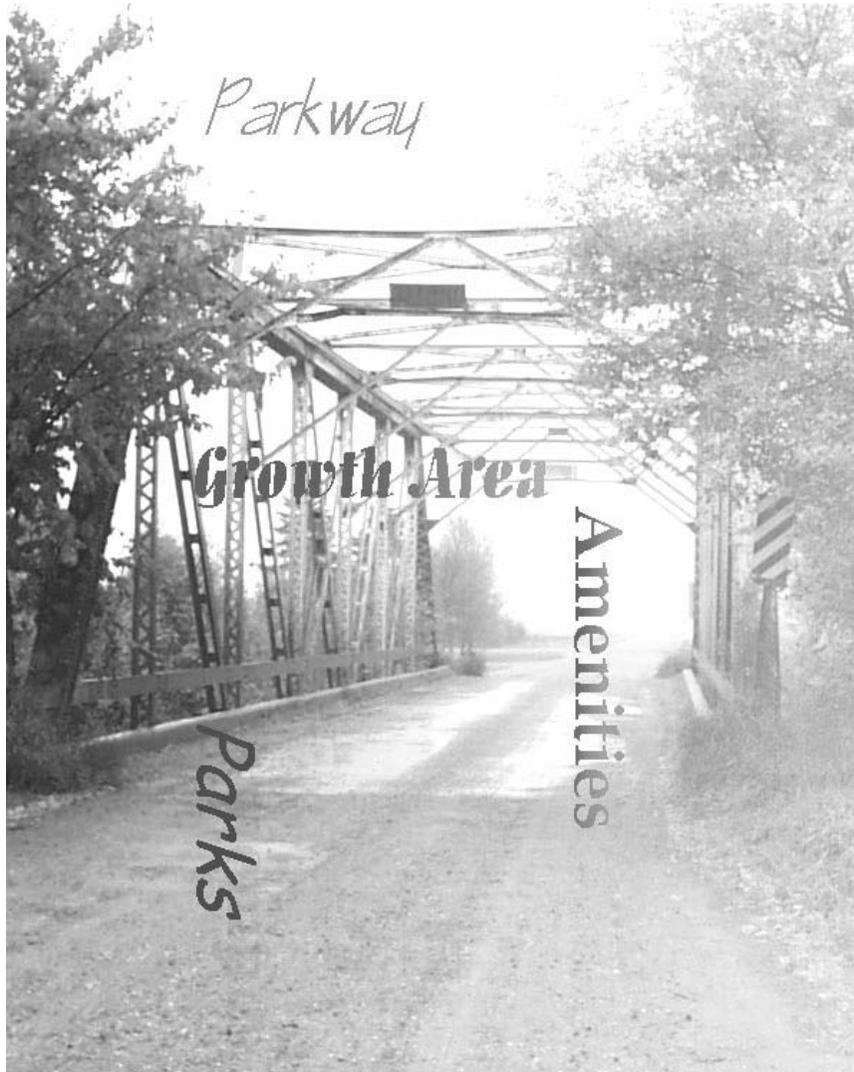
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*"Vision without action is merely a dream. Action without vision just passes the time. Vision with action can change the world."
Joel Barker*

Chapter 7



Chapter Seven Land Use and Amenities Plan

The following is a discussion of the main features of each growth area. The maps are attached as Figures 9,12,13, 14. A table that breaks down land use acreage by quarter section, is included in the appendix.

Southwesterly Growth Area

The southwesterly growth area is bounded by I-94 on the north, I-29 on the east, the Sheyenne River on the west, and 52nd Avenue SW on the south, with the exception of a few parcels south of that corridor which were included on the maps (see Figure 9).

1. *Land Use*

The main features of the land use plans for the southwest growth area include:

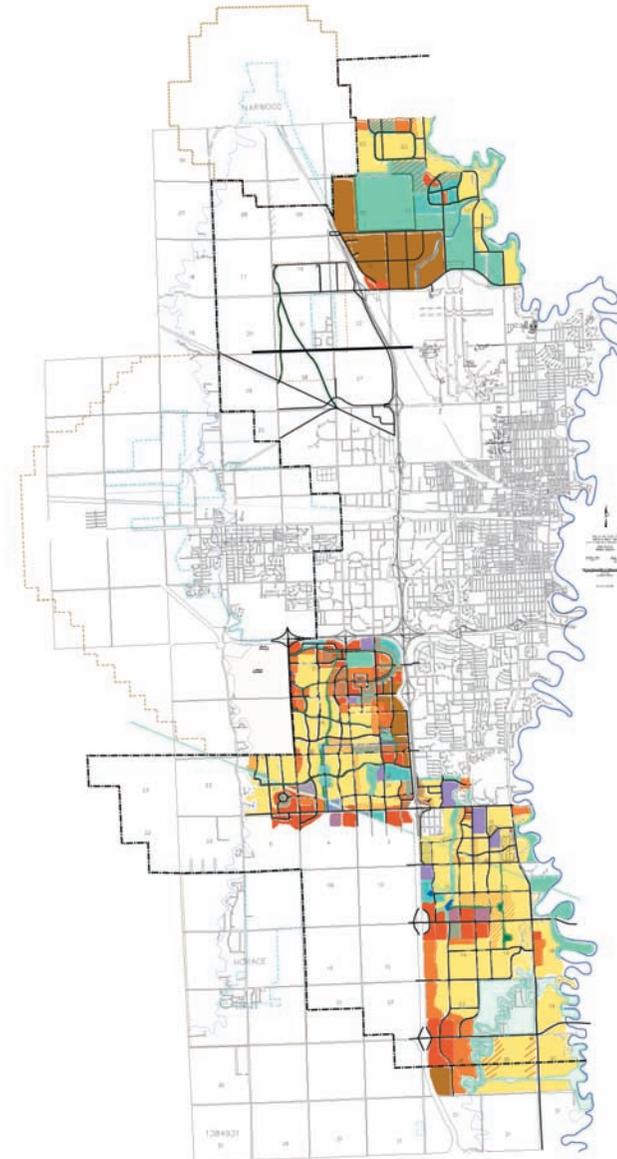
- A concentrated effort to keep residential development separated from interstate highway right-of-way,
- Transitioning out of the industrial land uses along the interstate into commercial, office, and multiple family uses along the east side of 42nd Street SW, with the exception of one small area north of 52nd Avenue SW, where the absence of industrial development allowed low/medium density residential development to be placed east of 42nd Street,
- Providing as much low/medium density residential land use as possible given current development characteristics, in the

