



Aaron Nelson, AICP Director of Planning and Zoning
Steve Iverson, Senior Planner
Lisa Sankey, Planner
Breanna Siegler, Office Coordinator

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West Fargo Planning & Zoning Commission Agenda

Tuesday, June 9th, 2026 - 5:30 p.m.

- A. Call to Order
- B. Approval of Order of Agenda
- C. Approval of Minutes- May 12th, 2026
- D. Regular Agenda
 - 1. Public Hearing- A26-7 Sheyenne Riverside 1st Addition, a request for subdivision and zoning change from R-1A: Single Family Dwelling to R-3: Multiple Dwelling at 1114 Sheyenne St (Lot 17, Block 3 Lepird's Sub & Lot 9, Block 1 Lepird's 2nd Addition)- Sankey
 - 2. Public Hearing- A26-8 Offices at the Preserve Addition, a request for subdivision at 2320 Bluestem Dr. E and 2380, 2463, 2501, 2585, 2550, & 2400 Alexander Way E (Lots 1-7, Block 1 North Pond at the Preserve 18th Addition)- Sankey
 - 3. Public Hearing – A26-9 Growth Area Plan, request for continuation of consideration of approval and adoption (***continued to the July 14, 2026 meeting***)- Nelson
- E. Non-Agenda Items
- F. Adjourn from Regular Agenda



West Fargo Planning & Zoning Commission Meeting Minutes
Tuesday, May 12th, 2026 - 5:30 p.m.

Members Present: Alyssa Ommen, Morgan Forness, Chris Wehri, Mike Thorstad, Dave Gust, Joseph Haj, Matt Kopp

Members Absent: Kathi Schwan

Others Present: Aaron Nelson, Lisa Sankey, Katie Schmidt, Jerry Wallace, Breanna Siegler

Minutes Submitted by: Breanna Siegler, Office Coordinator

The meeting was called to order by Chair Thorstad at 5:30pm. Chair Thorstad asked for approval of the order of the agenda. Commissioner Gust motioned to approve; Commissioner Ommen seconded. No opposition. Motion passed.

Chair Thorstad asked for a motion to approve the meeting minutes from April 15, 2026. Commissioner Kopp moved and Commissioner Wehri seconded a motion to approve the meeting minutes from April 15, 2026. No opposition. Motion passed.

Chair Thorstad opened a public hearing for A26-4 Grant 2nd Addition, a request for subdivision at 1131 Rachel Dr. (Lot 1, Block 1 Grant Addition and Lot 57, Block 1 The Wilds 11th Addition). Chair Thorstad opened the floor for public comment. No comments were made. Commissioner Gust motioned to approve the application as presented with stated condition. Commissioner Kopp seconded. Roll call vote 7-0 in favor. Motion passed.

Chair Thorstad opened a public hearing for A26-5 Sandhills 9th Addition, a request for subdivision and zoning change from Ag: Agricultural to LI: Light Industrial at 3001 Charyl/4th Ave NW and 376 30th St NW (Lot 1, Block 1 of Sandhills 8th Addition; part of Lot 1, Block 1 Sandhills Subdivision; and part of the SE¼ of Sect.2, T139N, R50W). Chair Thorstad opened the floor for public comments. No comments were made. Chair Thorstad closed the public hearing. Commissioner Ommen motioned to approve the application with the conditions listed. Commissioner Forness seconded. Roll call vote 7-0 in favor. Motion passed.

Chair Thorstad opened a public hearing for A26-6 Zoning Ordinance Amendment to Title IV regarding inert landfills. Current landfill will be full by 2032. The current ordinance does not distinguish between an inert landfill and a municipal solid waste landfill. The amendment would create a definition of an inert landfill and make it a conditionally approved use within city limits. Chair Thorstad opened the floor for public comments. No comments were made. Discussion held. Commissioner Gust motioned to approve the application. Commissioner Kopp seconded. Roll call vote 7-0 in favor. Motion passed.



Chair Thorstad introduced a request from Beyond Shelter Inc. to amend the City's General Plan for Urban Renewal and Urban Development. This amendment would add a housing section and an accompanying map to the main document. Christopher Miller from Beyond Shelter spoke about their reason for asking city staff to pursue this amendment to the plan. Discussion held. Commissioner Gust motioned to direct city staff to create an amendment to the General Plan for Urban Renewal and Urban Development. Commissioner Haj seconded. Roll call vote 7-0 in favor. Motion passed.

Chair Thorstad opened the floor for non-agenda items. Director Nelson made an announcement regarding a Growth Area Plan public open house on May 19th from 5-6:30pm in the Commission Chambers.

Chair Thorstad asked for a motion to adjourn from the regular agenda. Commissioner Kopp moved to adjourn. Commissioner Forness seconded. No opposition. Motion passed. Chair Thorstad adjourned from the regular agenda at 5:55pm.

STAFF REPORT

A26-7 SUBDIVISION AND REZONING	
Sheyenne Riverside 1st Addition	
1114 Sheyenne Street (Lot 17, Block 3 of Lepird's Subdivision and Lots 9, Block 1 of Lepird's 2nd Addition)	
Owner: Dirt Properties, LLC (Gary Matthys) Applicant: Brian Pattengale, Houston Engineering	Staff Contact: Lisa Sankey
Planning & Zoning Commission Public Hearing:	06/09/2026
City Commission Public Hearing & 1 st Reading:	
City Commission 2 nd Reading and Final Approval:	

PURPOSE:

Replat and rezone property for multiple dwelling development.

STATEMENTS OF FACT:

Land Use Classification:	G-4A – Core-Retrofit Growth Sector
Existing Land Use:	Single Family Home
Current Zoning District(s):	R-1A: Single Family Dwellings
Zoning Overlay District(s):	CO-R: Redevelopment Corridor Overlay; CO-SR: Sheyenne River Corridor Overlay
Proposed Zoning District(s):	R-3: Multiple Dwellings
Proposed Lot size(s) or range:	245,123 ft ² (5.673 Acres)
Total area size:	26.93 Acres
Adjacent Zoning Districts:	North – R-1A: Single Family Dwellings South – PUD: Planned Unit Development East – R-1A: Single Family Dwellings West – P: Public Facilities
Adjacent street(s):	Sheyenne Street (Collector)
Adjacent Bike/Pedestrian Facilities:	Sidewalks along Sheyenne Street
Available Parks/Trail Facilities:	Elmwood Park to the West via 13 th Avenue Multi-Use Path
Land Dedication Requirements:	10% dedication required or fee-in-lieu

DISCUSSION AND OBSERVATIONS:

- The proposed subdivision includes replatting of a single family property and a vacant lot for apartment buildings.
- The applicant is proposing to rezone the proposed subdivision from R-1A: Single Family Dwellings to R-3: Multiple Dwellings.
- Access to the proposed development would be via Sheyenne Street. The driveway location will be located slightly north of the existing driveway location, aligning with 12th Avenue West to the east.
- Additional right-of-way is necessary along Sheyenne Street to accommodate future public infrastructure, such as possible wider lanes, turn lanes, sidewalks or shared use paths and utilities. Specifically, an additional 7 feet of right-of-way is dedicated with the plat to meet the minimum right-of-way width requirement of the Subdivision Ordinance.

