

Cass County Planning Commission Meeting
Thursday, March 24, 2016 at 7:00 a.m.
Cass County Highway Department Conference Room
1201 West Main Avenue in West Fargo
Agenda

Business Items:

1. Call to Order
2. Roll Call
3. Determination of a Quorum
4. Approve Meeting Minutes of January 28, 2016
5. New Business

A. Public Hearing Items:

Lindemann Subdivision – A Minor subdivision in Section 14 of Gill Township

B. Southwest Metro Transportation Plan

C. Weed Management Plan

6. Old Business
7. Adjournment

**CASS COUNTY PLANNING COMMISSION
JANUARY 28, 2016**

1. MEETING TO ORDER

A meeting of the Cass County Planning Commission was called to order on January 28, 2016, at 7:00 AM in the Highway Department Conference Room with members present as follows: Mark Brodshaug, Todd Ellig, Kevin Fisher, David Gust, Ken Lougheed, Tim Mahoney, Keith Monson, Rick Steen, and Mark Wentz. Melissa Sobolik was absent. Also present were County Engineer Jason Benson and County Planner Hali Durand.

2. MINUTES, APPROVED

MOTION, passed

Mr. Gust moved and Mr. Ellig seconded to approve the minutes of the December 17, 2015, meeting as presented. Motion carried.

3. ELECTION OF CHAIRMAN AND VICE CHAIRMAN FOR 2016

MOTION, passed

Mr. Ellig moved and Mr. Steen seconded to elect Ken Lougheed as the Chairman of the Cass County Planning Commission. Motion carried.

MOTION, passed

Mr. Steen moved and Mr. Brodshaug seconded to elect Todd Ellig as Vice Chairman of the Cass County Planning Commission. Motion carried.

4. PIPER FIRST SUBDIVISION (Minor Subdivision), Final plat approved

Mr. Lougheed opened the public hearing.

An application for a Minor Subdivision (plat) was received by the Cass County Planning Office for approval of a tract of land located in a part of the Northwest Quarter of Section 17 in Addison Township to plat two lots to add a new residential structure. The said tract contains 16.116 acres of land, more or less. The subdivision will use public gravel roads, on-site septic sewer systems, ditches for storm sewer, and public rural water.

Ms. Durand said the addition of Lot 2 will create a new non-farm dwelling. The township has no minimum lot requirement, but a conditional use permit will be needed. A deed restriction on the remaining 80 acres is also required.

The National Wetlands Inventory shows a freshwater emergent on a portion of the plat. If the landowner intends to do any fill they will need a permit from the U.S. Army Corps of Engineers. The Subdivision Ordinance also states that evidence must be submitted to the Planning Commission that the ND Fish and Wildlife Service and/or the U.S. Army Corps of Engineers have been contacted to determine the ability of state and federal wetland regulations. The approval of the plat must be contingent upon receiving this documentation.

The public hearing was closed.

MOTION, passed

Mr. Gust moved and Mr. Ellig seconded to approve the Final Plat for Piper First Subdivision (Minor Subdivision) as presented, upon receiving the required deed restriction; title opinion; and evidence of wetland review. Discussion: The group discussed the authority various jurisdictions have for land usage within the county; the subdivision ordinance; and the penalties that can be handed down to ordinance violators. Motion carried.

5. CENEX PIPELINE SUBDIVISION

Ms. Durand said the proposed Cenex Pipeline went before the Public Service Commission for approval on January 21st. A decision has not yet been handed down.

The Cenex Pipeline Subdivision and Mapleton Junction Subdivision are on the agenda to be reconsidered at the next county commission meeting on February 1st. The Cenex Pipeline Subdivision was previously denied, and no action was taken on the Mapleton Junction Subdivision. Mr. Steen said commissioners raised issues with site selection, safety, and the adherence to the Cass County Comprehensive Plan as reasons for denying the plat, which failed with a 3-2 vote. Ms. Durand said a presentation with displays and multiple representatives of the agencies involved with the project will be present at the next meeting.

6. HOG FARM

Ms. Durand said there has been media attention for a proposed hog farm outside of Buffalo. Permit approval for the operation is up to the ND Department of Health, and it does not require approval from the township or county. The public comment period was extended for 45 days and a public hearing will be held on March 17th.

Mr. Gust said he believes a large issue with the farm has been that the township and residents felt blindsided by the proposal and were not made aware of the project in a timely manner.

7. ADJOURNMENT

On motion by Mr. Ellig, seconded by Mr. Wentz, and all voting in favor, the meeting was adjourned at 7:58 AM.

Final Plat Report

Title: Lindemann Subdivision
Owner(s): Jarrod & Danielle Lindemann
Applicant: Jarrod Lindemann
Type of Request: Minor Subdivision

Status: Final Hearing at the March 24, 2016 Planning Commission Meeting

Proposal:

An application for a Minor Subdivision (plat) has been received by the Cass County Planning Office for approval of a tract of land located in part of the Northeast Quarter of Section 14 in Gill Township to plat one lot for residential development. The said tract contains 25.00 acres of land, more or less. The subdivision (plat) will use public gravel roads, on-site septic sewer systems, ditches for storm sewer, and public rural water. The proposed plat is currently within an unmapped area, therefore no flood determination has been made. However, based upon the preliminary western cass floodplain maps, which are not officially adopted, the proposed plat is shown in Zone X. There are no waterbodies (rivers or wetlands) within a mile boundary. Two accesses are being requested, one will be created where the existing field access exists along the half section line and another is requested off of 38th Street SE to the east side of the parcel.

Existing and Proposed Land Use: The land is and will remain Agricultural.

Design Standards:

A permit for access to the township road (38th Street SE) is required by the Board of Township Supervisors. In granting the access permit to the township road, the Board of Supervisors may adopt rules and regulations as to the width, construction, and other features of the access to the adjoining property. The Board of Township Supervisors may place conditions when granting a road access permit.

All driveways shall, at a minimum, be designed so as to not interfere with the normal traffic movement nor be inconsistent with the design, maintenance, and drainage.

All buildings, structures, and trees shall be placed at least 150 feet from all section lines and the centerlines of township roads.

All structures or buildings shall conform to the requirements of the Uniform Building Code and National Electrical Code. All individual water supply and sewage disposal systems shall conform to the requirements of the ND Plumbing and Sanitary Code.

The minimum front yard, measured from the front lot line shall not be less than 75 feet for properties abutting township roads and 100 feet for properties fronting on other rights-of-ways.

The minimum rear yard, measured from the rear lot line shall not be less than 50 feet.

The minimum side yard, measured from the side lot line shall not be less than 25 feet.

The building height for residential buildings shall not exceed 2½ stories or 35 feet except for farm buildings and structures.

Construction of shoulders and drainage ditches is required.

Access into the subdivision shall be built with an elevation at or above the base flood elevation (BFE). If the BFE has not been established the applicant may use the best available information to determine this elevation.

Private utility easements shall have a minimum width of ten (10) feet and shall be required along the lot frontage and may be required along the back of lots.

All subdivision applications which involve grading or excavation disturbing one (1) or more acres of land shall conform to the following requirements and those requirements established by the North Dakota Department of Health.

The adjacent parcel (41-0000-05758-050) containing 120.86 acres more or less shall be Deed Restricted to adhere to the density requirement.

Agency Comments:

<i>Cass County Engineer</i>	The plat has been reviewed and everything looks good.
<i>Water Resource District</i>	The Maple River WRD has no comment.
<i>Cass County Electric</i>	CCEC does not have any comment in general. The closest line to the site is under a half mile away from the very NE corner of the section. The individual requesting service would be required to pay a contribution in aid for service per the internal line extension policy which may require additional easements with adjoining landowners.
<i>Century Link</i>	The plat has been reviewed and everything looks good.
<i>Gas Company</i>	No comments have been received.
<i>Cass Rural Water</i>	The plat has been reviewed. There is a water line running east to west along 38th Street SE. No request for service has been received to date. Consequently, there is no hydraulic analysis to show regarding capacity.
<i>County Sanitarian</i>	No comments have been received.
<i>Township Chairman</i>	The Township is in approval and supports the proposed plat.
<i>Public Comment</i>	No public comments have been received.

Staff Analysis:

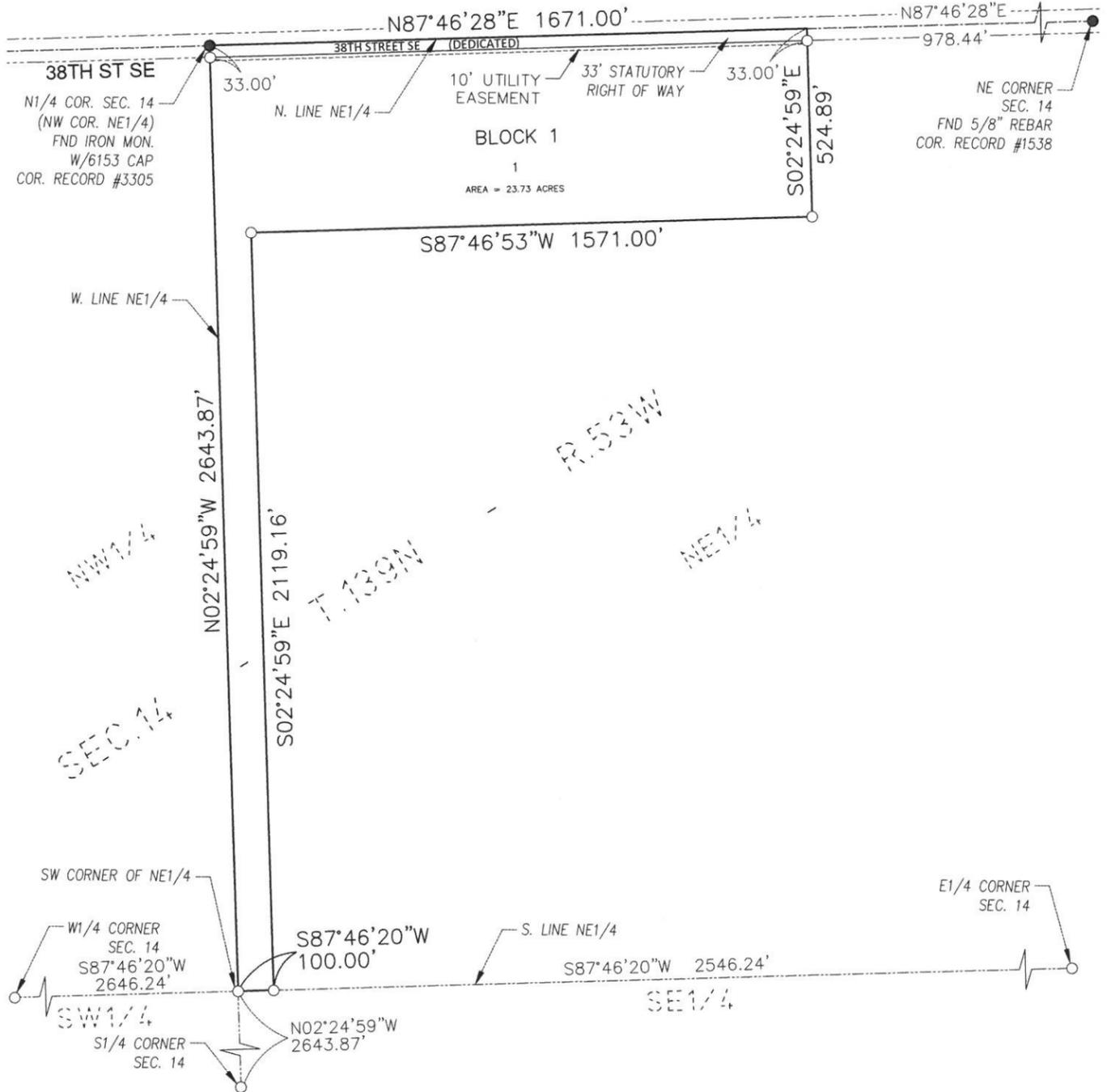
The proposed subdivision is located south of 38th Street SE and west of 150th Avenue SE. The subject property is bound on all sides by agricultural land. The proposal will be a non-farm residential unit which is permitted in the A-1 Agricultural District. No more than 2 non-farm residential units are allowed per 160 acres. Currently, there is one other residence in the quarter section which meets this requirement. Both accesses into the subdivision are allowed and the township will provide the culvert.