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vicinity of the possible future school site along 42nd Street SW,

- Public/Institutional land use, multiple family, commercial or office land uses identified in areas where development of a stand-alone “campus” type of arrangement is desirable due to the difficulty of connecting local and collector streets across a drain or through a utility right-of-way,
- Transitional land uses, such as office or multiple family residential, are incorporated between low/medium residential and commercial land use categories to the extent possible and/or logical.



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Southwest growth plan
Figure 9

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2. *Parkway and other Streets*

One of the main features of this growth area is the somewhat curvilinear collector street that weaves its way through all seven sections of land shown in this phase. There are others as well, which are listed below:

- Curvilinear collector street, referred to as a “parkway” which will have a 100-120 foot right-of-way to allow space for either a wide landscaped median or a wide landscaped boulevard (see Figures 10 and 11). The corridor will have a sidewalk and a bikeway, and will be oriented toward bicyclists and pedestrians. It will serve as an aesthetically pleasing point of ingress and egress between the arterial streets and the neighborhoods, whether those neighborhoods are predominantly residential or commercial. It is intended to be a common theme throughout this portion of the growth area. The first link of this feature was incorporated into the Woodhaven First Addition plat. This feature is shown as a green and black street corridor on the land use plans.
- Continuous mile line corridors
- Continuous collector streets, to the extent possible
- 28th Avenue SW overpass over I-29 for consistency with MTP and Bluemont Lakes Area Plan