STAFF REPORT

- The applicant intends to construct 118 units, with a four-story apartment building along the southwest corner of the property and two, two-story structures with a leasing office to the east, along with detached garages and surface parking. Preliminary site plan/concepts also show paths to a dock type situation along the river. Staff notes that any proposed improvements within 100 feet of the riverbank are required to comply with the Sheyenne River Corridor Overlay standards.
- Information regarding easements and utility servicing will be incorporated into a subdivision agreement prior to final plat approval.
- The City's subdivision ordinance requires a 10% public land dedication for residential developments. The Park District indicated there is no need for land within the subject property and requests payment in-lieu of land dedication. Dedication is based on the undeveloped portions of the property. Public dedication requirements are detailed within a public dedication agreement to accompany the final plat.
- The applicant held a virtual informational/neighborhood meeting on April 22, 2026 in which the applicant shared conceptual apartment development plans. Attendees expressed concern regarding tree preservation and screening; density and the number of units; traffic, access and congestion; security concerns with tenants; environmental impacts to wildlife; tax breaks, construction impacts with potential road closures, dust, noise and disruptions occurring to the neighborhood over 16 months, etc. Notes from the meeting are attached to this staff report.
- As of the drafting of this staff report, staff has received about 40 comments in opposition from the public. Comments are summarized in the Notices section (below) and written comments are attached to this staff report.
- Regarding traffic concerns, staff anticipates there to be some degree of delay in and out of the site during peak rush hour times, which is typical for access onto arterial and collector streets during peak hour traffic throughout the City. Staff does not have any major concerns regarding impacts to the transportation system at this location. Some restriping of faded lines within Sheyenne Street is currently planned and will help demarcate the center turn lane at the driveway location.
- Access to the property would be exclusively from Sheyenne Street, so there would be no direct impacts to adjacent local/residential streets.
- Regarding compatibility concerns, staff notes:
 - The City's residential zoning districts are generally considered compatible with each other. The subject property is located in a transitional area between commercial development to the south and the medium- and low-density residential areas to the north.
 - Within the R-3 district, additional setback apply to buildings exceeding 35 feet in height.
 - A screening buffer will be required along the north property line of the subject property. The screening buffer will consist of either a six-foot-tall opaque screening fence or a landscape buffer strip consisting of evergreen trees interspersed with shrubs.

NOTICES:

Sent to:	Legal notices published in the Forum and notices sent to applicable agencies and departments. Notification letters mailed to owners of property within 150 feet.
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Comments:

- To date, over 40 emails and 10 phone calls have been received from individuals. Comments were received regarding increased traffic adding to traffic congestion during peak times and during Elmwood Park activities, Red River Valley Fair events and cruise night. Current issues with traffic and pedestrian safety due to speeding, drivers using the center and parking lanes

STAFF REPORT

for through traffic and cutting through the local streets increasing significantly. Several individuals asked for a traffic study.

- Concerns were received regarding impacts to the neighborhood such as effects on the local elementary school, issues with noise, litter, off-street/overflow parking, crime, decreased property values, impacts on the existing infrastructure and utilities.
- Loss of mature trees, potential ecological impacts, impacts to wildlife, Sheyenne River Erosion. One individual asked about an environmental impact assessment.
- Concerns with residents dealing with over a year and a half of construction, potential Sheyenne Street road closures during construction and the impact to the roads and infrastructure creating a need for Sheyenne Street improvements, which would create increased special assessments to the neighborhood.
- Property owners were concerned as well with the size and height of the structures and number of units within a residential district, state a preference for single family or twin homes.
- Concerns with the site benefiting from tax breaks.
- Southeast Cass Water Resource District indicated the dock which was shown on the concept site plan would require a Sovereign Lands permit from the North Dakota Department of Water Resources.

CONSISTENCY WITH COMPREHENSIVE PLAN AND OTHER APPLICABLE CITY PLANS AND ORDINANCES:

- West Fargo 2.0 identifies the area around the intersection of 13th Avenue West & Sheyenne Street (including the subject property) as being part of the G-4A Core - Retrofit Growth Sector. These are ***“areas that are mostly developed but still contain underutilized parcels.”*** For these areas, the Comprehensive Plan goes on to state that, ***“New development, redevelopment, or the reuse of existing land and buildings should be encouraged to better meet the local goal of achieving more walkable and bikeable corridors and a better-connected village core. Additional growth and development within West Fargo is most desirable within these areas due to the presence of existing infrastructure and proximity of services. The plan envisions that most mixed-use development in the next decades will occur in this growth sector.”***
- One of the Comprehensive Plan’s eight major goals (“Big Ideas”) is to ***Strengthen Neighborhoods and Expand Housing Choice***. Within this chapter of the plan, it is noted that West Fargo’s housing stock is predominantly single-family, with the City lacking alternative housing options compared to peer cities in the metro. This chapter notes several relevant recommendations:
 - ***Concentrate Housing within Mixed-Use Areas*** – As noted above, the plan calls for new multi-family development to be prioritized within mixed-use areas. The subject property is located within a mixed-use node identified within the plan. Additionally, the proposed development provides a transition between commercial development to the south and the medium- and low-density residential areas to the north.
 - ***Diversify Housing Choices*** – In order to address the relative lack of housing options identified, the plan recommends a mix of housing options of many different types, sizes, and price points to provide housing options for all citizens.
 - ***Invest in Older Neighborhoods*** – The plan calls for investment from both the public and private sectors in order to improve the housing stock, public amenities, infrastructure, and quality of life within the City’s core neighborhoods.

STAFF REPORT

RECOMMENDATIONS:

It is recommended that the City approve the proposed replat and rezoning on the basis that it is consistent with City plans and ordinances subject to the following:

1. The applicant continues to work with staff as to the details of the public land dedication and that a signed Public Dedication Agreement and a signed Subdivision Development Agreement are submitted prior to the City Commission public hearing and first reading on the rezoning, outlining such details.