Recommendation:

To approve the Final Plat as presented as it meets the goals and objectives of the Cass County Comprehensive Plan, Cass County Highway Access Plan, Flood Damage Prevention Ordinance, Cass County Subdivision Ordinance, and Gill Township Zoning Ordinance.

PLAT OF LINDEMANN SUBDIVISION

(A MINOR SUBDIVISION)
A PART OF THE NORTHEAST 1/4 OF SECTION 14, TOWNSHIP 139
NORTH, RANGE 53 WEST OF THE 5TH PRINCIPAL MERIDIAN
CASS COUNTY, NORTH DAKOTA.



CERTIFICATE

STEVEN W. HOLM, BEING DULY SWORN, DEPOSES AND SAYS THAT HE IS THE REGISTERED LAND SURVEYOR WHO PREPARED AND MADE THE ATTACHED PLAT OF "LINDEMANN SUBDIVISION", A PART OF THE NORTHEAST QUARTER OF SECTION 14, TOWNSHIP 139 NORTH, RANGE 53 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CASS COUNTY, NORTH DAKOTA; THAT SAID PLAT IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY; THAT ALL DISTANCES ARE CORRECTLY SHOWN ON SAID PLAT; THAT MONUMENTS HAVE BEEN PLACED IN THE GROUND AS INDICATED FOR THE GUIDANCE OF FUTURE SURVEYS AND THAT SAID SUBDIVISION IS DESCRIBED AS FOLLOWS:

THAT PART OF THE NORTHEAST QUARTER IN SECTION 14, TOWNSHIP 139 NORTH, RANGE 53 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CASS COUNTY, NORTH DAKOTA, DESCRIBED AS FOLLOWS:

BEGINNING AT A FOUND IRON MONUMENT WHICH DESIGNATES THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 14: THENCE NORTH 87 DEGREES 46 MINUTES 28 SECONDS EAST ON AN ASSUMED BEARING ALONG THE NORTH LINE OF SAID NORTHEAST QUARTER FOR A DISTANCE OF 1671.00 FEET; THENCE SOUTH 02 DEGREES 24 MINUTES 59 SECONDS EAST FOR A DISTANCE OF 524.89 FEET TO AN IRON MONUMENT; THENCE SOUTH 87 DEGREES 46 MINUTES 53 SECONDS WEST FOR A DISTANCE OF 1571.00 FEET TO AN IRON MONUMENT; THENCE SOUTH 02 DEGREES 24 MINUTES 59 SECONDS EAST FOR A DISTANCE OF 2119.16 FEET TO AN IRON MONUMENT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 87 DEGREES 46 MINUTES 20 SECONDS WEST ALONG SAID SOUTH LINE FOR A DISTANCE OF 100.00 FEET TO AN IRON MONUMENT AT THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE NORTH 02 DEGREES 24 MINUTES 59 SECONDS WEST ALONG THE WEST LINE OF SAID NORTHEAST QUARTER FOR A DISTANCE OF 2643.87 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINS 25.00 ACRES, MORE OR LESS, SUBJECT TO ALL EASEMENTS, RESTRICTIONS, RESERVATIONS AND RIGHTS OF WAY OF RECORD, IF ANY.

STEVEN W. HOLM
REGISTERED LAND SURVEYOR
REG. NO. LS-6571

STATE OF NORTH DAKOTA)
COUNTY OF CASS)
ON THIS _____ DAY OF _____, 2016, BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE PERSONALLY APPEARED STEVEN W. HOLM, REGISTERED LAND SURVEYOR, KNOWN TO ME TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING CERTIFICATE AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME AS HIS FREE ACT AND DEED.

NOTARY PUBLIC, CASS COUNTY, NORTH DAKOTA
MY COMMISSION EXPIRES: _____

DEDICATION

WE, THE UNDERSIGNED, DO HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE LAND DESCRIBED IN THE PLAT OF "LINDEMANN SUBDIVISION", A PART OF THE NORTHEAST QUARTER OF SECTION 14, TOWNSHIP 139 NORTH, RANGE 53 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CASS COUNTY, NORTH DAKOTA; THAT WE HAVE CAUSED IT TO BE PLATTED INTO LOTS AND BLOCKS AS SHOWN BY SAID PLAT AND CERTIFICATE OF STEVEN W. HOLM, REGISTERED LAND SURVEYOR AND THAT THE DESCRIPTION AS SHOWN IN THE CERTIFICATE OF THE REGISTERED PROFESSIONAL LAND SURVEYOR IS CORRECT. WE HEREBY DEDICATE ALL STREETS AND UTILITY EASEMENTS SHOWN ON SAID PLAT TO THE USE OF THE PUBLIC.

OWNERS:

STATE OF NORTH DAKOTA)
COUNTY OF CASS)
ON THIS _____ DAY OF _____, 2016, BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED _____ AND _____, KNOWN TO ME TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING DEDICATION AND ACKNOWLEDGED TO ME THAT THEY EXECUTED THE SAME AS THEIR FREE ACT AND DEED.

NOTARY PUBLIC, CASS COUNTY, NORTH DAKOTA
MY COMMISSION EXPIRES: _____

REVIEWED BY GILL TOWNSHIP, CASS COUNTY, NORTH DAKOTA, THIS _____ DAY OF _____, 2016.

SIGNED: _____
ATTEST: KEITH SCHATZKE, CHAIRMAN

KIM NELSON, CLERK

REVIEWED BY THE CASS COUNTY ENGINEER THIS _____ DAY OF _____, 2016.

SIGNED: _____
ATTEST: JASON BENSON, CASS COUNTY ENGINEER

REVIEWED BY THE CASS COUNTY PLANNING COMMISSION THIS _____ DAY OF _____, 2016.

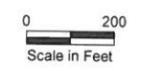
SIGNED: _____
ATTEST: KEN LOUGHEED, CHAIRMAN

DEANN BUCKHOUSE, SECRETARY

APPROVED BY CASS COUNTY, NORTH DAKOTA, THIS _____ DAY OF _____, 2016.

SIGNED: _____
ATTEST: MARY SCHERLING, CHAIRWOMAN, BOARD OF COUNTY COMMISSIONERS

MICHAEL MONTPLASIR, CASS COUNTY AUDITOR



0 200
Scale in Feet

- LEGEND**
- IRON MONUMENT FOUND
 - SET 5/8"x18" REBAR WITH YELLOW PLASTIC CAP #6571
 - P.O.C. POINT OF COMMENCEMENT
 - P.O.B. POINT OF BEGINNING
- 10' UTILITY EASEMENTS SHOWN THUS: _____



Fargo-Moorhead Metropolitan Council of Governments

701.232.3242 • FAX 701.232.5043 • Case Plaza Suite 232 • One 2nd Street North Fargo, North Dakota • 58102-4807

Email: metrococ@fmmetrococ.org

<http://www.fmmetrococ.org>

To: Cass County Planning Commission
From: Adam Altenburg, Fargo-Moorhead Metropolitan Council of Governments
Cindy Gray, SRF Consulting Group
Date: March 16, 2016
Subject: Southwest Metro Transportation Plan

The City of Fargo, City of Horace, and Cass County – in collaboration with the Fargo-Moorhead Metropolitan Council of Governments and SRF Consulting Group – are wrapping up efforts on the Southwest Metro Transportation Plan. When complete, this long-range planning document will guide transportation improvement needs and land use in the area immediately south of 52nd Avenue S over the course of the next 25 years and beyond. In addition, this plan will allow member jurisdictions to better preserve right of way, connectivity, and roadway frontages while giving consideration to bicycle and pedestrian features and transit needs as development occurs in the area.

Based on socioeconomic data indicators, as well as intensive analysis of roadway network requirements, the Southwest Metro Transportation Plan has developed a best fit scenario for future transportation needs in the area (Figure 6.12). This best fit scenario identifies both essential improvements to existing roadways and new corridor construction projects. Preliminary cost estimates have also been developed to aid in the future planning of needed capital improvements.

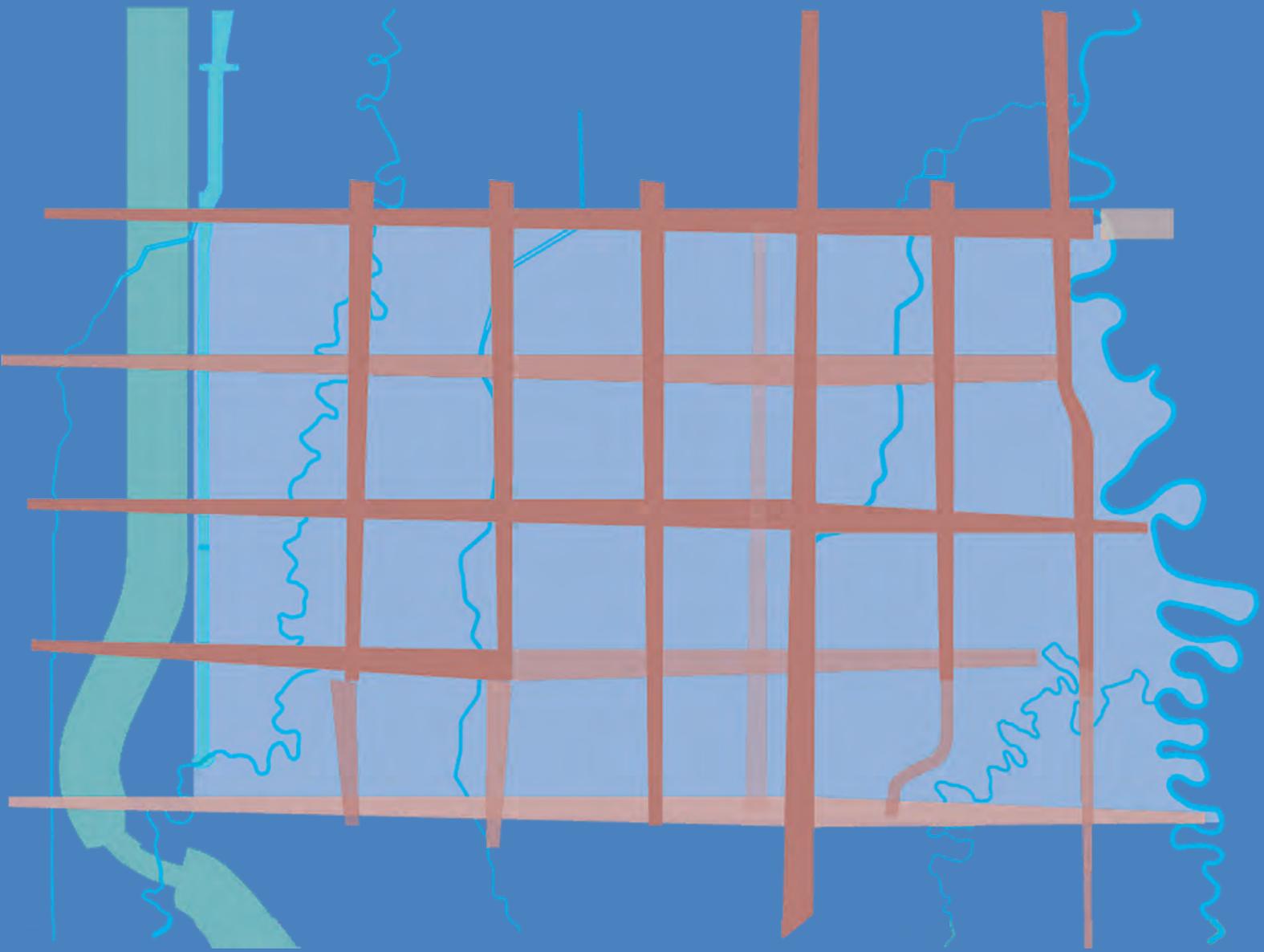
A final draft is available in anticipation of the City of Fargo, City of Horace, and Cass County adopting the plan and agreeing to use it as a tool for development of the southwest metropolitan transportation system. The full draft document may be reviewed and downloaded at www.fmmetrococ.org under Resources/Plans & Programs/Southwest Metro Transportation Plan. A hard copy of the document can be made available upon request.