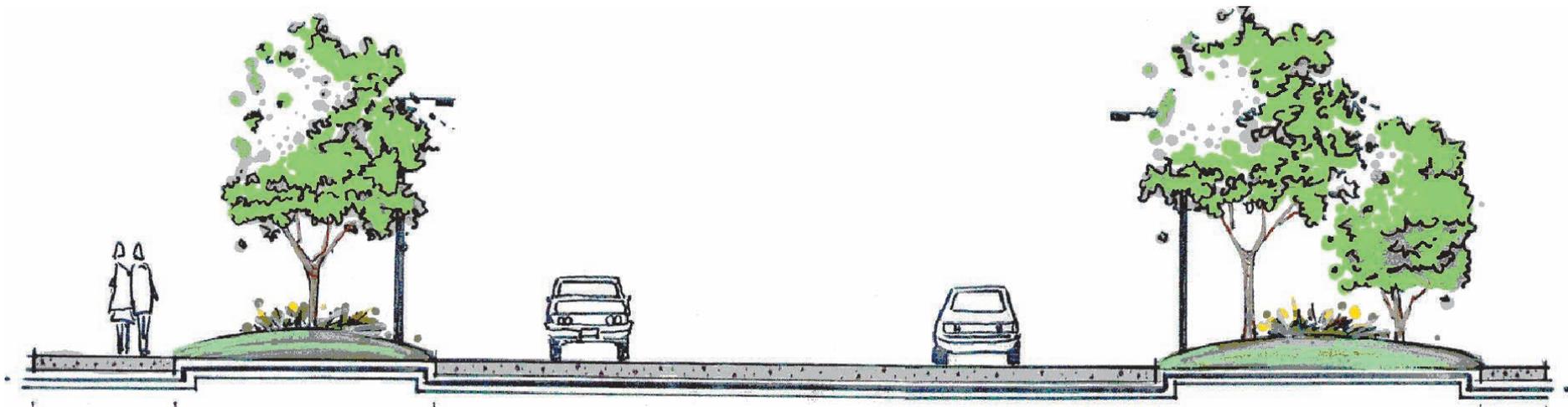


Figure 10

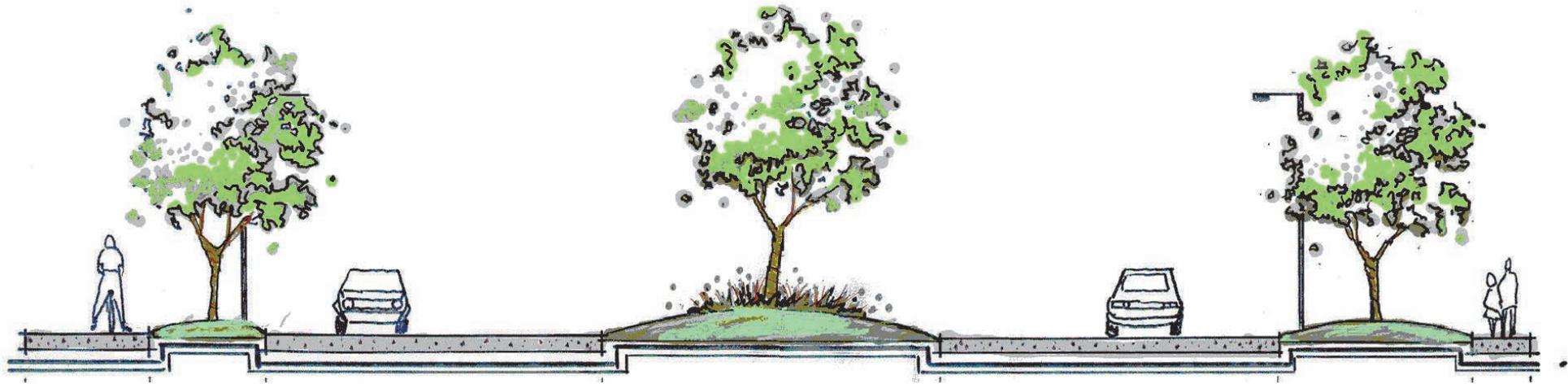


Figure 11

3. *Parks and Open Space*

The following park and open space features have been incorporated into the southwest growth plan:

- An area of open space is planned along both sides of 28th Avenue SW west of the parkway. This open space is intended to be incorporated into a development plan for the medium/high density residential to the north and south of 28th Avenue, and as an attractive amenity to tie into the commercial land use proposed along the east side of 42nd Street SW. The intent is for the bikeway and sidewalk along 28th Avenue SW to meander into this area. The area should be designed as an attractive open space vista that will be enjoyed by residents and employees in the area. In addition, this amenity will result in an attractive, open view of the area as drivers travel over the 28th Avenue SW overpass and along the parkway. Between the zoo and the Thunder Road Amusement Park, this area will be heavily traveled by visitors to the City, and the open space amenity will significantly improve the attractiveness of the area. To address concerns of the property owner, an alternative land use has also been shown in this area.
- The Park District's ownership of the railroad right-of-way is planned as a future greenway with a recreational trail/bikeway. This facility does not follow the right-of-way in the land use plans. Discussions between the Park District and the City Planning Department indicated that the greenway could be shifted to a more logical location to align with the coulee, resulting in fewer triangular pieces of property. It is anticipated that the property owned by the Park District can be traded for other property.
- Two parks have been planned along the coulee. One is located at the point where the coulee turns to the south, ½ mile west of 45th Street SW. The other is located ½ mile north of 52nd Avenue SW. These parks take advantage of the open

space already provided by the coulee and the transmission line right-of-way. It is recognized that a transmission line is not an attractive feature within a park. On the other hand, development of a park around such a feature helps to place residential development farther from the utility right-of-way.

- One park is shown along the Western Area Power Association (WAPA) transmission line south of 40th Avenue SW, and east of the Sheyenne River. This is a very beautiful area along the Sheyenne River in the area that is planned for further expansion of McMahon Estates. An attractive feature of the open space area, is that it would connect with the power line transmission right-of-way to both the east and the west. It is anticipated that a bikeway could be placed within this right-of-way.



High Truss bridge crossing the Sheyenne River on 40th Avenue South

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- Relocation of the 40th Avenue SW bridge to the park along the Western Power Association Power Association (WAPA) right-of-way is suggested to 1) preserve the bridge, and 2) provide a practical use for the bridge when the vehicular traffic volumes require a wider structure. This steel structure bridge is an attractive piece of infrastructure that will outlive its usefulness for vehicular traffic along 40th Avenue SW at some point in the future. It appears that this is the type of bridge that could be relocated intact and used as a bicycle/pedestrian bridge. Relocation of the bridge to the park just ¼ mile south would preserve it in close proximity to its original location. It will be important to work with WAPA to determine if the bridge can be placed within their right-of-way to determine if the bridge can be placed within their right-of-way, or if an adjacent area is needed for bridge placement. Initial discussions with a W.A.P.A representative yielded a guardedly optimistic response.
- Open space has been incorporated into the plans for the Woodhaven Additions, which will be located south of 40th Avenue SW, and west of 42nd Street SW. This open space area will be connected to the site that has been identified as a possible future elementary school and park site located in the same area.
- It is important that additional neighborhood parks continue to be identified throughout the subdivision process for this area. Residents of low, medium, and high density residential areas should have easy access to a park or open space within approximately ½ mile of their home. As previously stated, park acreage should typically represent approximately 8 to 10 percent of the residential acreage that it is intended to serve.