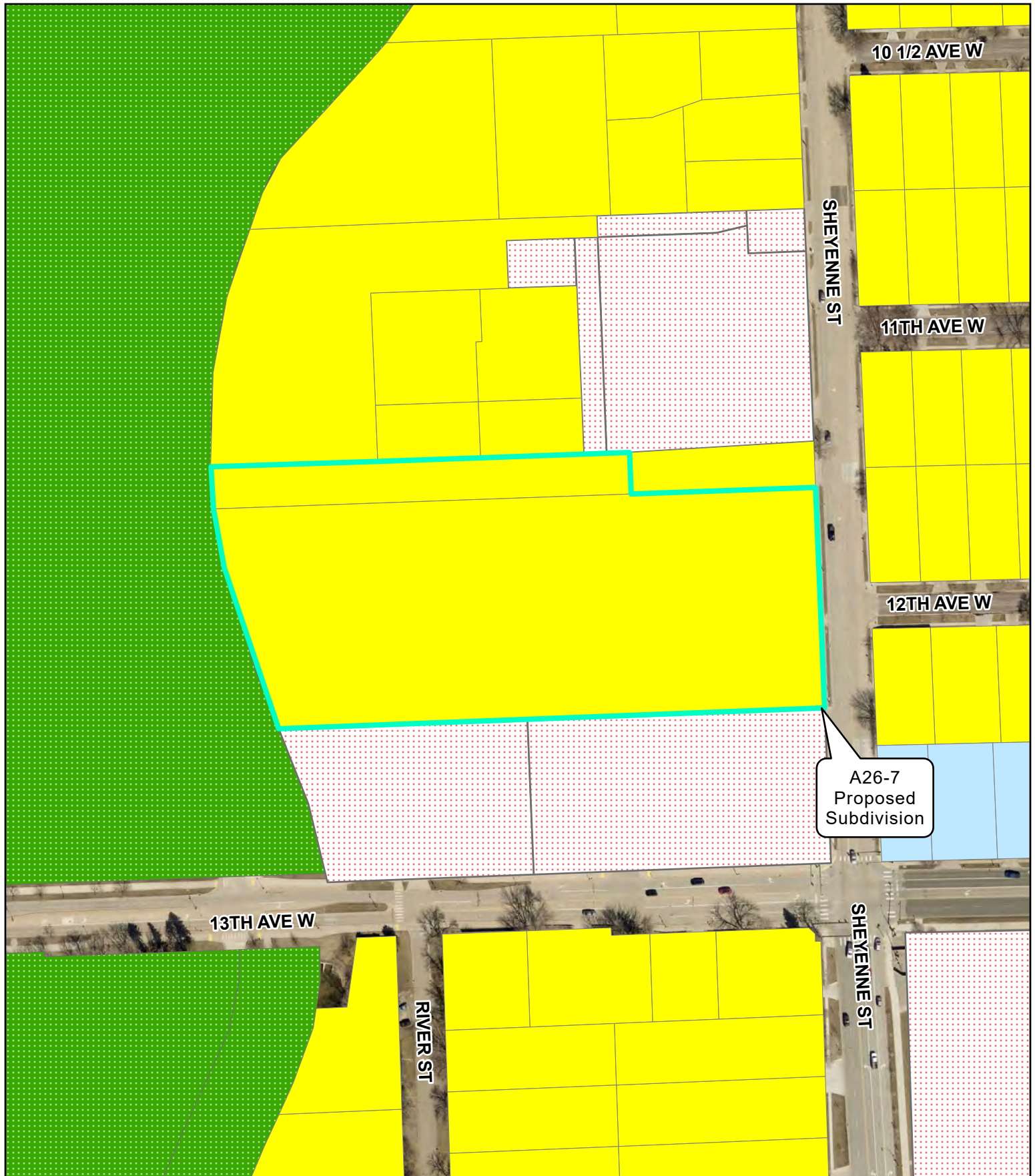
Attachments:

- Aerial map
- Zoning map
- Preliminary Plat
- Site Plan
- Excerpt from West Fargo 2.0 Comprehensive Plan
- April 22, 2026 Neighborhood Outreach Meeting Summary
- Property Owner Notification Map
- Map of comments received
- Public Comments received to date



Features

 Agenda Zone  Lots

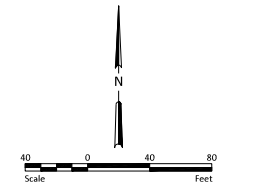


West Fargo Zoning

A: Agricultural	LI: Light Industrial	R-1SM: Mixed One and Two Family Dwelling
C: Light Commercial	M: Heavy Industrial	R-2: Limited Multiple Dwelling
C-OP: Commercial Office Park	P: Public	R-3: Multiple Dwelling
DMU: Downtown Mixed Use	PUD: Planned Unit Development	R-4: Mobile Home
EMU: Entertainment Mixed Use	R-L1A: Large Lot Single Family Dwelling	R-5: Manufactured Home Subdivision
HC: Heavy Commercial	R-1A: Single Family Dwelling	R-1E: Rural Estate
	R-1: One and Two Family Dwelling	R-R: Rural Residential



**BEING A REPLAT OF LOT 17, BLOCK 3, LEPIRD'S SUBDIVISION &
LOT 9, BLOCK 1, LEPIRD'S SECOND ADDITION
TO THE CITY OF WEST FARGO,
CASS COUNTY, NORTH DAKOTA**



IRON MONUMENT FOUND	●
1/2" I.D. PIPE SET	○
MEASURED BEARING	N00°00'00"E
PLAT BEARING	(N00°00'00"E)
MEASURED DISTANCE	100.00'
PLAT DISTANCE	(100.00')
PLAT BOUNDARY	=====
EXISTING LOT LINE	_____
EXISTING EASEMENT	-----



HOUSTON
ENGINEERING, INC.

BEING A REPLAT OF LOT 17, BLOCK 3, LEPIRD'S SUBDIVISION &
LOT 9, BLOCK 1, LEPIRD'S SECOND ADDITION
TO THE CITY OF WEST FARGO,
CASS COUNTY, NORTH DAKOTA

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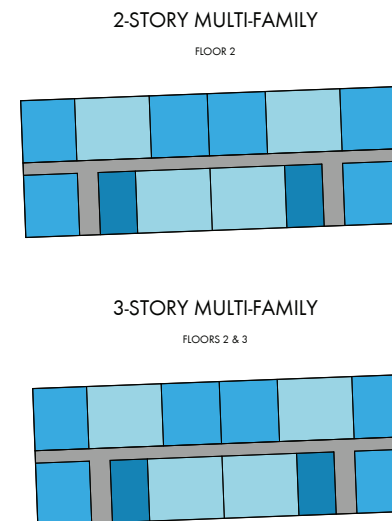
SHEYENNE WEST - ENCLAVE

SITE PLAN



SCALE: 1" = 60'-0" ON 11X17

- CIRCULATION / PARKING - TUCK-UNDER GARAGES (52) - DETACHED GARAGES (30) - SURFACE PARKING (134)	- LEASING / PACKAGES - MAIN ENTRY / PACKAGES (400 SQ FT) - MAIN FLOOR FITNESS/GOLF (1,400 SQ FT) - FOURTH FLOOR SKY LOUNGE (2,000 SQ FT)	(720 SQ FT) (400 SQ FT) (1,400 SQ FT) (2,000 SQ FT)	- STUDIO (540 SQ FT) 1 BEDROOM (720 SQ FT) 2 BEDROOM (1080 SQ FT) 3 BEDROOM (1380 SQ FT)	- BLDG 1 (4) - BLDG 1 (7) - BLDG 1 (6) - BLDG 1 (0)	- BLDG 2 (6) - BLDG 2 (14) - BLDG 2 (10) - BLDG 2 (0)	- BLDG 3 (9) - BLDG 3 (28) - BLDG 3 (28) - BLDG 3 (6)	- TOTAL (19) - TOTAL (49) - TOTAL (44) - TOTAL (6) - TOTAL (118)
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WHY A FRAMEWORK FOR DEFERRED DEVELOPMENT AND GROWTH?

While West Fargo has seen tremendously rapid growth in the last couple of decades, this growth has quickly spread across the land into a low-density, single-use and car-oriented fashion. Newly created neighborhoods lack connectivity and a mix of uses forcing residents to use their cars for any trips to the store or to their workplace. The irregular street grid also brings increased traffic on the main arterials creating more congestion, especially when people attempt to get to work and school in the mornings and back in the evenings. This sprawling pattern of development also increases costs.