A PLANNING ORGANIZATION SERVING

FARGO, WEST FARGO, CASS COUNTY, NORTH DAKOTA AND MOORHEAD, DILWORTH, CLAY COUNTY, MINNESOTA

Southwest Metro Transportation Plan

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS



DRAFT - FEBRUARY 2016

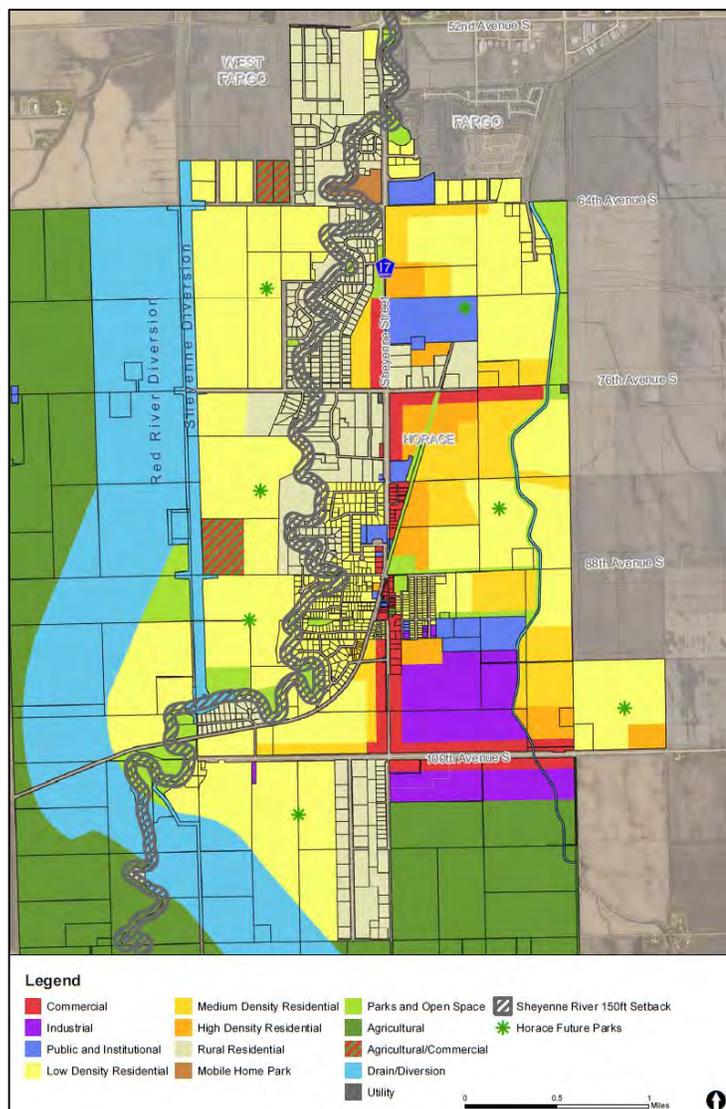


Executive Summary

Backed by a strong economic climate, the Fargo-Moorhead metropolitan area has grown at a rapid, steady rate in the last two decades. Much of this growth has been concentrated south of Interstate 94 and west of the Red River, where the cities of Fargo, Horace, and West Fargo have continued to expand municipal services, utilities, and transportation infrastructure. As these cities converge, it is imperative to follow a regional transportation plan. Metro COG’s Long Range Transportation Plan (Metro 2040) analyzed metro-wide transportation needs, but was not charged with looking in depth at the future right-of-way and capacity needs of the roadway system where Fargo and Horace will grow together south of 52nd Avenue South. The Southwest Metro Transportation Plan (SWMTP) is a thorough and timely document that addresses this planning gap through its comprehensive, coordinated, and long-term approach.

The SWMTP was developed through collaborative effort by stakeholders, planners, and members of the public. A Study Review Committee guided the project from start to finish, meeting six times beginning in May 2014. This group consisted of 16 representatives from Fargo, Horace, Cass County, Stanley Township, and the Fargo-Moorhead Metropolitan Council of Governments. The SRC ensured that planning methods were sound, conclusions were logical, and that the final product would be supported by citizens and administrators.

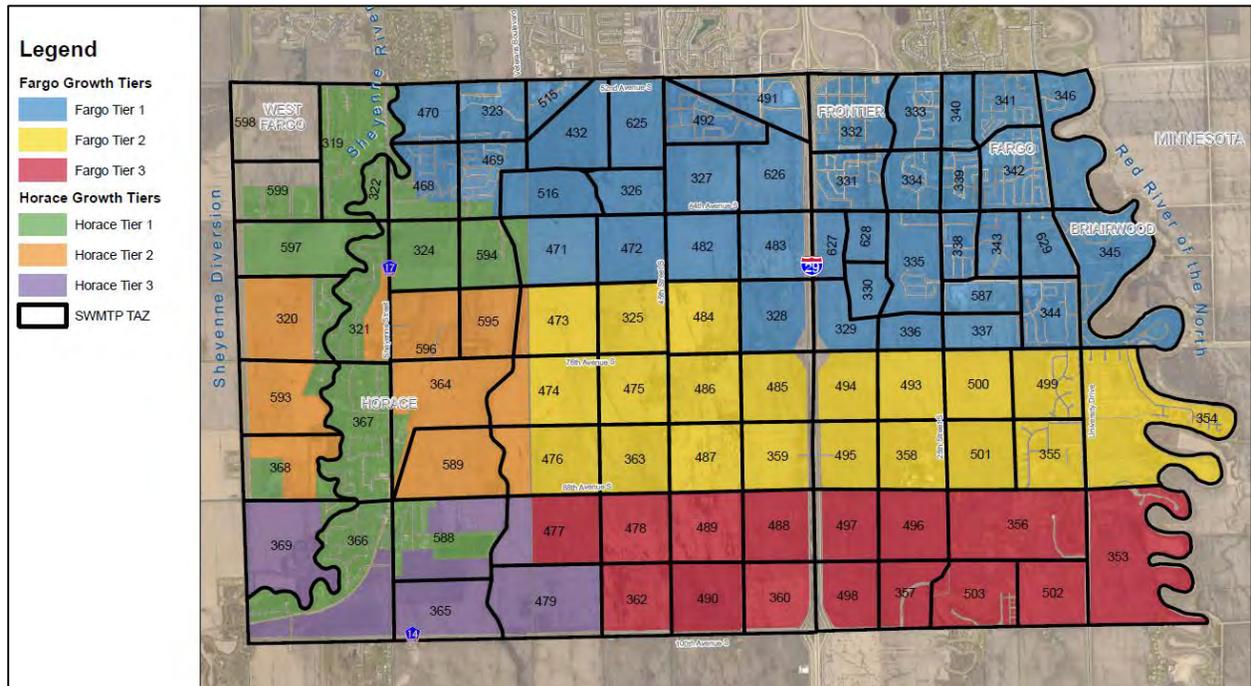
Public involvement was central to the planning process. Three meetings were fully open to the public. Community members were shown alternative network improvements and asked to provide input on what roadway features were important to them. In addition, citizen input was key to creating a travel demand model that would be representative of future land use. To initiate development of the travel



demand model, the City of Horace completed a future land use plan and the City of Fargo updated its future land use plan as it pertains to the study area. Creating these plans with the support of the community was a critical step in formulating realistic assumptions about the location and intensity of future land uses, which were then converted to GIS data to set model parameters.

Urban growth progresses over space and time. The Southwest Metro Transportation Plan has an expansive scope, with a study area encompassing more than 25 square miles and a planning horizon stretching several decades. The rate of growth will not be uniform across this timeline. Initially, growth may be suppressed by many factors, including limited sewer capacity in Horace, limited infrastructure in general, and flooding obstacles across the study area. On the other hand, the completion of a major improvement, such as the proposed interchange at 76th Avenue South and I-29, would catalyze development in the study area. When constraints are removed and conditions favorable to growth are put in place, the rate of growth in the study area will accelerate, then peak and follow a natural decline until build-out is complete.

To address phasing, the SWMTP utilizes a set of four growth tiers, each of which is tied to a geographic sub-region and a growth timeframe. Throughout the document, Tiers 1, 2, 3, and 4 are denoted as 2020, 2030, 2040, and 2040+. However, it is important to emphasize that actual development probably won't correspond precisely to these timeframes. Originally, it was assumed that flooding obstacles could be overcome at an early stage of development. If flood protection is delayed, however, the growth figures shown for "2020" may not be reached until a later date, and subsequently Tier 1 would be extended and the need for transportation improvements associated with that tier would be pushed back.



Likewise, the pace of growth may not align neatly with these timelines. If growth proceeds faster or slower than is implied to occur over each ten-year period, it will impact the schedule of roadway improvements. Therefore, it is best to follow the sequence of growth, which should progress generally from north to south, and not target a specific year as a trigger for network improvements. Rather than update growth tier labels throughout the document, the original naming scheme has been maintained.

The SWMTP contains seven chapters and appendices:

1. Plan Introduction
2. Existing Plan Review
3. Existing Conditions
4. Public Involvement
5. Travel Demand Model Development and Validation
6. Model Analysis
7. Findings and Recommendations

Appendices

- A. Planning Level Cost Calculations
- B. 76th Avenue Corridor Concept

Chapters 1, 2, and 3 provide background information to orient the reader. This information will help familiarize the reader with the existing planning landscape, and provides context for material that is presented in later chapters. However, the body of plan itself – new analysis, maps, recommendations, etc. – is contained in Chapters 5, 6, and 7. Readers who are more familiar with recent planning efforts in the Fargo-Moorhead growth area may wish to skip to these chapters.

Chapter 1, Plan Introduction, discusses recent growth trends and the impetus for the plan in greater detail. It identifies development opportunities and constraints to regional growth.