4. *Storm Water Retention*

- Recognizing that development in this area must provide on-site or area-wide storm water retention, several areas were identified as logical locations for storm water retention areas. These areas could serve a dual purpose of storm water retention and attractive amenities. The areas identified to this point include an existing borrow pit area north of the Rose Coulee and east of 42nd Street, and two areas just southwest of the interchange of I-94 and I-29. The plan for the Woodhaven Additions also incorporates storm water retention ponds into the open spaces.
- Since approximately 12.5 acre feet of storm water retention is needed per quarter section (160 acres) of development, this growth area will be the focus of a master drainage/storm water retention study in the future. In the meantime, on-site and/or area-wide retention issues will need to be addressed as each area is subdivided and platted.

Southerly Growth Area

This phase of the southerly growth area is primarily bounded by 52nd Avenue S. on the north, the Red River on the east, ½ mile south of 76th Avenue S. on the south, and I-29 on the west. It also includes a half-section of land north of 52nd Avenue S. between 25th Street S. and I-29. The area is approximately 5.5 square miles of land in this portion of the growth area (see Figures 12 and 13).

1. Land Use

The main features of the land use plans for this phase of the southwest growth area include:

- A concentrated effort to keep residential development separated from interstate highway right-of-way, with the exception of the area immediately south of Frontier.

In this area, low/medium density residential, with a specially-designated possibility for SR-0 zoning was identified. The large lots required by SR-0 zoning were seen as compatible with Frontier, and perhaps more compatible with I-29 than some other types of SR zoning, due to the likelihood that the large lots would allow for house placement a greater distance from the highway.

- As previously discussed, a small neighborhood commercial center has been identified in only one location. This is due to the recommendation by the land use subcommittee that small neighborhood commercial and office features be evaluated on a case-by-case basis with zoning and subdivision proposals. Generally, these land uses should be located along an arterial roadway, and should serve as a buffer between high volume streets and neighborhoods. The residential protection buffer is an important landscaping feature required by the LDC that softens the transition between commercial and residential districts.

- Open space along the Cook Coulee
- Predominantly low/medium density residential development has been planned for Section 1, which is the area within ½ mile from Bennett Elementary School. This does not mean exclusively single family development, as discussed previously in the discussion of zoning districts that are acceptable within the various land use categories. Attached housing and small multiple dwellings are also anticipated.
- Predominantly low/medium density residential development for the first ½ mile south of 64th Avenue S.

Sixty-fourth Avenue S. is a mile line roadway, and is identified as an arterial street on the functional class map. With no planned Red River crossing or interchange with I-29, it will have lower traffic volumes than many other arterial roadways. A future overpass or underpass of I-29 is recommended in the future to improve convenience and ensure that 52nd Avenue S. does not become over-used.

- The outcome of the South Side Red River Crossing Study has not yet been determined. This corridor preservation study is focusing on two alternatives, 70th Avenue S., and 76th Avenue S., for a Red River bridge and an interchange with I-29. A land use plan showing 76th Avenue S. as the location of this corridor shows includes commercial and office land uses on both sides of the arterial, with medium/high density residential land use transitioning away from these uses to the north and east. Future phases will show a similar transition to the south. A 70th Avenue S. corridor alternative involves shifting these commercial land uses to the north ½ mile.
- Three of the public/institutional uses identified on the land use plan are already designated for specific uses. The large P/I site north of 52nd Avenue S. is owned by the Fargo School District and planned as a future high school site. The large site in the southeast corner of 25th Street S. and 52nd Avenue S.

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is a church, office, and parochial school site. The smaller site in the middle of Section 1, south of 58th Avenue S., is Bennett Elementary School and a surrounding park.

- A small amount of commercial development is shown in the southwest corner of 52nd Avenue S. and 25th Street S., with an alternative land use of medium/high density residential. The commercial designation recognizes the high traffic volume tendencies that this intersection will have, while the alternative residential land use recognizes that the site may be appropriate for residential development if there are trees that can be preserved.

2. *Transportation*

- Mile line arterials include CR 81 (S. University Drive), 25th Street S., 52nd Avenue S., 64th Avenue S., and 76th Avenue S. If the South Side Red River Crossing Corridor Preservation study determines that 70th Avenue is the more appropriate location for a river crossing, that corridor will be identified an arterial, and 64th Avenue S. may be redesignated as a collector street with an interstate crossing. Under that scenario, 76th Avenue S. would most likely remain designated as an arterial due to the fact that it aligns with a county highway west of the Sheyenne River, and due to the fact that 88th Avenue S., the next mile line roadway, is made discontinuous by the Wild Rice River.
- Continuation of the Old Milwaukee bike trail is shown as a greenway south of 64th Avenue S. Land for the trail/greenway has already been designated for the entire mile between 52nd Avenue S. and 64th Avenue S.
- At least one north/south and east/west collector street is shown in each section.