The costs of sprawl are many and diverse. Some are measurable, others are hidden – they don't show up on financial statements, but they are nonetheless real. Different stakeholders pay for sprawl in various ways, either directly or indirectly. Businesses pay the cost of sprawl every day with roads congested by commuter traffic delaying freight and raising delivery costs, while long-distance commuting itself raises mental and physical health issues and employee absenteeism. Homeowners find themselves dependent on their cars for transportation, increasing cost and risk of injury and higher obesity levels. In the case of West Fargo, homeowners are also impacted directly by the added cost of infrastructure (longer roads, pipes for water and sewer, etc) that they pay through special assessments on their property. These costs will continue to rise in the future as maintenance issues occur. Finally, governments pay many of these costs themselves for infrastructure and services used by developments. In order to respond to these issues, the Deferred Development and Growth Map provides a new framework for growth that addresses quality of life for residents while seeking to have a positive impact on the economy, business climate, tax base, and the sustainability of the city into the future.

DEFERRED DEVELOPMENT AND GROWTH MAP

Input from participants at the Visioning Sessions and Planapalooza™ supported the concept of an deferred development and growth approach; focusing on redevelopment of the existing nodes. The nodes identified include the downtown, 32nd Ave and Sheyenne St, intersection, as well as the possible development of the lagoons should they be relocated or close. The Deferred Development and Growth Map also takes into consideration the planned FM Area Diversion Project which would provide a large amount of “new” dry land to the west of the existing Sheyenne Diversion. This approach affirms the community's feeling that redevelopment should happen in certain areas to add more intensity of the use of the land and that future growth should be proactively planned in a more efficient fashion. The Deferred Development and Growth Map organizes the community into Sectors prioritized for varying degrees of land preservation, including both permanently protected and recreation open spaces, existing developed neighborhoods, and growth sectors that support existing and proposed walkable, complete activity centers. Existing suburban-style residential areas are not recommended for a major change and would remain in their current land use designations with the possibility of minor modifications if needed.

The Deferred Development and Growth Map will guide near-term revisions to the city's zoning ordinance to assure that the land use regulations are consistent with the vision set forth in this Plan. The assignment of growth sectors provides a framework for a new approach to zoning that specifically addresses the concerns related to enhancing community character city-wide. This approach will help West Fargo increase economic potential and quality of life goals. By organizing the city according to deferred development and growth sectors, intentional and informed decisions can be made about how to most efficiently spend dollars on in-

frastructure improvements that will support the comprehensive plan.

The Deferred Development and Growth Map graphically illustrates how the city's land use policies apply to the physical landscape of the community and where and how deferred development, growth and redevelopment should or should not be accommodated over the next decades. The Map is not a zoning map. It is intended to show, in a general sense, the desired amount of deferred development and the pattern and location of future development or redevelopment. The boundaries shown are imperfect and intended only to reflect the general pattern of desired future development. A more detailed zoning map will need to be generated with significant public involvement as a part of a future zoning ordinance update to achieve a more fine-grained assignment of zoning classifications.

ORGANIZATION OF THE MAP

The Deferred Development and Growth Map is organized around growth sectors. These Sectors set out priorities and inform the intensity and the character of new growth. This varies from the approach used by a conventional Future Land Use Map that focuses primarily on separating land by use rather than grouping areas with similar existing or desired future character. Sectors are used to guide where and to what extent growth is encouraged and directed. A number of factors drive the assignment of sectors, including location of valuable open space, presence of existing neighborhoods, and availability of existing and future infrastructure.

West Fargo's Deferred Development and Growth Map has one (1) deferred development sector: C-1 Extraterritorial Sector. There are six (6) growth sectors: G-1 Potential Rural-Restricted Growth Sector, G-2 Sub-Urban Sector, G-3 Employment Sector, G-4A Core-Retrofit Growth Sector, G-4B Future Mixed-Use Center, and G-5 Future Employment Center. Specific descriptions of each sector's attributes will follow on subsequent pages. The C-1 Deferred Development Land

Sector includes those areas outside the planned FM Area Diversion Project which will still be mostly unsuitable for development at this time, as well as land in the most northern section of the extraterritorial area, which should also be safe for future generations to develop, reducing the sprawling landscape of West Fargo.

Within each of the Growth Sectors, there is a varying degree of potential for new development or redevelopment. Some of the growth sectors are already developed and a small amount of change is anticipated in the future, especially in established residential neighborhoods. Other sectors are oriented toward a center of activity, with a primary focus on changing the character of the area, making them more walkable in nature and increasing the intensity of development. Finally, with the possible construction of the FM Area Diversion Project, new development opportunities could arise and some growth sectors have been identified where new neighborhood or employment centers could be located in the future.

An interconnected network of major streets provides structure for the growth sectors while distributing traffic. Future development within growth areas will also take into account the provision and cost of infrastructure, finding ways to reduce impact on the taxpayers. The G-4 and G-5 sectors identify locations that are the most suitable for future mixed-use and employment areas.

DEFERRED DEVELOPMENT SECTORS

C-1 Deferred Development Sector

The area where development is deferred includes spaces west of the proposed FM Area Diversion Project, as well as land located in the northern section of the extraterritorial areas. At the time of this comprehensive plan update, plans and specifications for the FM Area Diversion Project were under development and completion of the diversion is not anticipated until the year 2024, at the earliest. It has not been determined what effects the project will have upon properties along the diversion. Therefore, it is recommended that planning and development not take place in these areas until the diversion is operational and revised floodplain maps have been made available. Other areas within this sector might be best kept in reserve until infrastructure can efficiently be provided or innovative conservation methods can be employed to avoid costly upgrades in the future.



GROWTH SECTORS

G-1 Sub-Urban - Restricted Growth Sector [Potential]

The Sub-Urban - Restricted Growth Sector includes areas between the current and proposed diversion that may have new development potential should the new diversion be built. The G-1 area identifies significant tracts of land that are currently rural, but where directed and well-planned new development could occur around the identified potential Future Mixed-Use and Employment Centers.

G-2 Sub-Urban Growth Sector

The Sub-Urban Growth Sector includes existing residential neighborhoods and developed commercial areas that are not likely to see much change in the next decades. There may be a few undeveloped tracts of land still available for development. Typically, conventional suburban development patterns of primarily detached single-family houses define this area with a small percentage of multifamily units.

G-3 Employment Growth Sector

The Employment Growth Sector is comprised of the existing industrial area north of Main Avenue where a small amount of change and infill development might occur in the future. The presence of the airport within this area can play a major role in continuing to attract new businesses to West Fargo.

G-4A Core - Retrofit Growth Sector

The Core - Retrofit Growth Sectors are areas that are mostly developed but still contain underutilized parcels. They were developed in a conventional, auto-oriented suburban pattern. New development, redevelopment, or the reuse of existing land and buildings should be encouraged to better meet the local goal of achieving more walkable and bikeable corridors and a better-connected village core. Additional growth and development within West Fargo is most desirable within these areas due to the presence of existing infrastructure and proximity of services. The plan envisions that most mixed-use development in the next decades will occur in this growth sector.