Chapter 2, Existing Plan Review, examines other planning documents of project relevance, including the 2007 Growth Plan, Go 2030, and existing corridor studies.

Chapter 3, Existing Conditions, inventories current land use, parcel, and roadway data and assesses baseline network performance. Most importantly, this chapter identifies starting population and household figures for Fargo, Horace, West Fargo, and Cass County. Based on those estimates, the amount of the growth that is expected to occur within each tier was calculated.

Municipality	2020			2030			2040		
	Population	Households	Jobs	Population	Households	Jobs	Population	Households	Jobs
Fargo	29,243	12,274	5,923	46,669	19,598	9,477	58,155	24,427	11,909
Horace	6,019	2,010	330	6,309	2,109	734	6,309	2,109	775
Total	35,262	14,284	6,253	52,978	21,707	10,211	64,465	26,536	12,684

Chapter 4, Public Involvement, describes the proceedings and planning outcomes for each meeting of the Study Review Committee and the three public meetings.

Chapter 5, Travel Demand Model Development and Validation, describes the process of updating, testing, and refining the travel demand model. The travel demand model is a traditional four-step model that allocates jobs and households to traffic analysis zones, generates trips between zones based on socioeconomic forecasts derived from the future land use plans, and assigns trips to the anticipated roadway network in an iterative fashion. Use of the tiered modeling framework allowed for improvements forecasted for one tier to be carried through subsequent tiers in a progressive manner.

Chapter 6, Model Analysis, documents the traffic forecasts and capacity issues. During each growth tier, a capacity analysis was performed to ensure that the new roadway network performed acceptably. Thorough review of model output led to the selection of a “best-fit” roadway network for each tier. Effort was made to optimize network efficiency while minimizing investment costs. Sensitivity analysis was performed to compare the impacts of network alteration at three links: Veterans Boulevard, the 76th Avenue South corridor, and the I-29 Interchange at 76th Avenue South. Based on these analyses, the extension of Veterans Boulevard is not a critical improvement; north/south volumes can be accommodated on other roadways. The 76th Avenue South/I-29 interchange, however, is an important component of the metro area’s future roadway network, and the extension of the 76th Avenue South corridor across the Red River, with connectivity to the east and west, has the benefit of reducing volumes on 52nd Avenue South and on important north/south corridors such as 25th Street and 45th Street South.

In Chapter 7, Findings and Recommendations, specific improvements are identified by growth tier on Figures 7.1-7.4. Preliminary cost estimates are provided. With annual costs adjusted for inflation, total project investments are estimated at \$98.9 million in Tier 1, \$158.4 million in Tier 2, and \$282.5 million in Tier 3. Chapter 7 concludes with a corridor observation summary, which highlights potential impediments to corridor expansion.

Chapters 6 and 7 constitute the body of the plan. These chapters contain essential information that would not be available without the use of a travel demand model. Modeling remains the most reliable, cost-effective method to forecast traffic volumes and prioritize network improvements. Good forecasts depend on practical assumptions as well as robust datasets that are representative of the real world. In the coming decades, growth in the southwest metro could unfold in a number of scenarios, all of which are dependent on the growth of the metro area as a whole. While the tiered framework accounts for some local growth restraints, all forecasts in the SWMTP nonetheless represent a straightforward scenario in which the regional economy is stable and metro-area population growth is steady. They assume that the entire study area is developable to build out, with some variation in density accounted for due to differing elevations and fill requirements. Following these assumptions leads to a series of first-order forecasts, which are highly useful for establishing an overall picture of

urban development, but which will require refinement if a significantly different scenario were to occur.

For instance, if the City of Fargo establishes interim flood protection prior to or in lieu of the Red River Diversion Project, it may pursue higher residential densities to maximize its investment in flood resiliency infrastructure. Efforts to concentrate development in certain locations may be associated with minimal development in others. If the pattern or intensity of land use changes significantly, the model will need to be updated. Likewise, if the City of Horace resolves its waste water treatment dilemma sooner rather than later, the model should be updated to reflect accelerated development during earlier growth tiers.

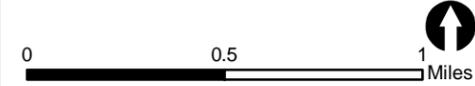
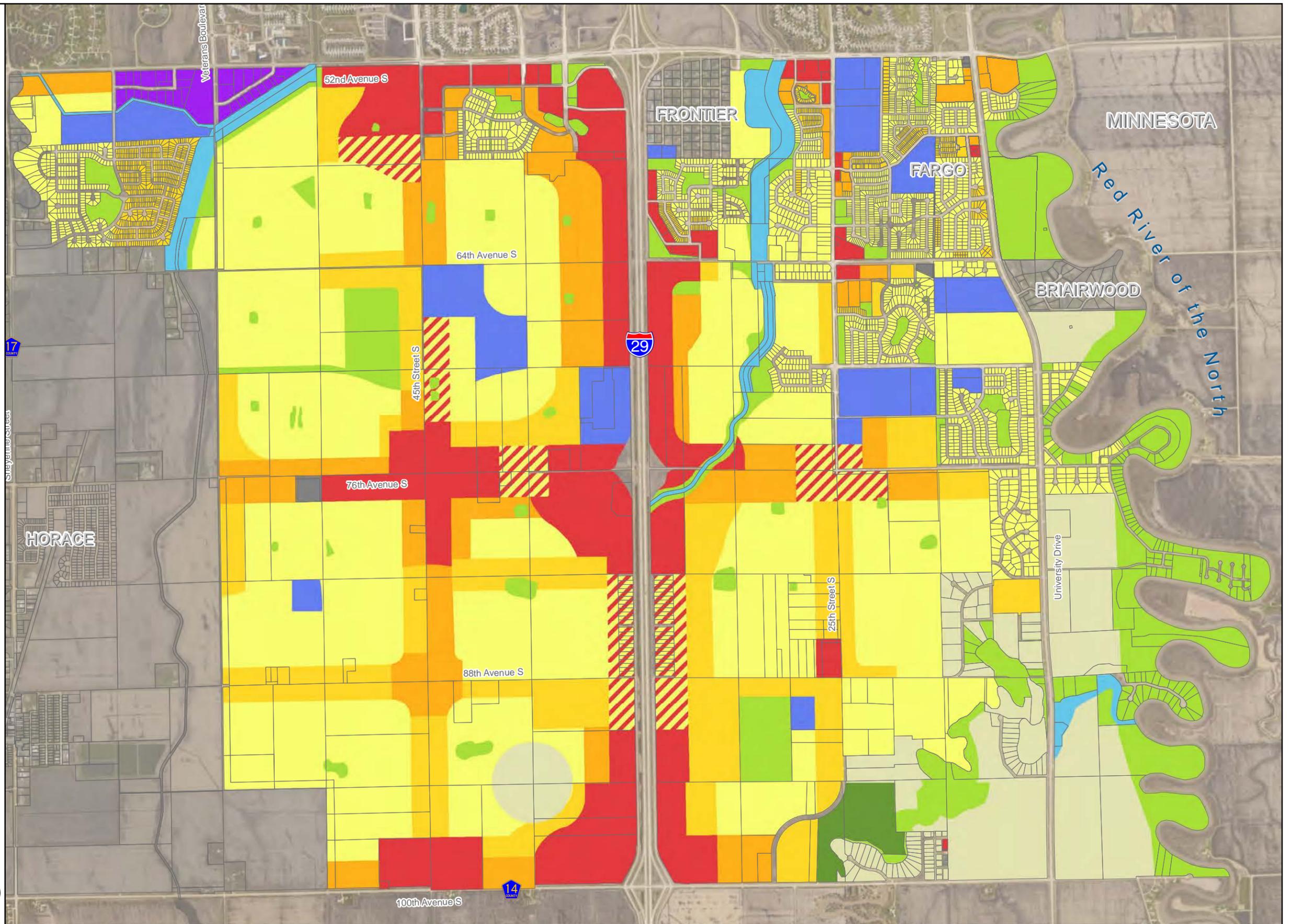
Finally, further study of access management along the 76th Avenue corridor is warranted. Currently, the travel demand model assumes ½-mile spacing between intersections. If access points are limited to 1-mile spacing or greater, which has been recommended for an expressway design, this will impact route selection throughout the study area.

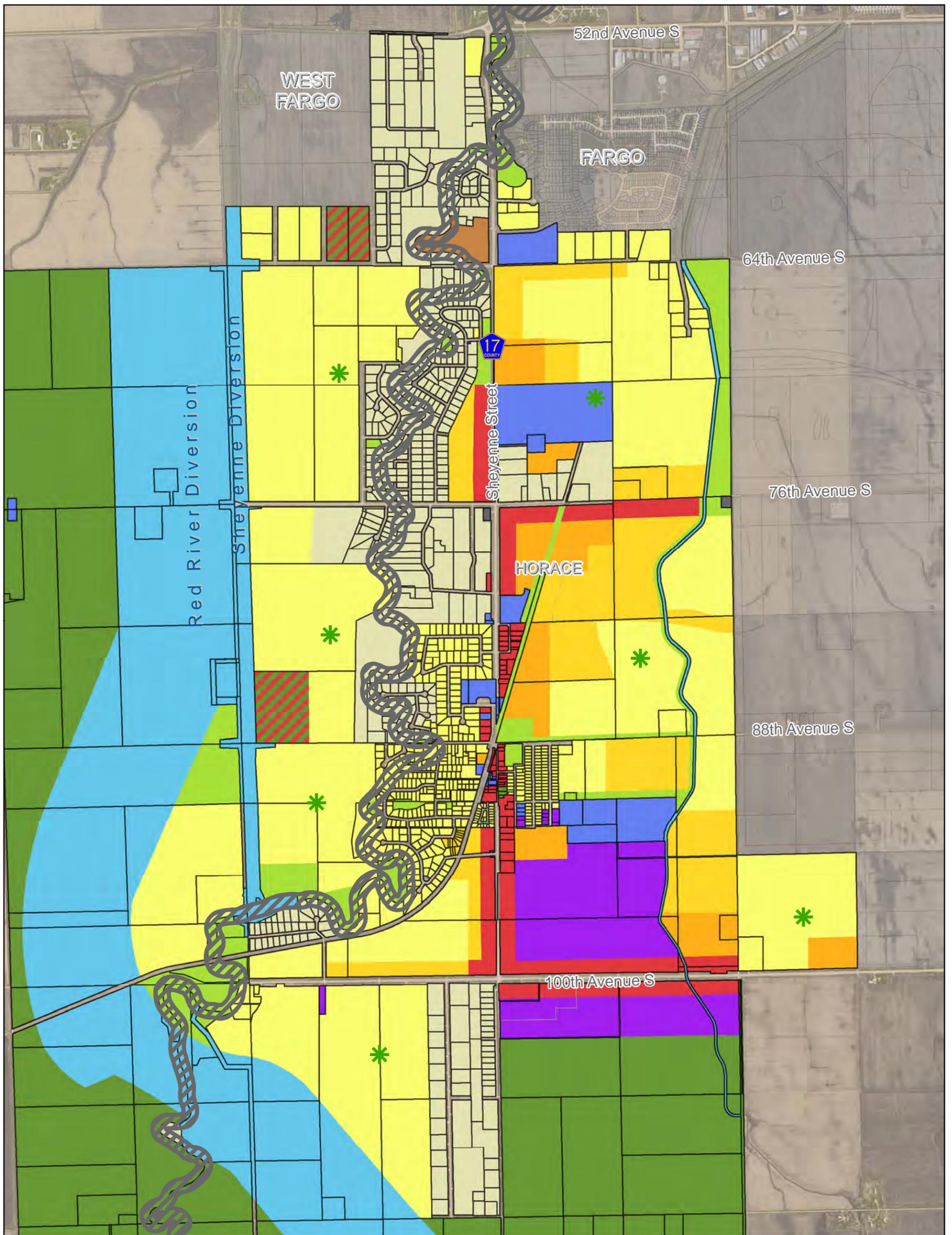
As it stands, the SWMTP fills a void in regional planning activities. It will aid policy makers, planners, engineers, and developers as demand for housing and services responds to continued growth pressure in the metropolitan area. The SWMTP should be consulted as other relevant planning documents are updated. These include Metro COG's Long-Range Transportation Plan, the capital improvement programs for Fargo, Horace, and Cass County, those entities' comprehensive plans, and any specific transportation plans, such as transit or bicycle/pedestrian plans, that impact the study area.