3. *Parks and Open Space*

- Bennett Elementary School contains a park and recreational fields.
- A greenway is shown along the entire westerly edge of the Red River, with the exception of Briarwood, which is outside of Fargo's planning and zoning jurisdiction.
- A large open space area is shown immediately south of Briarwood.
- The entire oxbow area north of 76th Avenue S. is designated as open space, due to its flooding characteristics.
- Land south of 76th Avenue S. that is currently residential, is designated as a greenway, due to its flooding characteristics. Some of these properties will continue to be used for residential land use for a number of years, but eventually could be purchased to add to the width of a greenway along the river.
- Open space is designated along the Cook Coulee, roughly ½ mile west of 25th Street S. This would create a greenway for a bike trail that would connect with the future trail north of 52nd Avenue S. and west of Meadow Creek, which connects to the trail along Rose Coulee.
- The greenway running north and south approximately ½ mile west of CR 81 is an extension of the Old Milwaukee Trail, and contains enlarged areas for park development along the greenway.
- Additional neighborhood parks and open spaces will need to be designated as the residential areas develop in the southerly growth area.

4. *Storm Water Retention*

- The capacity of the Cook Coulee and other drainage features of this area will need to be evaluated as more of the area west of 25th Street S. begins to develop.
- A storm water retention feature is shown near the south end of the Cook Coulee, which would serve as a holding area for commercial area run-off prior to being released into the coulee. Additional retention areas will also need to be identified during the subdivision design process or possibly in conjunction with a master storm water retention plan.

Figure 12

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Figure 13

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Northerly Growth Area

This phase of the northerly growth area contains approximately 9 sections of land, and is bounded by CR 20 on the south, the Red River on the east, I-29 and Harwood's extraterritorial area on the west, and CR 22 on the north (see Figure 14).

1. Land Use

- Approximately two sections of land are designated for industrial land use to ensure compatibility with airport noise and vibration and other existing industrial developments in the area.
- Over one section of land is designated as open space which is either already owned by the airport or planned as a future airport purchase. This open space designation provides 1 ½ miles of buffer area north of the main runway. The introduction of more residential use is another ¼ mile to the north.
- Residential land use is shown in the areas west of Highland Park and west of the City of North River. Input from North River indicated that they would like to see open space added as an alternative land use to low/medium density residential in their extraterritorial area. Future residential zoning in this area should include an overlay requiring noise attenuation in the construction of the homes to preclude the future expenditure of FAA funds on retrofitting of noise attenuation features.
- An office land use designation was placed in the area north of the anticipated airport buffer area and east of the Fargo sewage lagoons. It is anticipated that this area could be developed as an office/business park type of area, with construction styles that protect occupants from airport noise impacts.
- Three or four rather small commercial areas are shown within this growth area. The largest commercial area is shown in the northeast quadrant of I-29 and CR 20. Two smaller

commercial areas are shown in the middle of the office/business park area.

- Since the office/business park area is extremely large, it is anticipated that it could work quite well as a mixed use development, with some medium/high density residential development incorporated toward the north end. This would be farther from the airport, and would not be negatively affected by the lagoons because they are not used on a regular basis.
- Office, neighborhood commercial, and medium/high density residential uses are shown just south of CR 22.

2. Transportation

- The CR 20 project concept report is being prepared at this time, and is examining future right-of-way needs for that corridor. The expected realignment of the corridor between 25th Street N. and CR 31 is shown on the land use map. Other alignment alternatives were reviewed by the Study Committee and discarded due to the negative effect on corridor continuity, the relationship to the north side of the airport, and the effects on the CR 20/I-94 interchange. After extensive discussion of other alignment considerations, the plan was completed in a manner consistent with the alignment being studied as part of the CR 20 project concept report.
- A “parkway” collector street concept was incorporated into both the office/business park area and the residential area just south of CR 22. As with the southwest growth area, this collector street feature would require a right-of-way of 100-120 feet, and would contain wider landscaped boulevards or a landscaped median, a bikeway, and a sidewalk. The feature is intended to be an attractive neighborhood entrance feature, and a pedestrian / bicycle oriented amenity.
- Eventually, 25th Street N. is expected to become the predominant north/south arterial serving this area. To provide continuity between CR 20 and CR 22, a curved connection is

planned to connect with the portion of CR 31 that already exists for approximately 1 mile south of CR 22.

- The plan shows a relocation of CR 31 approximately ¼ mile to the west of its existing location. This would remove the roadway from an area adjacent to the Red River that is experiencing slumping, causing damage to the roadway. If it becomes possible to stop the erosion of the riverbank, it may be possible to leave the roadway in its current location. However, given problems with slumping riverbanks elsewhere in the City, it is important that the land use plan includes this roadway relocation.

3. *Parks and Open Space*

- Most of the open space on the land use plan is designated as such for the purpose of providing a buffer area north of the main north/south runway as well as north of a future small aircraft runway to be located in the northeast corner of the airport.
- A greenway with a pedestrian/bicycle path is designated for the area surrounding the lagoons. This allows the lagoon to be buffered from surrounding land uses, and provides a four-mile route for walkers, joggers, and bicyclists. Two open space connections are provided between development areas and this greenway to allow easy access. The lagoons are generally not used in a manner that causes them to have an unpleasant odor.
- A 300-foot buffer is designated as open space between the lagoons and low/medium residential land uses north of the lagoons. This type of buffer should also be incorporated if the office/residential use gets developed as medium/high residential.
- A greenway is shown along the entire west bank of the Red River.
- A greenway is shown along the drain between CR 20 and the Red River. A bikeway along this corridor would provide an alternative connection between CR 20 and future trails along the Red River.