G-4B Future Mixed-Use Growth Center Sector

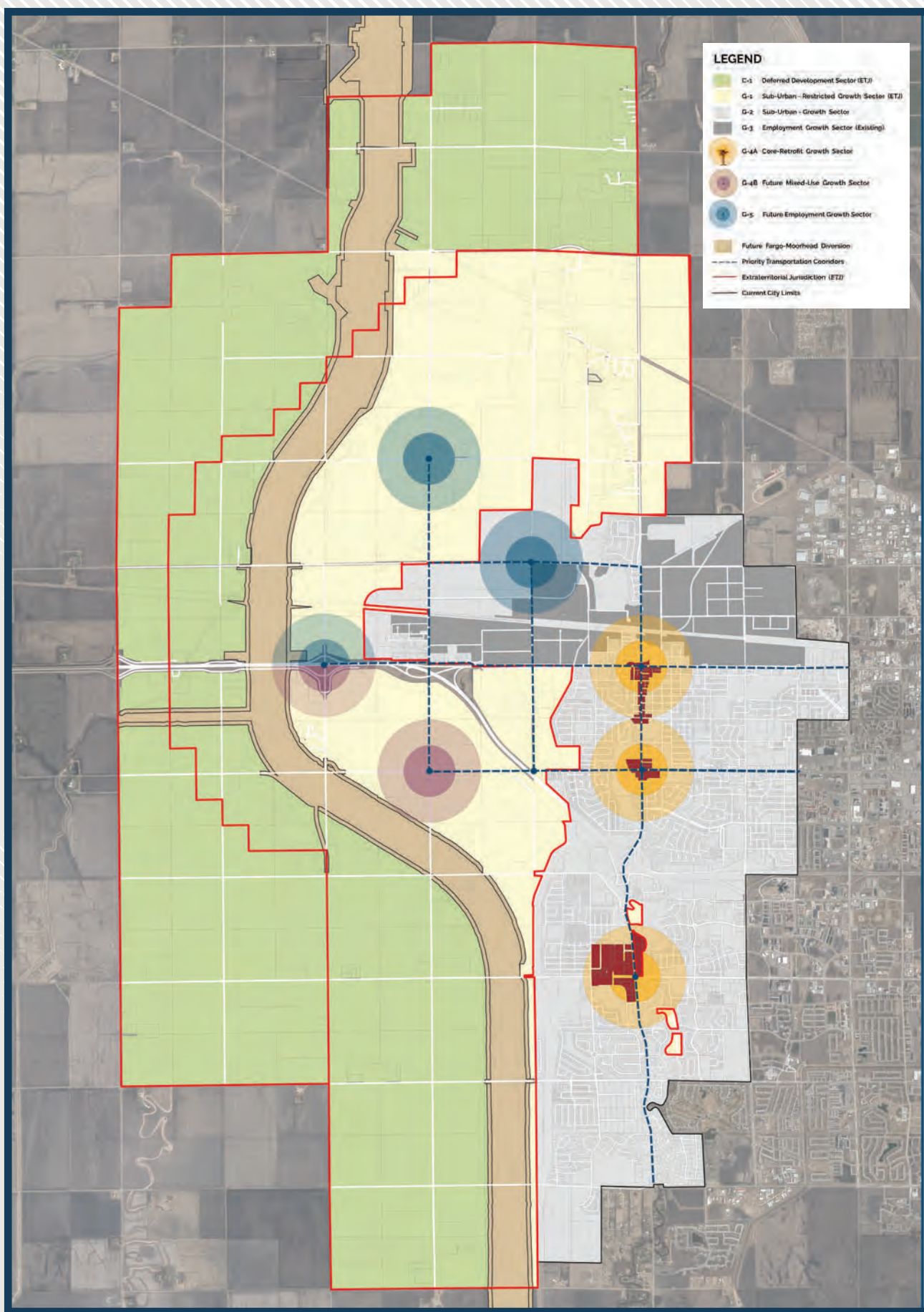
The Future Mixed-Use Growth Center Sector is assigned to areas outside of the current Sheyenne Diversion that may support substantial mixed-used development due to proximity to existing or planned regional thoroughfares or transit. Future development should occur as complete communities in the form of activity centers. These sectors are primarily intended for development if the proposed FM Area Diversion Project is built.



G-5 Future Employment Growth Center Sector

The Future Employment Growth Center Sector represents the concept for a self-sustaining, industrial village outside of the current Sheyenne Diversion. The center would promote industrial, office, and retail development; and act as a sustainable, closed-loop industrial center, where businesses feed each other for productivity. These sectors are primarily intended for development if the proposed FM Area Diversion Project is built.

Map 1: Deferred Development and Growth Map



NEIGHBORHOOD MEETING MINUTES

From: Enclave Development Team

Date: 2026.04.22

Re: Neighborhood Outreach Meeting Summary – 331 Sheyenne Street West Redevelopment Proposal

Introduction

Representatives of Enclave Companies conducted a neighborhood outreach meeting regarding the proposed redevelopment of the property located at 331 Sheyenne Street West in West Fargo, North Dakota. The purpose of the meeting was to introduce the conceptual apartment development plan, provide background on the project team and entitlement process, and solicit feedback from neighboring property owners and residents.

Enclave representatives in attendance included Travis Nordgaard, Brevin Lancaster, Joe Schneider, Trevor Anderson (Strom Architecture), and Brian Pattengale (Houston Engineering). Several neighboring residents participated and provided comments, questions, and recommendations.

Project Overview Presented

The development team presented a conceptual plan for a market-rate apartment community consisting of approximately 130 residential units within three buildings. The project is intended to serve “renters by choice,” including downsizers, professionals, and other residents seeking high-quality housing options in West Fargo.

The site plan presented included:

- Lower-scale building massing adjacent to existing single-family homes;
- Taller three- and four-story buildings located farther south on the site;
- Detached garage structures;
- Preserved tree lines and landscaped buffer areas where feasible;
- Long-term ownership and professional management by Enclave Companies.

The development team also noted that the property is located within an area identified in the City of West Fargo Comprehensive Plan for redevelopment and expanded housing diversity.

Summary of Neighbor Comments and Questions

1. Property Boundaries / Screening / Privacy

Several residents requested additional clarity regarding setbacks and separation between the proposed development and adjacent homes. Questions were raised regarding whether tree preservation alone would be sufficient screening, with suggestions that fencing, walls, or other permanent barriers be considered.

The development team acknowledged the concern and stated that additional buffering measures would continue to be evaluated during design.

2. Building Height / Density / Number of Units

Residents expressed concern regarding the proposed density of approximately 130 units and whether the scale of the project was compatible with nearby residential uses.

The development team explained that the current concept intentionally steps building heights down near existing homes and places taller structures farther from neighboring residences.

3. Traffic / Access / Congestion

Multiple attendees cited existing traffic congestion in the area and questioned whether the proposed site access configuration would be sufficient for a development of this size.

Houston Engineering representatives explained that access points will be subject to city engineering review, traffic considerations, and applicable municipal standards. The development team committed to continuing coordination with city staff regarding safe and efficient access.

4. Security / Tenant Quality / Trespassing

Questions were raised regarding the future tenant profile of the project and whether neighboring properties may experience increased trespassing or nuisance activity.

The development team explained that the project is planned as a high-end, market-rate apartment community with controlled access systems, professional management, tenant screening procedures, and ongoing property oversight.

5. Environmental / Wildlife / Tree Preservation

Residents noted the presence of wildlife and mature vegetation on or near the site and requested environmental review and sensitivity to habitat impacts.

The development team stated that a Phase I Environmental Assessment is planned and that further review would be considered if warranted. The team also stated an intention to minimize unnecessary tree removal and preserve green space where feasible.

6. Construction Impacts

Neighbors requested information regarding anticipated construction duration, working hours, road closures, dust, noise, and communication during construction.