Legend

Future Land Use

- Low Density Residential
- Commercial
- Industrial
- Public and Institutional
- Agricultural
- Park and Open Space
- Medium Density Residential
- High Density Residential
- Rural Residential
- Mixed Use
- Drain/Diversion
- Utility



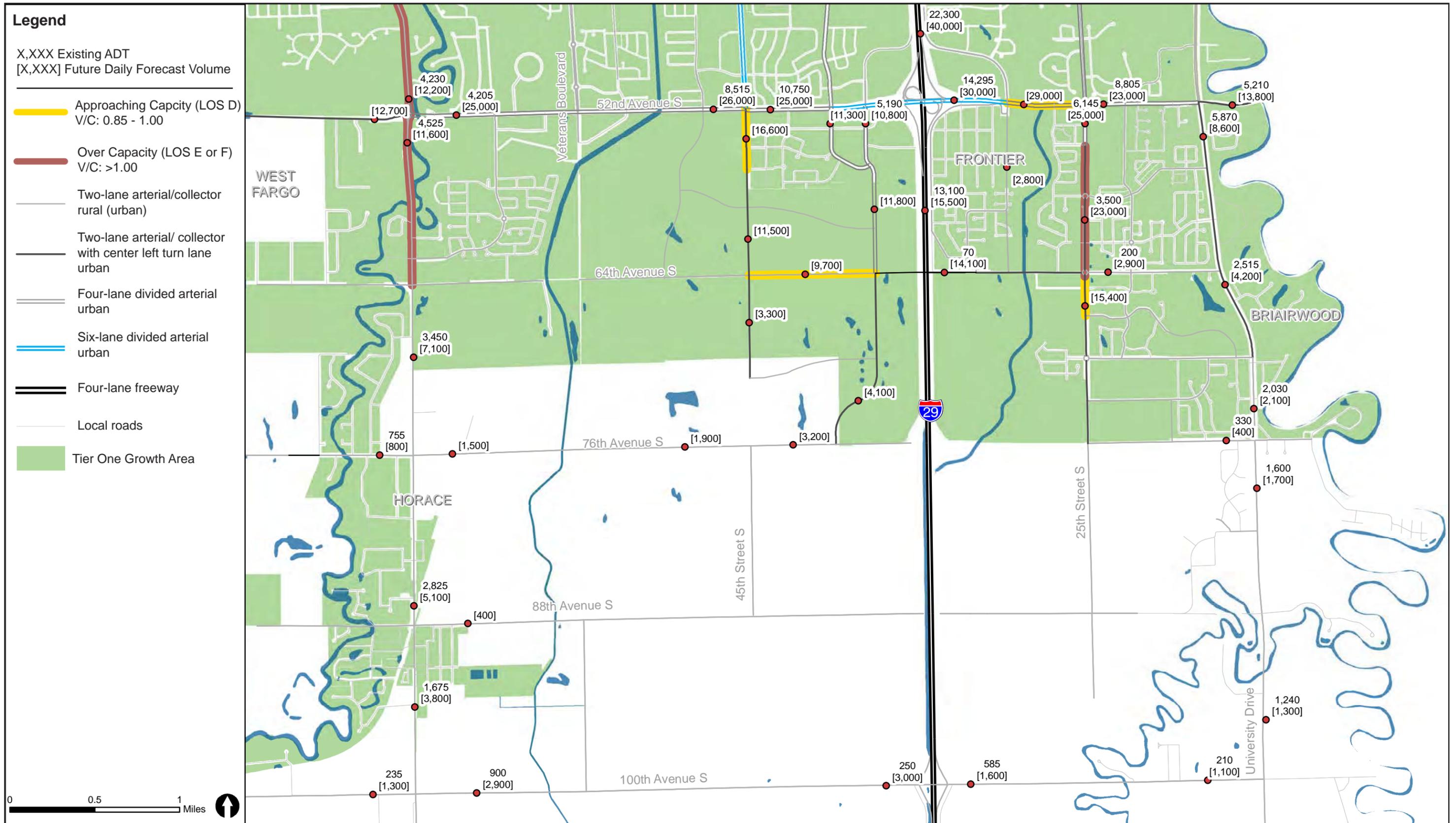


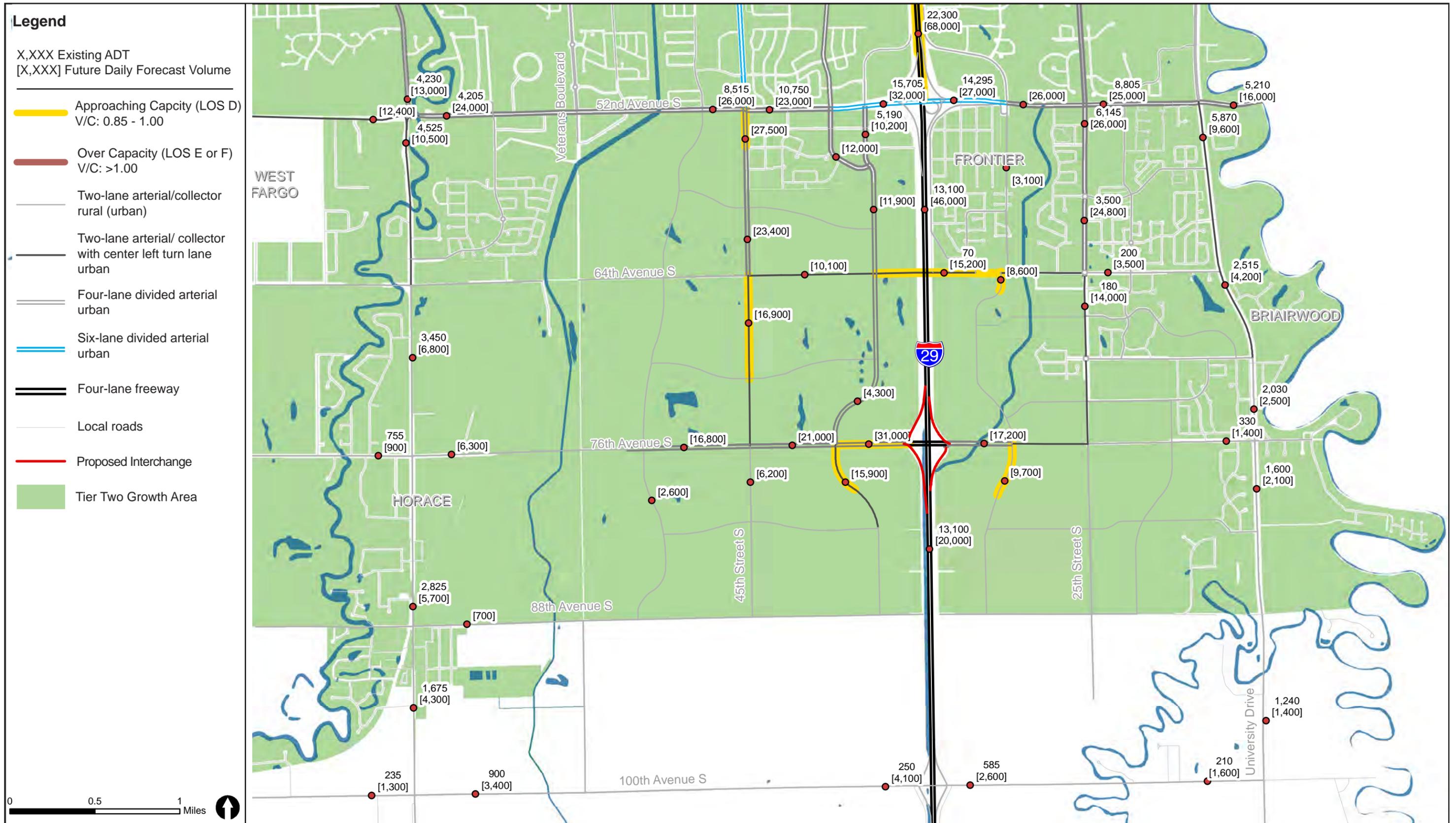
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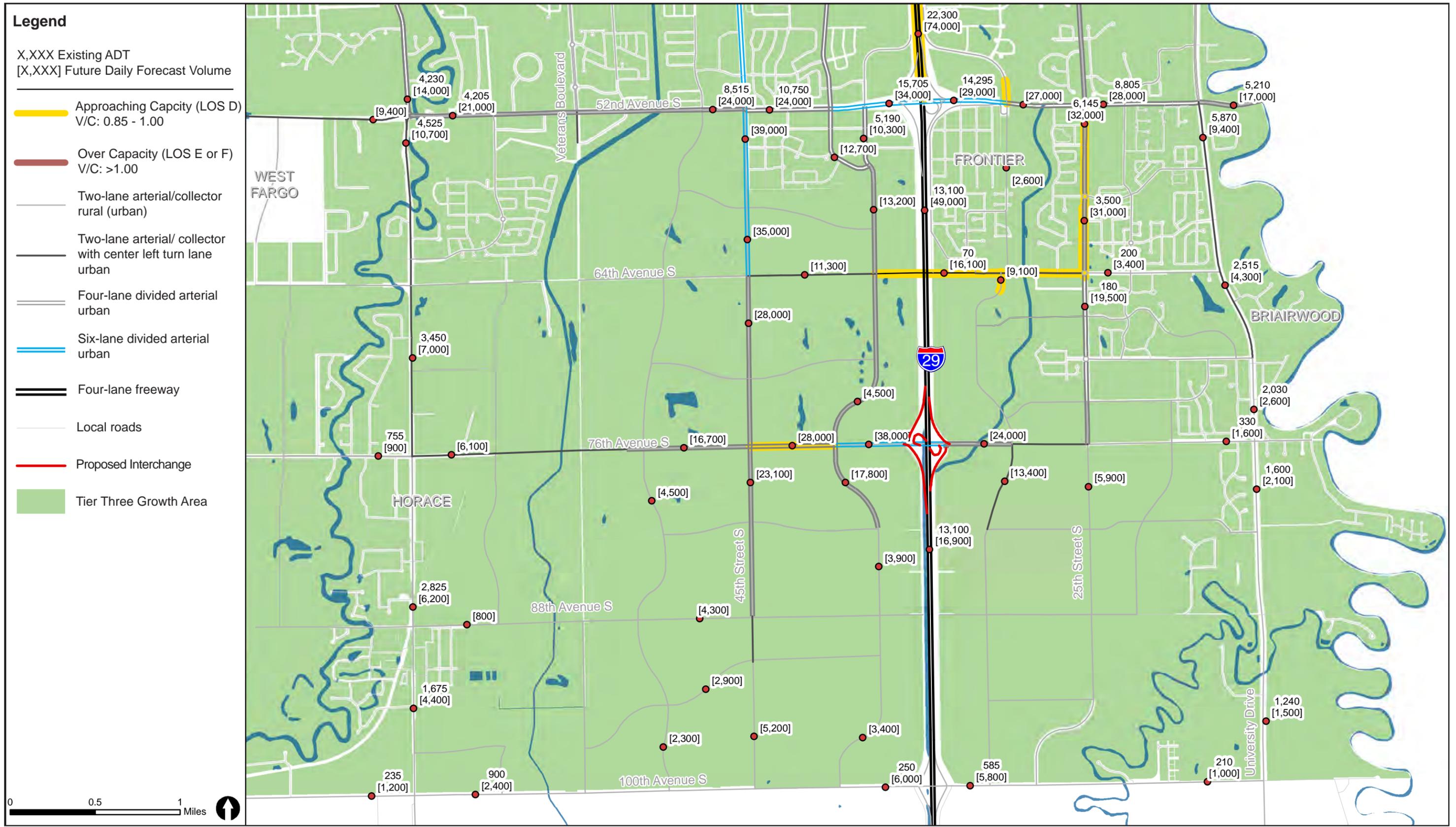
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|--------------------------|----------------------------|-------------------------|------------------------------|
| Commercial | Medium Density Residential | Parks and Open Space | Sheyenne River 150ft Setback |
| Industrial | High Density Residential | Agricultural | Horace Future Parks |
| Public and Institutional | Rural Residential | Agricultural/Commercial | |
| Low Density Residential | Mobile Home Park | Drain/Diversion | |
| | Utility | | |