4. *Storm Water Retention*

- Storm water retention needs for this area need to be evaluated with at the subdivision design stage. Individual developments will need to provide on-site storm water retention unless an area-wide pond is created for a larger area.

Northerly land use page
Figure 14

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*"If you can dream it, you can do it."
Walt Disney*

Chapter
8



Chapter Eight Plan Implementation

The land use plan will only get implemented if zoning, subdivisions, corridor studies, and open space efforts are carried out in a manner that is consistent with the plan. As previously discussed, the plan is intended to be used as a framework for development, setting forth the general mix of land uses, approximate size of each land use mass, street connections, and so forth.

Relationship to Zoning

The zoning categories selected for the various land use categories are the key to creating the land use transitions and mixtures that create a livable community. Every zone change that is presented must be reviewed on the basis of the land use plan to determine if is consistent with the designated land use category. If a proposed zone change is not consistent with the land use plan, it will cause a requirement for a Growth Plan amendment.

Use of Plan as Framework for Development

In addition to being a land use plan, arterial and collector street alignments and connections are also set forth. These alignments and connections are integral with the land use plans, and a change to one aspect of the plan could result in a change to the other.

Process for Amendments

If a zoning or subdivision proposal is not consistent with the Growth Plan, and the applicant still wishes to proceed, a Growth Plan Amendment will also be required. As part of this amendment, the proposed change will be evaluated to determine the following:

- Is the proposed change consistent with surrounding land uses, both existing and future?
- If the proposed change is inconsistent with development that has already occurred, the change should not be approved.
- If the change is only inconsistent with future land uses, which designations would need to be changed to create a compatible situation?
- Does the proposed change involve a street alignment or connection? If so, how does this change affect the transportation system and the land uses in the surrounding area, both existing and future.
- How does the proposed change work with the larger area in terms of the land use balance and other factors that could influence the proposed change? Are their physical features or developments in the vicinity that make the change positive or negative for the City and the area in general?

After all of these issues have been evaluated, the land use plan would be considered for an amendment by the Planning Commission and the City Commission, in much the same manner as zoning and platting changes are reviewed and approved at this time. The most up-to-date plan should always be available for the public on the City's web site, for distribution to those who want a copy, and on display in the Planning and Development Department.

Relationship of Land Use Plan to Issues, Goals and Objectives

Every land use plan and street decision that gets made over the years should be tied to the goals and objectives for the growth area. The goals and objectives contained in this Growth Plan address the main planning and community issues that were highlighted during the development of the Growth Plan and as part of numerous other community discussions and opportunities for input. Furthermore, the goals and objectives were tied to the applicable sections of the Comprehensive Policy Plan. It will be important, as time goes on, to periodically review the goals and objectives for urban growth, neighborhoods, community development, redevelopment, etc., and to evaluate whether or not a more concerted effort needs to be made to tie specific planning activities with objectives (implementation steps) that are linked to those goals.

Growth Plan

for the Urban Fringe and Extraterritorial Area of the City of Fargo

Appendix

Growth Area by Land Use Acreages and Percentages per Section												
SOUTHWEST GROWTH AREA												
Land Use Category		Residential Low/Med Density	Residential Med/High Density	Office	Comm.	Office Comm. Mix	Park / Open Space	Public Instit.	Industrial	Transp.	Total	
Sect. No.	Quarter											
21	SE	45	20	0	0	60	5	0	0	30	160	25%
	SW	75	30	0	25	0	0	0	0	30	160	25%
	NE	0	30	10	87.5	0	2.5	0	0	30	160	25%
	NW	45	35	20	30	0	0	0	0	30	160	25%
	Total	165	115	30	142.5	60	7.5	0	0	120	640	100%
	%	26%	18%	5%	22%	9%	1%	0%	0%	19%	100%	
22	SE	0	15	25	45		10	0	30	35	160	25%
	SW	0	75	30	25	0	0	0	0	30	160	25%
	NE	0	15	85	15	0	10	0	0	35	160	25%
	NW	0	0	0	30	0	80	35		15	160	25%
	Total	0	105	140	115	0	100	35	30	115	640	100%
	%	0%	16%	22%	18%	0%	16%	5%	5%	18%	100%	
28	SE	75	55	0	0	0	5	0	0	25	160	25%
	SW	105	10	0	5	0	10	0	0	30	160	25%
	NE	90	15	0	15	0	10	0	0	30	160	25%
	NW	100	15	0	15	0	0	0	0	30	160	25%
	Total	370	95	0	35	0	25	0	0	115	640	100%
	%	58%	15%	0%	5%	0%	4%	0%	0%	18%	100%	
27	SE	0	5	0	15	15	30	0	70	25	160	25%
	SW	70	20	0	0	40				30	160	25%
	NE	0	15	0	30	0	0	0	80	35	160	25%
	NW	65	5	0	5	45	0	10	0	30	160	25%
	Total	135	45	0	50	100	30	10	150	120	640	100%
	%	21%	7%	0%	8%	16%	5%	2%	23%	19%	100%	