The development team stated that construction is preliminarily estimated at approximately sixteen (16) months, with most work occurring within site boundaries. Any public street disruptions would be temporary and limited to utility tie-ins or driveway work. Ongoing communication with neighbors was committed to throughout the construction period.

7. Rezoning / Public Process / PILOT Incentive

Questions were raised regarding the rezoning request, opportunities for public comment, and the proposed PILOT incentive structure.

The development team explained that the rezoning request would proceed through the formal City process, including public hearings and notice requirements. It was also clarified that the PILOT program does not provide direct public cash subsidies, but rather phases future tax increases while preserving current tax revenues during the incentive term.

8. Potential Property Acquisition

One neighboring resident inquired whether Enclave would consider purchasing adjacent residential properties.

The development team indicated that any interested owner could contact Enclave directly to discuss a potential voluntary sale, though no such acquisitions are required for the proposed development.

Follow-Up Commitments

The development team concluded the meeting by reiterating the following commitments:

1. Continue refining site design in response to reasonable neighborhood feedback;
2. Evaluate enhanced screening and buffering measures;
3. Coordinate with city staff regarding traffic and access concerns;
4. Complete environmental due diligence;
5. Maintain communication with neighbors throughout the entitlement and construction process; and
6. Encourage continued participation during future public hearings and city review processes.

Closing

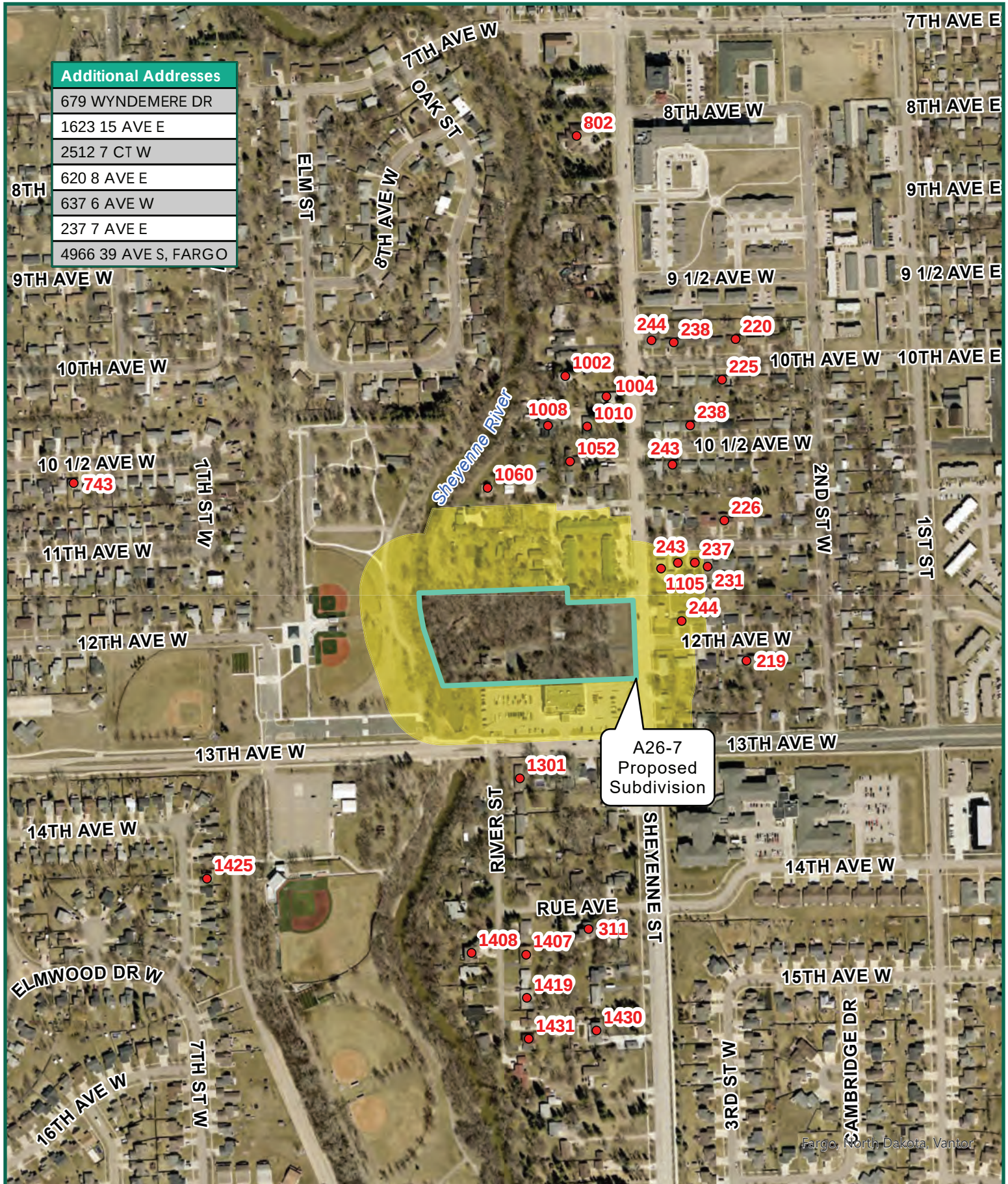
The meeting provided productive early dialogue between the development team and neighboring residents. Feedback received will be considered as design and entitlement efforts continue. Enclave appreciates the participation of all attendees and intends to remain accessible throughout the process.



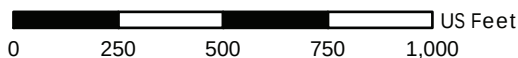
These data are provided on an "AS-IS" basis, without warranty of any type, expressed or implied, including but not limited to any warranty as to their performance, merchantability, or fitness for any particular purpose.

Sheyenne Riverside 1st Addition	
Date: 5/18/2026	
This map is not a substitute for accurate field surveys or for locating actual property lines and any adjacent features.	





Addresses for Comment: A26-7



From: Adam Jiskra [REDACTED]
Sent: Thursday, June 4, 2026 12:41 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Rezone for property located at 1114 Sheyenne St

Good afternoon,

I received a letter from a gentleman on Tuesday night regarding the public hearing.

My questions are: What is West Fargo going to do about the traffic on Sheyenne near this new 130 unit property? Every day it is backed up from the street lights on 13th Ave all the way down to 10th Ave at a minimum. How much more vehicle traffic will this 130 unit bring to this area and what are the proposed plans to help traffic flow? There are many families with children located around this area and every day vehicle after vehicle, each one speeds down Sheyenne WAY over the speed limit. Will there be any plans to help enforce the speed limit, once 130 vehicles are added to this part of WF? Adding more vehicle traffic to this already congested area with no plans will greatly affect all the houses around this area.

From: Alexis Gaulke [REDACTED]
Sent: Tuesday, June 2, 2026 7:07 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Concerns regarding rezoning of 1114 Sheyenne Street

Good Evening Ms. Sankey,

My name is Alexis Gaulke and my husband and I are writing today to formally express concerns regarding the proposed rezoning of 1114 Sheyenne Street, which is 150ft from our home. We have been notified about the potential to rezone this lot from a single family residence to a multi-family residence with the intent to build a multi-building apartment complex holding 130 apartment units. Having recently moved to this neighborhood to avoid living near apartments so we could raise our young children in an established area, we are heartbroken by this proposal.