0 0.5 1 Miles



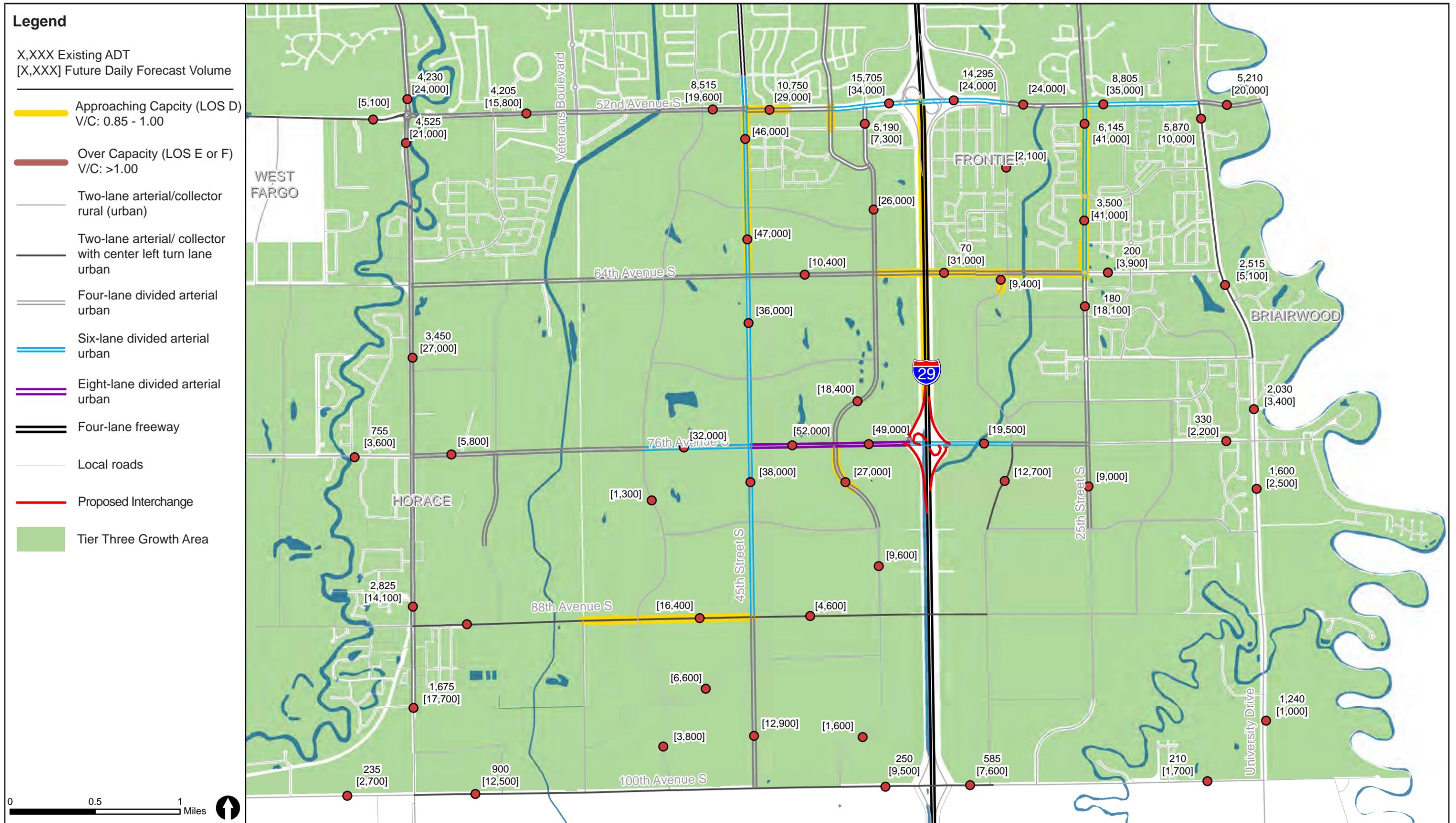






SRF Year 2040 Best Fit Scenario - Capacity Analysis

Figure 6.5



SR Year 2040+ Best Fit Scenario - Capacity Analysis

Figure 6.6

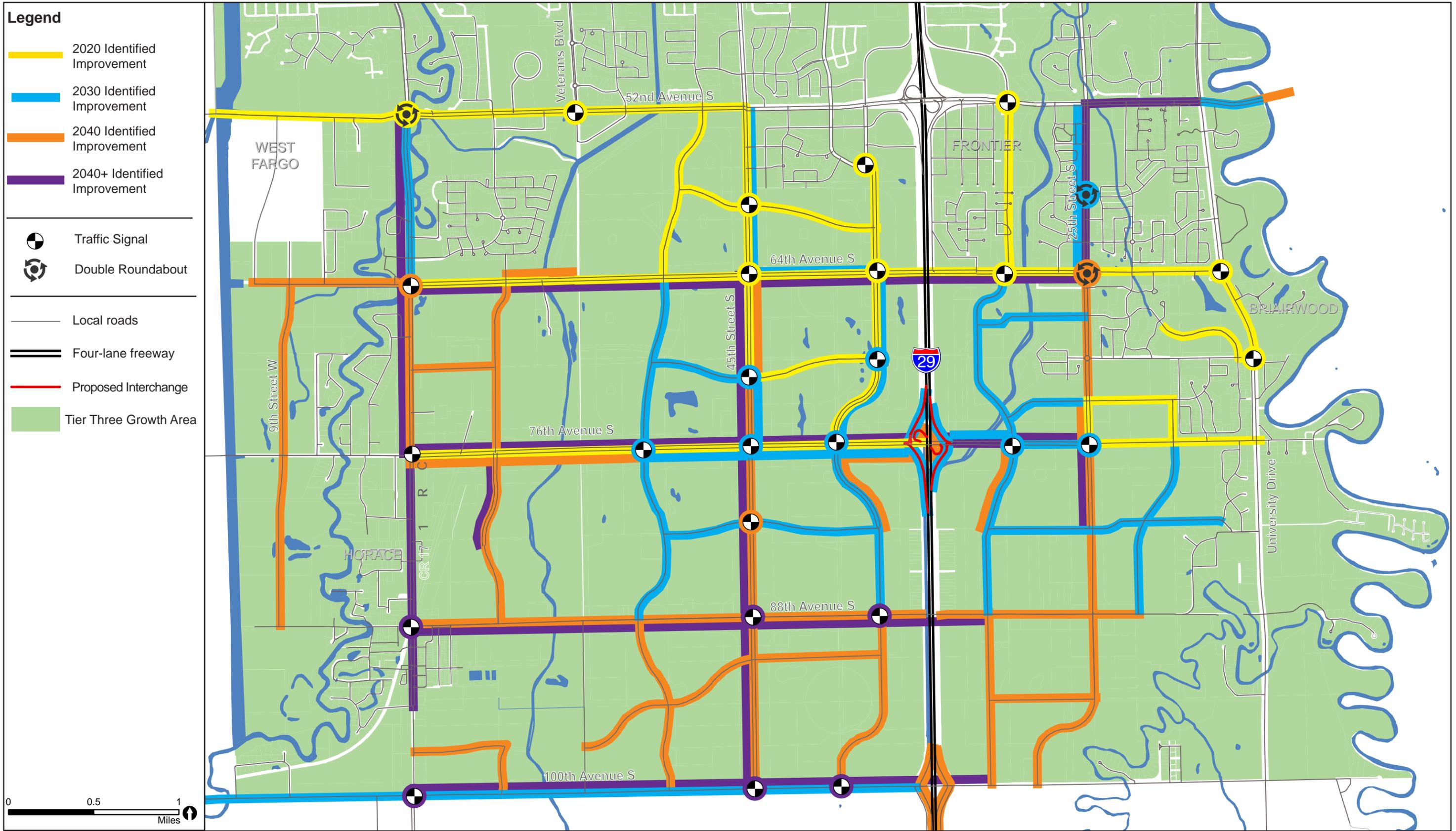


Table 7.1: 2020 Identified Improvements

Corridor Segment		Identified Improvement by 2020
52nd Ave S		
A	15 th St S to Veterans Blvd	Expand the existing 2-lane section to a divided 4-lane section
B	Veterans Blvd to 45 th St S	Expand the existing 3-lane section to a divided 4-lane section
60th Ave S		
C	48 th St S to 38 th St S	Construct a new 2-lane roadway
64th Ave S		
D	CR 17 to Veterans Blvd	Reconstruct a gravel 2-lane section as a paved 2-lane section
E	Veterans Blvd to I-29	Construct a new 2-lane roadway
F	I-29 to 25 th St S	Expand the existing 2-lane section to a 3-lane section
G	25 th St to S University Dr	Reconstruct a gravel 2-lane section as a paved 2-lane section
68th Ave S		
H	31 st St S to 70 th Ave S	Construct a new 2-lane roadway
70th Ave S		
I	45 th St S to 38 th St S	Construct a new 2-lane roadway
76th Ave S		
J	CR 17 to I-29	Upgrade an existing rural gravel 2-lane section to a paved 2-lane section
K	25 th St to S University Dr	Upgrade an existing rural 2-lane section to an arterial 2-lane section
48th St S		
L	52 nd Ave S to 64 th Ave S	Construct a new 2-lane roadway
45th St S		
M	52 nd Ave S to 70 th Ave S	Construct a new 3-lane roadway
38th St S		
N	42 nd St S to 64 th Ave S	Construct a new divided 4-lane roadway
O	64 th Ave S to 76 th Ave S	Construct a new 3-lane roadway
31st St S		
P	52 nd Ave S to 64 th Ave S	Construct a new 2-lane roadway
25th St S		
Q	73 rd Ave S to 76 th Ave S	Expand the existing 2-lane section to a 3-lane section
17th St S		
R	73 rd Ave S to 76 th Ave S	Construct a new 2-lane roadway
S University Dr		
S	Briarwood to 70 th Ave S	Expand the existing 2-lane section to a 3-lane section