Growth Plan

for the Urban Fringe and Extraterritorial Area of the City of Fargo

Land Use Category		Residential Low/Med Density	Residential Med/High Density	Office	Comm.	Office Comm. Mix	Park / Open Space	Public Instit.	Industrial	Transp.	Total	
Section No.	Quarter											
34	SE	55	15	0	10	45	0	0	0	35	160	25%
	SW	80	35	0	0	0	15	0	0	30	160	25%
	NE	0	0	75	45	0	0	0	10	30	160	25%
	NW	75	15	0	0	0	10	30	0	30	160	25%
	Total	210	65	75	55	45	25	30	10	125	640	100%
	%	33%	10%	12%	9%	7%	4%	5%	2%	20%	100%	
33	SE	90	0	10	10	0	10	0	0	40	160	25%
	SW	40	45	0	15	0	10	15	0	35	160	25%
	NE	110	0	0	0	0	20	0	0	30	160	25%
	NW	90	15	0	5	0	20	0	0	30	160	25%
	Total	330	60	10	30	0	60	15	0	135	640	100%
	%	52%	9%	2%	5%	0%	9%	2%	0%	21%	100%	
32	SE	30	10	0	65	25	0	0	0	30	160	25%
	SW	120	0	0	0	0	0	0	0	40	160	25%
	NE	115	0	0	0	0	15	0	0	30	160	25%
	NW	95	20	0	0	0	15	0	0	30	160	25%
	Total	360	30	0	65	25	30	0	0	130	640	100%
	%	56%	5%	0%	10%	4%	5%	0%	0%	20%	100%	
	Total	1570	515	255	492.5	230	277.5	90	190	860	4480	
		35%	11%	6%	11%	5%	6%	2%	4%	19%	100%	
		Residential - 46%		Commercial/Office - 22%			Park/OS-6%	Public/ Inst. 2%	Indust. 4%	Transp./Infras. - 19%		
		46%	Res.									
		22%	Comm./Office									
		6%	Park/Open Space									
		2%	Public/Institutional									
		4%	Industrial									
		19%	Transportation & Infrastructure									
		99%	Total									

Growth Plan

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Growth Area by Land Use Acreages and Percentages per Section												
SOUTH GROWTH AREA												
		Residential	Residential			Office	Park /	Public				
Land Use Category		Low/Med Density	Med/High Density	Office	Comm.	Comm. Mix	Open Space	Instit.	Industrial	Transp.	Total	
Section No.	Quarter											
35	SE	30	20	0	0	0	10	70	0	30	160	25%
	SW	85	25	10	0	5	0	0	0	35	160	25%
	Total	115	45	10	0	5	10	70	0	65	320	50%
	%	36%	14%	3%	0%	2%	3%	22%	0%	20%	100%	
1	SE	75	2	1	2	0	0	0	0	20	100	20%
	SW	75	15	5	0	0	15	20	0	30	160	33%
	NE	60	0	0	0	0	0	0	0	10	70	14%
	NW	70	0	0	2	0	10	65	0	13	160	33%
	Total	280	17	6	4	0	25	85	0	73	490	100%
	%	57%	3%	1%	1%	0%	5%	17%	0%	15%	100%	
2	SE	100	20	0	0	0	15	0	0	25	160	33%
	SW	125	0	0	0	0	0	0	0	30	155	32%
	NE	70	30	0	5	0	40	0	0	30	175	36%
Frontier -	NW n/a	0	0	0	0	0	0	0	0	0	0	0%
	Total	295	50	0	5	0	55	0	0	85	490	100%
	%	60%	10%	0%	1%	0%	11%	0%	0%	17%	100%	
12	SE	90	35	0	0	0	5	0	0	30	160	26%
	SW	75	20	0	10	0	10	15	0	30	160	26%
	NE	100	0	0	0	0	5	0	0	25	130	21%
	NW	125	0	0	0	0	5	0	0	30	160	26%
	Total	390	55	0	10	0	25	15	0	115	610	100%
	%	64%	9%	0%	2%	0%	4%	2%	0%	19%	100%	
	SW	10	0	45	55	0	10	0	0	40	160	25%
	NE	110	0	0	0	0	20	0	0	30	160	25%
	NW	55	0	45	0	0	0	25	0	35	160	25%
	Total	955.6393443	110.0901639	90	75.0164	0	80.0409836	55.025	0	335.189	1701	275%
	%	149%	17%	14%	12%	0%	13%	9%	0%	52%	266%	

Growth Plan

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	Residential	Residential			Office	Park /	Public				
Land Use Category	Low/Med Density	Med/High Density	Office	Comm.	Comm. Mix	Open Space	Instit.	Industrial	Transp.	Total	
Total	2035.639344	277.0901639	106	94.0164	5	195.040984	225.02	0	673.189	3611	
	80%	11%	4%	4%	0%	8%	9%	0%	26%	142%	
	Residential - 58%		Comm./Office - 8%			Park/OS - 6%	Public/ Inst 8%		Transp/Infra - 19%		
	58%	Residential									
	8%	Commercial/Office									
	6%	Parks/Open Space									
	8%	Public/Institutional									
	0%	Industrial									
	19%	Transportation & Infrastructure									
	99%	Total									