Here are several of our concerns and concerns our neighbors who will also be affected have expressed:

- Decreases in property value
- Increased traffic especially during rush hour and possible bottlenecking or grid locks during high traffic times
- Frequent turn over of apartment residences
- Increases in noise and litter
- Overwhelming South elementary
- Loss of many mature trees and an overall unknown ecological impact
- Approximately 16 months of construction and multiple weeks of closing Sheyenne Street

While all of these concerns are important to us, we want to highlight the traffic concern in particular. Enclave, the construction company that has designed and is planning this apartment complex project, told us during a neighborhood meeting that they intend to have one entrance/exit onto Sheyenne Street. This would cause significant traffic issues!

Another concern we want to discuss is the impact this complex would have on the West Fargo Schools. While it isn't a guarantee that each apartment will have children that would be zoned for South elementary, Enclave specifically mentioned wanting to tailor this apartment complex as family friendly and for families. There are many young children in our area that will be sent to South Elementary in the coming years which is already very full. While Enclave mentioned that the representatives they spoke with in West Fargo Public Schools said that they would have the capacity for more learners, the school currently is having numerous building issues due to age and is already stretched for resources and space. This could easily result in issues with overflow and possibly require changing district lines to account for this new influx of learners.

All in all, we and many of our neighbors have significant concerns regarding this project and rezoning. We wanted to voice our opinion that this property should not be rezoned. It should remain zoned as a single family residence. As stated earlier, our family recently moved to this area to settle in our forever home in an established neighborhood. One of our priorities was to be away from apartment buildings for the security and safety of our young children. This proposal took us completely by surprise and we wouldn't have moved to this area had we known. Even our neighbors who have been in the area for generations are equally upset with such a dramatic change. I want to be clear that change is not the issue at hand for us; we completely understand that as cities grow there needs to be change and some change is good and welcome. This is not the case with this proposal of 3 apartment buildings and 25 garages right off of Sheyenne Street and 13th Ave. The negatives of this project for the surrounding residences far outweighs the potential increase in revenue for the city of West Fargo. We urge

the zoning committee to consider these negative impacts and vote no to rezoning 1114 Sheyenne Street.

Thank you for taking the time to read this message and pass it along to the proper channels on our behalf, we appreciate all the work you do on behalf of the citizens of West Fargo.

Alex and Alexis Gaulke

From: Allie Flaten [REDACTED]
Sent: Thursday, June 4, 2026 12:34 AM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Rezoning Project at 1114

Hello,

I am reaching out to share my and my husband's concern/disapproval of the rezoning project at 1114. We live at 1105 Sheyenne St and backing out at rush hour is already taking 5 - 10 minutes (and backed up a couple of blocks for the better part of an hour) so adding the amount of people that will fill that many units is going to absolutely cause gridlock and chaos. There are people using the not well marked east side park lane as a driving lane and we have been almost t boned trying to pull into our drive way. There is also security issues that come with this as well as for emergency response.

Sincerely,
Concerned Resident
Allie Flaten

Sent from my iPhone

From: Amanda Van Sickle [REDACTED]
Sent: Thursday, June 4, 2026 6:36 AM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: 1114 Sheyenne St

I am writing to express my concern regarding the proposed rezoning of a single-family residential property to allow for multifamily development. While I understand the need for housing growth, this change has the potential to significantly increase traffic volume, congestion, and parking demands. Additional residents and vehicles could create safety concerns for pedestrians, children, and nearby homeowners, while also placing added strain on existing infrastructure and roadways. I respectfully request that the city carefully evaluate the traffic impacts, parking capacity, and overall compatibility of this proposal with the surrounding neighborhood before approving the rezoning request.

I would like to hear from the developer the plan for ingress and egress into the property.

Thank you for your consideration in this matter

Amanda Henry

637 6th Ave W west Fargo resident

From: Angela Boer [REDACTED]
Sent: Wednesday, June 3, 2026 7:55 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: 1114 sheyenne st

Hi,

I'm a property owner on the other side of elmwood park and utilize 13th on a daily business to get to and from my house. Traffic already can get very congested between people going to and from work, baseball games, soccer down the street and then the fair each year as well. To then add 160 more people in that property would only add even more to that traffic.

There is also a peaceful feeling when walking in the path through the park for walks and that is used every day by numerous individuals to add apartments to the view takes away from that peace.

I have also heard people talk about safety and when brining in that many more to a small area invites a higher potential for crime in an area that currently feels safe.

There are also already how many apartments down the street at the lights and nearby apartments that are still vacant.

Overall that property would be better used as either single family unit and hope that someone can bring that property back to life.

Angie Boer

From: [REDACTED] <noreply@skype.voicemail.microsoft.com>

Sent: Wednesday, June 3, 2026 3:53 PM

To: Lisa Sankey <Lisa.Sankey@westfargond.gov>

Subject: Voice Mail (35 seconds)

OK hi lisa this is my name is anita and i live in cheyenne on cheyenne st in the area where they're rezoning property if you wanna build a big building on umm so i just wanted to let you know that i got a brochure from one of the guys that are taking them around and i i don't think it's a good idea so if you wanted to put my name down my name is anita halibut check my phone number is [REDACTED]
OK thank you

You received a voice mail from [REDACTED]

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

[Set Up Voice Mail](#)

From: [REDACTED]
To: [Planning Department Email](#)
Subject: Opposition to Rezoning Request for 1114 Sheyenne Street
Date: Wednesday, June 3, 2026 1:37:28 PM

Dear Members of the Planning and Zoning Commission,

I am writing to express my strong opposition to the proposed rezoning of 1114 Sheyenne Street from R-1A (Single Family Dwelling) to R-3 (Multiple Dwelling) and the construction of a large apartment development at this location.

This proposal is not compatible with the character of the surrounding neighborhood and raises serious concerns regarding traffic congestion, public safety, parking, infrastructure, and the overall quality of life for nearby residents.

The property is located near the intersection of Sheyenne Street and 13th Avenue, an area that already experiences significant traffic volume. I travel Sheyenne Street and 13th Avenue on a daily basis and regularly encounter traffic backups and congestion during peak travel times. Based on my firsthand experience, traffic in this area is already a challenge for residents and commuters. Adding a four-story apartment building and additional multi-family housing would significantly increase the number of vehicles using these roads, worsening congestion and increasing safety concerns for drivers, pedestrians, and cyclists.

The scale and density of the proposed project are also inconsistent with the surrounding neighborhood. Rezoning this property from single-family residential to multi-family residential would fundamentally change the character of the area and set a precedent for similar high-density developments in established residential neighborhoods. Many homeowners chose to live in this area because of its residential character and existing zoning.

Parking overflow is another concern. Apartment developments often generate parking demands that exceed available on-site spaces, resulting in vehicles parking on nearby streets and creating congestion and safety issues for residents and visitors alike. Increased density will also place additional demands on local infrastructure and public services.

While I understand the need for housing and responsible growth within our community, growth should occur in locations where the surrounding infrastructure can safely and effectively support it. Given the existing traffic issues on Sheyenne Street and the incompatibility of this proposal with the surrounding neighborhood, I do not believe this site is appropriate for a development of this scale and density.

For these reasons, I respectfully urge the Planning and Zoning Commission to deny the

rezoning request for 1114 Sheyenne Street and preserve the current R-1A zoning designation.