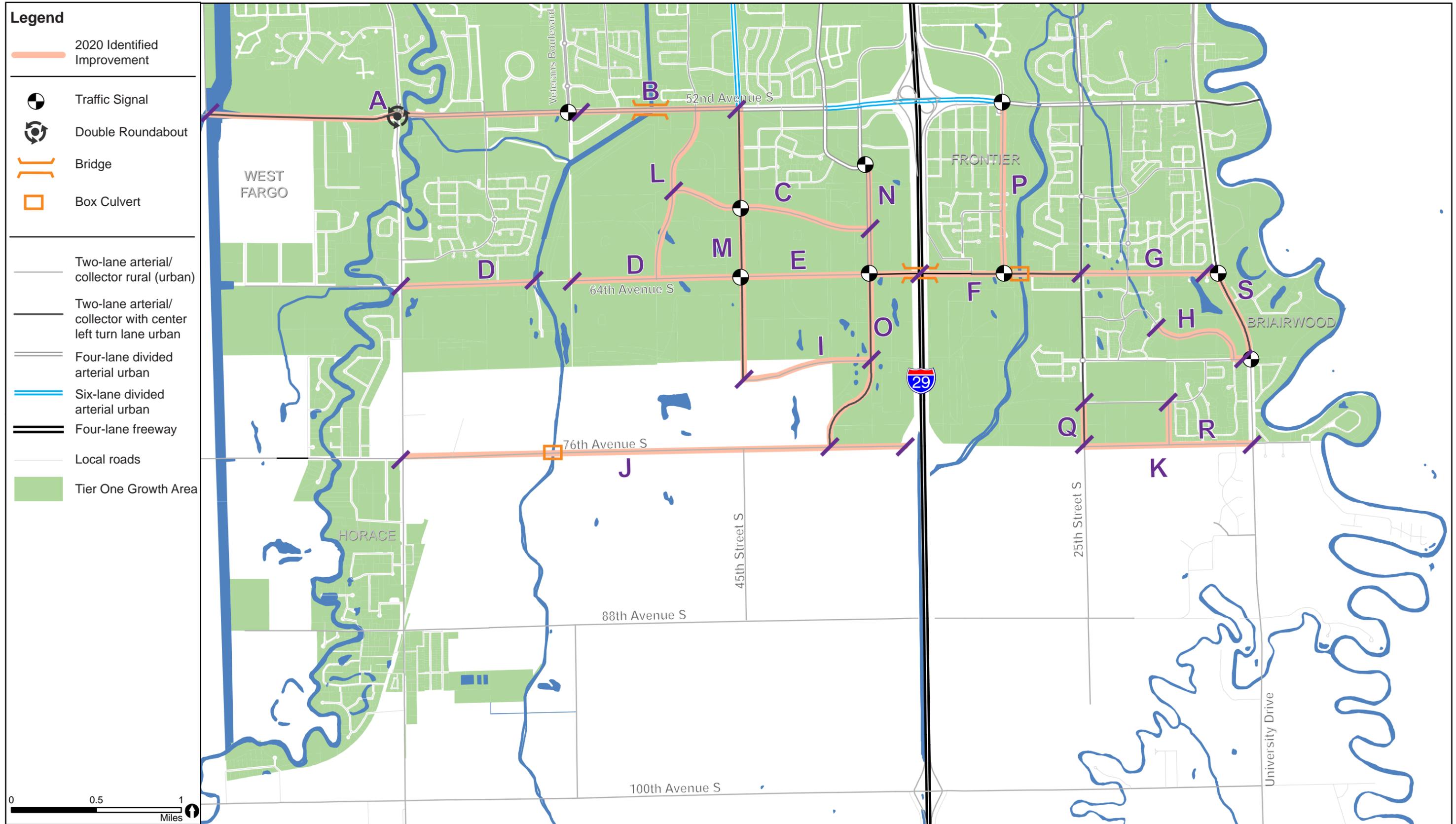


Table 7.3: 2030 Identified Corridor Improvements

Corridor Segment		Identified Improvement by 2020
52nd Avenue S		
A	University Dr to Red River	Expand existing 2-lane section to a 4-lane section
64th Avenue S		
B	45 th St to 38 th St	Expand existing 2-lane section to a 3-lane section
70th Avenue S		
C	48 th St to 45 th St	Construct 2-lane roadway
73rd Avenue S		
D	25 th St to 31 st St	Construct 2-lane roadway
76th Avenue S		
E	48 th St to I-29	Expand existing 2-lane section to a divided 4-lane section
F	1-29 to 31 st St	Construct interchange and divided 4-lane roadway
G	31 st St to 25 th St	Construct 3-lane roadway
80th Avenue S		
H	48 th St to University Dr	Construct 2-lane roadway
100th Avenue S		
I	Shyenne Diversion to I-29	Mill and overlay of existing 2-lane roadway
County Road 17		
J	52 nd Ave to 64 th Ave	Expand existing 2-lane section to a 3-lane section
48th Street S		
K	64 th Ave to 88 th Ave	Construct 2-lane roadway
45th Street S		
L	52 nd Ave to 64 th Ave	Expand existing 3-lane section to a divided 4-lane section
M	70 th Ave to 76 th Ave	Construct 3-lane roadway
38th Street S		
N	64 th Ave to 76 th Ave	Expand existing 3-lane section to a divided 4-lane section
O	70 th Ave to 76 th Ave	Construct 3-lane roadway
P	76 th Ave to 88 th Ave	Construct 2-lane roadway
31st Street S		
Q	64 th Ave to 88 th Ave	Construct 2-lane roadway
25th Street S		
R	52 nd Ave to 64 th Ave	Expand existing 3-lane section to a 5-lane section
17th Street S		
S	76 th Ave to 88 th Ave	Construct 2-lane roadway

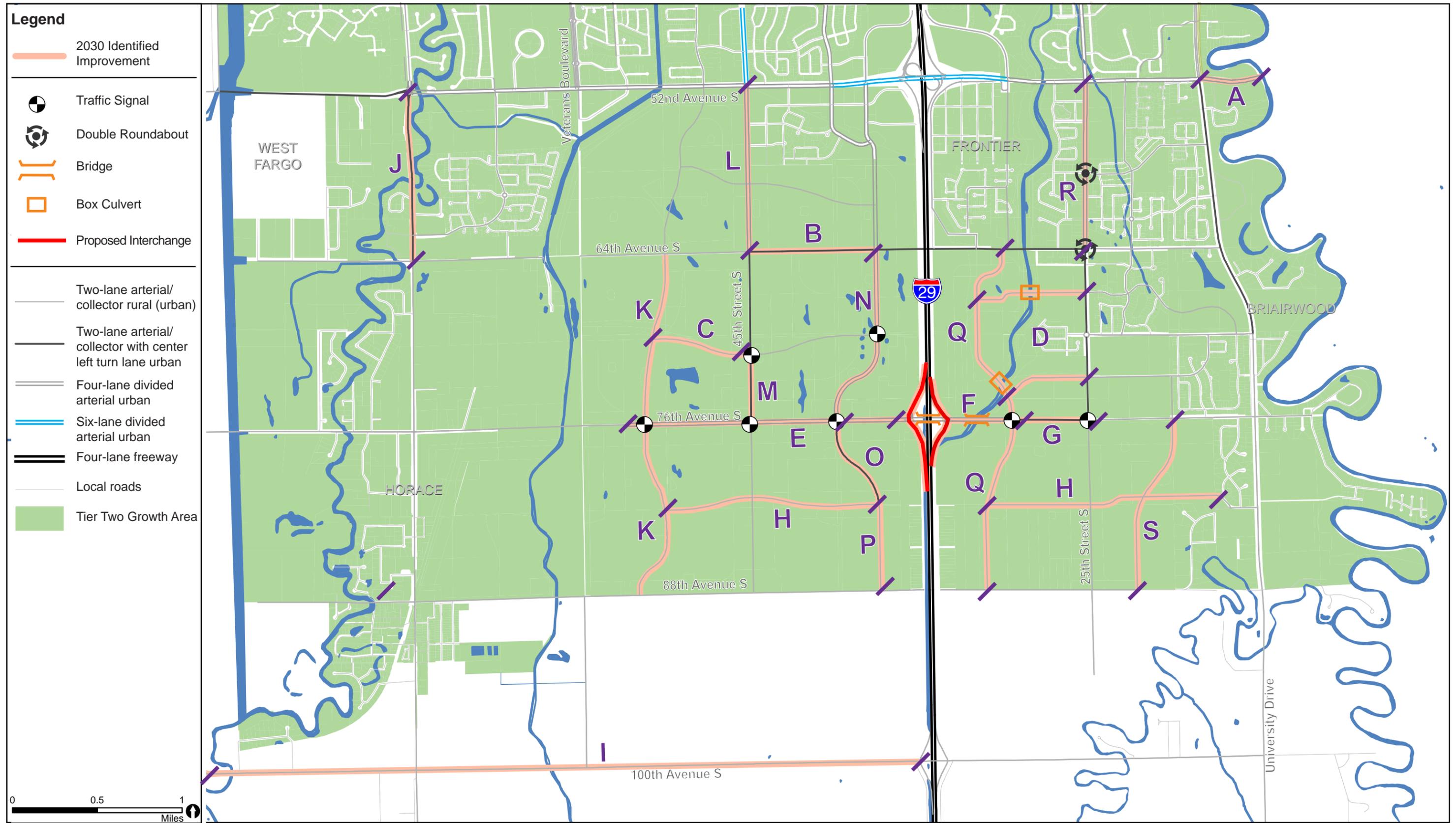
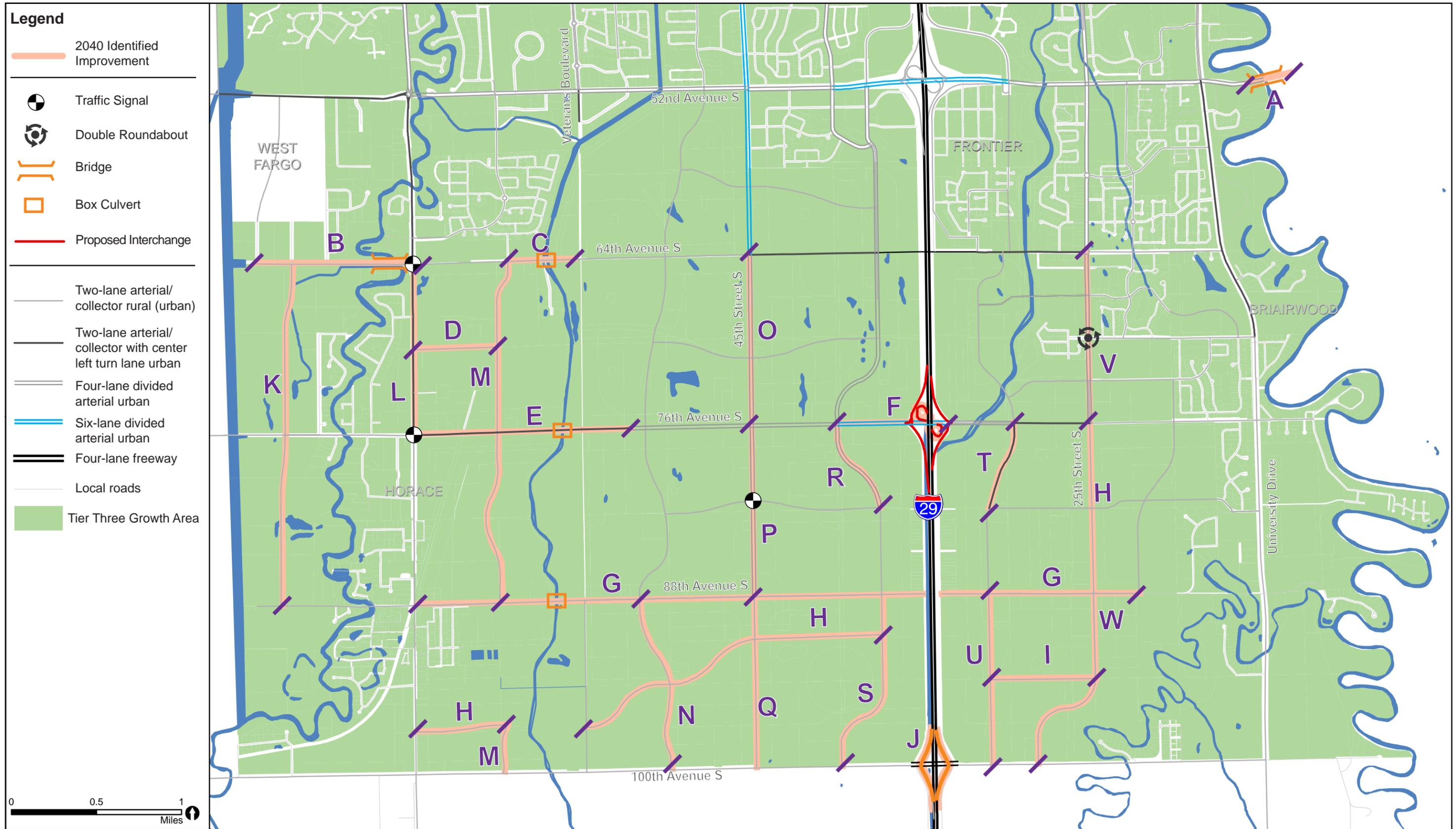