Growth Plan

for the Urban Fringe and Extraterritorial Area of the City of Fargo

Growth Area by Land Use Acreages and Percentages per Section												
NORTH GROWTH AREA												
		Residential	Residential			Office	Park /	Public				
Land Use Category		Low/Med Density	Med/High Density	Office	Comm.	Comm. Mix	Open Space	Insttit.	Industrial	Transp.	Total	
Section No.	Quarter											
4	SW	60	0	0	0	0	10	0	0	20	90	100%
	Total	60	0	0	0	0	10	0	0	20	90	100%
	%	67%	0%	0%	0%	0%	11%	0%	0%	22%	100%	
13	SE	0	0	0	0	0	125	25	0	10	160	27%
	SW	0	0	0	0	0	60	80	0	20	160	27%
	NE	55	0	0	0	0	50	0	0	10	115	19%
	NW	0	0	0	0	0	155	0	0	5	160	27%
	Total	55	0	0	0	0	390	105	0	45	595	100%
	%	9%	0%	0%	0%	0%	66%	18%	0%	8%	100%	
14	SE	0	0	0	0	0	0	25	105	30	160	25%
	SW	0	0	0	0	0	0	0	130	30	160	25%
	NE	0	0	0	0	0	0	0	130	30	160	25%
	NW	0	0	0	0	0	0	0	130	30	160	25%
	Total	0	0	0	0	0	0	25	495	120	640	100%
	%	0%	0%	0%	0%	0%	0%	4%	77%	19%	100%	
15	SE	0	0	0	30	0	0	0	95	35	160	40%
	NE	0	0	0	0	0	0	0	130	30	160	40%
	NW	0	0	0	0	0	0	0	65	15	80	20%
	Total	0	0	0	30	0	0	0	290	80	400	100%
	%	0%	0%	0%	8%	0%	0%	0%	73%	20%	100%	
12 & 1	SE	100	0	0	0	0	10	10	0	10	130	18%
	SW	20	0	25	5	0	95	0	0	15	160	23%
	NE	110	0	0	0	0	60	0	0	30	200	28%
	NW	90	30	45	5	0	20	0	0	30	220	31%
	Total	320	30	70	10	0	185	10	0	85	710	100%
	%	45%	4%	10%	1%	0%	26%	1%	0%	12%	100%	

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Land Use Category		Residential Low/Med Density	Residential Med/High Density	Office	Comm.	Office Comm. Mix	Park / Open Space	Public Instit.	Industrial	Transp.	Total	
Section No.	Quarter											
11	SE	0	0	0	0	0	90	60	0	10	160	25%
	SW	0	0	0	0	0	0	0	0	160	160	25%
	NE	5	30	85	10	0	5	0	0	25	160	25%
	NW	0	0	0	0	0	0	0	0	160	160	25%
	Total	5	30	85	10	0	95	60	0	355	640	100%
	%	1%	5%	13%	2%	0%	15%	9%	0%	55%	100%	
10	SE	0	0	0	0	0	0	0	0	160	160	29%
	SW	0	0	0	0	0	0	0	100	20	120	21%
	NE	0	0	0	0	0	0	0	0	160	160	29%
	NW	0	0	0	0	0	0	0	100	20	120	21%
	Total	0	0	0	0	0	0	0	200	360	560	100%
	%	0%	0%	0%	0%	0%	0%	0%	36%	64%	100%	
2	SE	80	20	20	0	0	5	0	0	20	145	25%
	SW	70	25	25	0	0	10	0	0	30	160	28%
	NE	65	18	0	2	0	5	0	0	25	115	20%
	NW	65	40	25	0	0	0	0	0	30	160	28%
	Total	280	103	70	2	0	20	0	0	105	580	100%
	%	48%	18%	12%	0%	0%	3%	0%	0%	18%	100%	
3	SE	95	0	0	0	0	25	0	0	30	150	50%
	NE	70	35	15	0	0	0	0	0	30	150	50%
	Total	165	35	15	0	0	25	0	0	60	300	100%
	%	55%	12%	5%	0%	0%	8%	0%	0%	20%	100%	
		885	198	240	52	0	725	200	985	1230	4515	
		20%	4%	5%	1%	0%	16%	4%	22%	27%	100%	

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	Residential	Residential			Office	Park /	Public				
Land Use Category	Low/Med Density	Med/High Density	Office	Comm.	Comm. Mix	Open Space	Instit.	Industrial	Transp.	Total	
	Residential - 24%		Commercial Office - 6%			Park/OS-16%	Public/	Indust.	Transp/Infrastructure-27%		
							Inst 4%	22%			
	24%	Residential									
	6%	Commercial/Office									
	16%	Parks and Open Space									
	4%	Public Institutional									
	22%	Industrial									
	27%	Transportation and other Infrastructure (lagoons, drain, etc)									
	99%										

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