Table 7.5: 2040 Identified Corridor Improvements

Corridor Segment		Identified Improvement by 2040
52nd Ave S		
A	S University Dr to Red River	Bridge reconstruction (2-lane to 4-lane section)
64th Ave S		
B	9 th St W to CR 17	Construct 2-lane roadway
C	Drain 27 to Section Line	Construct 2-lane roadway with box culvert
70th Ave S		
D	CR 17 to 7 th St E	Construct 2-lane roadway
76th Ave S		
E	CR 17 to 48 th St S	Construct 3-lane roadway
F	38 th St S to I-29	Expand existing 4-lane section to a divided 6-lane section and add loops to NW and SE quadrants of interchange
88th Ave S		
G	CR 17 to Wild Rice River	Upgrade a rural gravel 2-lane section to an arterial 2-lane section
92nd Ave S		
H	CR 17 to 38 th St S	Construct 2-lane roadway
I	31 st St S to 25 th St S	Construct 2-lane roadway
100th Avenue S		
J	Section Line to I-29	Expand existing 2-lane section to a divided 4-lane section and reconstruct interchange
9th Street		
K	52 nd Ave S to 88 th Ave S	Construct 2-lane roadway
County Road 17		
L	64 th Ave S to 76 th Ave S	Expand to 3-lane section
7th Street		
M	64 th Ave S to 100 th Ave S	Construct 2-lane roadway
48th Street S		
N	88 th Ave S to 100 th Ave S	Construct 2-lane roadway
45th Street S		
O	64 th Ave S to 76 th Ave S	Expand existing 3-lane section to a divided 4-lane section
P	76 th Ave S to 88 th Ave S	Expand existing 2-lane section to a divided 4-lane section
Q	88 th Ave S to 100 th Ave S	Construct 2-lane roadway
38th Street S		
R	76 th Ave S to 80 th Ave S	Expand existing 3-lane section to a divided 4-lane section
S	88 th Ave S to 100 th Ave S	Construct 2-lane section
31st Street S		
T	76 th Ave S to 80 th Ave S	Expand existing 2-lane section to a 3-lane section
U	88 th Ave S to 100 th Ave S	Construct new 2-lane section
25th Street S		
V	58 th Ave S to 76 th Ave S	Expand existing 3-lane section to a 5-lane section
W	76 th Ave S to 100 th Ave S	Construct 2-lane roadway



PROPOSED CASS COUNTY COMMISSION POLICY

CASS COUNTY WEED MANAGEMENT PLAN FOR CONSTRUCTION AND DEVELOPMENT SITES

PURPOSE

The purpose of this policy is to enforce the control of noxious weeds on residential, commercial/industrial construction sites and undeveloped lots within the county and to encourage the control of invasive and troublesome weeds on said properties. Noxious and invasive/troublesome weeds have negative impacts on the value of the land including: reduced production of agricultural crops on adjoining lands, reduced enjoyment of private property, and displacement of native plants and animals.

GENERAL PROVISIONS

North Dakota Century Code (NDCC) chapter 4.1-47 requires that "Each person shall do all things necessary and proper to control the spread of noxious weeds" by suppressing seed production or propagating parts, or destroying either the entire plant or its propagating parts. Troublesome/invasive weeds are plants that are not on the state noxious weed list but are generally known to be highly invasive and destructive.

Residential, industrial, construction and development sites and undeveloped lots are locations that can harbor noxious and invasive/troublesome weeds due the disturbance of the soil and lack of weed control efforts. The lack of controlling weed growth allows seeds to be formed which can spread onto adjoining properties and expand the scope of weed invasions.

Recently, there have been a number of troublesome/invasive weed species that have become resistant to a number of herbicides utilized by farmers in crop production. These "herbicide resistant" weeds are highly competitive and controlling these weeds is becoming increasingly costly and difficult. Allowing all weeds to grow and produce seeds contribute to the spread of these weeds onto adjoining lands, be they neighboring residential or commercial lots, public lands, or agricultural production fields.

IMPLEMENTATION

Developers and construction managers shall develop a WEED MANAGEMENT PLAN. The weed management plan shall describe the weed control measures to be undertaken on the development or construction site and/or undeveloped lot and include name and contact information of developer and contractor. A copy of the weed management plan shall be submitted to the county weed officer and to the planning office of the jurisdiction providing building permits. This weed management plan shall be followed up until the site or lot is fully developed and landscaping has been established.

Civil penalty: Failure to control noxious weeds on any are of the construction site or undeveloped lot, the landowner is subject to a civil penalty in an amount not to exceed eighty dollars per day for each day of violation, subject to a maximum penalty of four thousand dollars per year. Penalties imposed are a lien against the property of the landowner (NDCC 4.1-47-31). It is also recommended to control all weeds to prevent seed dispersal of invasive/troublesome weeds, though no fine will be imposed for lack of control of invasive/troublesome weeds.

WEED MANAGEMENT PLAN



Weed Control Office
 1201 Main Avenue West
 West Fargo, ND 58078
www.casscountynd.gov
 Phone: 701-298-2388
 Fax: 701-298-2396

Please Print or Type **Instructions:** Complete all questions and submit to the County Weed Officer. Any questions regarding specific sit issues for controlling weeds may be addressed to the County Weed Officer or County Extension Agent at 701-241-5700.

Development Name	
Owner	
Address	
Contact Person	
Phone	
Development Site Location/Address (Section-Township-Range)	
Planned Weed Control Measure (check all that apply)	<input type="checkbox"/> Mowing <input type="checkbox"/> Tillage <input type="checkbox"/> Herbicide Spray
Contractor Assigned Control Duties	
Contractor Name	
Contractor Phone	

 Applicant Signature

 Date

By signing below, the Applicant agrees to perform all work in accordance with the Cass County Weed Management Plan Ordinance and the North Dakota Noxious Weed Law, NDCC 4.1-47, to indemnify and hold harmless the County, its officers and employees from all liability, judgments, costs, expenses, and claims growing out of damages, or alleged damages, of any nature whatsoever, to any person or property arising out of performance or nonperformance of said work."

Weed Control. All landowners or operators of the land are required to control noxious weeds as per North Dakota Century Code chapter 4.1-47-02, "Each person shall do all things necessary and proper to control the spread of noxious weeds". All subdivision applications which involve grading, intensive vegetation clearing, excavation, and/or stockpiling of soil, clay fill, aggregate materials, or any such material stockpiles that will harbor and promote noxious and invasive weed growth shall provide a weed management plan. The following measures are effective in controlling the spread of noxious and invasive weeds:

1. Mowing weed growth prior to flowering;
2. Cultivating or burying plant material to kill weeds prior to flowering; and
3. Spraying appropriate herbicides prior to flowering, preferably when plants are small.

The following best management practices can be employed to make weed control measures easier to achieve:

1. Contour all stockpile materials so that weed control equipment can traverse and perform weed control measure of choice.
2. Monitor all area of construction, equipment staging, roadways and other areas where topsoil is disturbed for weed growth. Conduct appropriate control measures in a timely manner.

3. Monitor all undisturbed sites for weed growth, i.e. former cropland, pasture fields, wetlands, etc. Conduct appropriate control measures in a timely manner.
4. Monitor areas reseeded into permanent grass vegetation or trees for weed growth on a yearly basis. Conduct appropriate control measures in a timely manner.
5. Source all surface applied aggregate products from inspected and approved aggregate mining or stockpile operations that provide a certificate of inspection stating that noxious and invasive weeds are controlled. Inspections are conducted by the mining or stockpile source county weed officer.

Civil penalty: Failure to control noxious weeds on any area of the construction site, the landowner is subject to a civil penalty in an amount not to exceed eighty dollars per day for each day of violation, subject to a maximum penalty of four thousand dollars per year. Penalties imposed are a lien against the property of the landowner (NDCC 4.1-47-31).

Noxious weeds in North Dakota as listed in NDCC 7-06-01

Weeds declared noxious shall be confined to weeds that are difficult to control, easily spread, and injurious to public health, crops, livestock, land, or other property. The following weeds have been declared noxious within the state of North Dakota Century Code per chapter 4.1-47

1. Absinth wormwood (*Artemisia absinthium* L.)
2. Canada thistle (*Cirsium arvense* (L.) Scop.)
3. Dalmatian toadflax (*Linaria genistifolia* spp. *damatica*)
4. Diffuse knapweed (*Centaurea diffusa* Lam.)
5. Leafy spurge (*Euphorbia esula* L.)
6. Musk thistle (*Carduus nutans* L.)
7. Purple loosestrife (*Lythrum salicaria* L., *Lythrum virgatum* L. and all cultivars)
8. Russian knapweed (*Centaurea repens* L.)
9. Saltcedar (*Tamarisk* ssp.)
10. Spotted knapweed (*Centaurea maculosa* Lam.)
11. Yellow toadflax (*Linaria vulgaris*)

Educational Resources can be located at www.casscountynd.gov/county/Boards/Weed A Guide to North Dakota Noxious and Troublesome Weeds.