Thank you for your time, consideration, and service to our community. I respectfully request that this letter be included in the public record for this application.

Sincerely,

Ben Roehl

West Fargo, ND

> On Jun 4, 2026, at 9:1 AM, Bill West [REDACTED] wrote:
>

From: Bill West [REDACTED]
Sent: Thursday, June 4, 2026 9:37 AM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Re: Proposed apartment buildings at 1114 Sheyenne St

Sent from my iPhone

Hi Lisa: My wife and I have resided at 1430 Sheyenne St. for over 40 years and we have serious concerns about proposed apartment buildings being built on the 1114 Sheyenne St. location. **TRAFFIC:** We are already experiencing very heavy traffic throughout the day and our early morning and late afternoon traffic is so bad that we have difficulty getting out of our driveway and if we need to turn left and cross the southbound lanes it is nearly impossible. Also, speed control on Sheyenne St. south of 13th Ave. is lacking and we have contacted the city about that issue. We don't need or want an influx of new residents adding to our already out of control traffic situation. It's not safe! Several years ago we had our home mail delivery moved to a community mailbox on a side street because the postal service said Sheyenne St. south of 13th Ave. was too dangerous for their delivery people, but now it's ok for us to figure out how to safely get our mail. Does the city plan to study the impact of such a project on all of the area residents? **ESTHETICALLY:** We feel that adding such proposed structures would detract from the overall appearance of our single family neighborhood. We feel that the city should be striving to increase the quality of living in our neighborhood in functionality, safety and aesthetic appearance and not allow anything that would decrease the quality of what we have. Perhaps a few upscale condominiums might work, but **NOT MULTIPLE APARTMENT DWELLINGS!** Please reject this project!

> Sent from my iPhone

From: Carol Erdmann [REDACTED]
Sent: Wednesday, June 3, 2026 12:42 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Rezone for Property at 1114 Sheyene St

Dear Lisa,

My name is Carol Erdmann. I have owned my home at 244 10th Ave West for over 40 years. I have seen the population boom over this period and Sheyene St. get busier and busier. My garage is on Sheyene St,. Between the hours of 8-8:30 am and between the hours of 5:20 to 5:45 pm, traffic is backed up going both directions by 3 to 4 blocks every week day, especially during the school year.

In regards to this rezoning I strongly oppose this project. Can you imagine adding 130 units with an average of 2 cars per unit or 260 vehicles attempting to enter or leave this property during rush hour? It would create such a backup and bottle neck on Sheyene and 13th Ave the word road rage would take on a whole new meaning' Not to mention how the current residents would feel trying to get anywhere.

This brings me to my second reason for opposing this rezoning. The next thing the city would need to do is widen Sheyene and refigure other Streets like 13th Ave to handle the backup. Which would mean Specials and tax increases for existing residents. Not fare to us as we bought our homes in a residential neighborhood.

If the current owner wants to get cash fat, let him divide that land into residential lots and sell it that way. That would be a blessing to his neighbors as the lot is currently an eyesore he is either unable or unwilling to keep up.

Thank you, Carol Erdmann

From: Chelsey [REDACTED]
Sent: Wednesday, June 3, 2026 9:02 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: 1114 Sheyenne St Rezoning Opposition

Hello,

I am writing to oppose the proposed rezoning of the property located at 1114 Sheyenne St.

While I recognize the need for growth and housing opportunities within West Fargo, I believe size and scope of this proposal is incompatible with the existing character of the property and neighborhood and raises significant concerns regarding traffic, safety, infrastructure, and quality of life.

The proposed apartments would represent a substantial increase in residential density compared to the current designation and surrounding land uses. A 130-unit, four story apartment complex is inconsistent with the established character of this area.

13th Ave & Sheyenne St is already a very busy intersection that experiences significant traffic congestion on a daily basis. Adding potentially hundreds of additional residents and vehicles would increase traffic volumes, create longer delays, and place additional strain on the intersection. Traffic is frequently backed up past the access point to this address, so residents will have difficulty pulling out. They will also cause a significant hazard when trying to turn in, needing to stop on Sheyenne St, because the southbound lane is frequently blocked beyond where the driveway would be.

I believe zoning decisions should respect the expectations of residents who invested in a single-family neighborhood. An apartment complex of this height and size is not appropriate for this location. Elmwood Park and the surrounding areas have already experienced river bank sloughing. Construction of this magnitude, paired with all the tree removals sure to come with this plan, are going to compound that issue.

I respectfully request the Planning & Zoning Commission deny the rezoning application. A significantly smaller-scale project that is compatible with surrounding land uses should be considered instead.

I would also like to voice concerns about the notification process for rezoning. While I'm sure ordinance or Century Code indicate a 150 foot buffer is sufficient, there is only 1 parcel separating my property from the proposed rezone, yet we were not notified because it's over 150 feet. I would like to suggest the distance for notifications be expanded in the future.

Thank you for your time,

Chelsey Moss
1301 River St

From: Cheryl Asmund [REDACTED]
Sent: Thursday, June 4, 2026 10:51 AM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Rezoning of 1114 Sheyenne ST

Good morning Lisa,

My name is Cheryl Baxley I live at 1431 River St. My late husband and I purchased our home in 1990. We purchased the home because we loved the neighborhood. During the past 36 years I have witnessed numerous changes in the once small community of West Fargo. Our daughters grew up riding their bikes to and from events and practices throughout the community with very few concerns about traffic. The same doesn't hold true for children in the community today. The farm land which once was once south of 13th Avenue has now become Charleswood. The increase of traffic has caused the widening of Sheyenne St on a couple of occasions. The increase in the lanes has been beneficial, but at the same token it has come with a cost resulting in backed up traffic during commuting times and during events held at Elmwood Park and the Fair Grounds. Accessing Sheyenne from Rue Ave or 13th Ave during peak times is a nightmare! Adding multiple apartments to the planned location of 1114 Sheyenne St would exacerbate an already problematic area. Has anyone taken into account the number of vehicles which would go to and from this area? It makes absolutely no sense! My understanding is the property in question has always been zoned for a residential home, not for multiple homes such as an apartment complex.

Why not look at placing some town homes on this beautiful piece of property or even better another gated community. The increase in traffic will also make it even more difficult for patients attending appointments at Sanford Clinic in accessing the parking lot. I hope and pray the West Fargo City Commission isn't influenced from another over zealous land developer, not from the area who wants to make a profit at the expense of those of us who love our community. We purchased homes in the area because of the neighborhood! Please consider my request to not rezone this piece of property for multi apartment complexes.

Sincerely,

Cheryl Baxley

1431 River ST

West Fargo ND 58078



Contact - Planning & Zoning

05/14/2026 1:38 PM (CDT)

Contact - Planning & Zoning Department

The following contact form is for general inquires, questions, or for those seeking information.
If you would like to make an official request for records, please visit
<https://westfargond.justfoia.com/publicportal/home/newrequest>

First Name	Clyde
Last Name	Ripplinger
Address	226 11th Ave W
City	West Fargo
State	ND
Zip Code	58078
Phone Number	
Email Address	
Message	In April 2026, Enclave invited some of the residents in the neighborhood for a team meeting to inform us about a proposed development at the 12th Ave and Sheyenne St location. The proposal is for a 130 unit apartment complex. It will consist of single level garages, 2-story, 3-story and a 4-story building. I am opposed to this type of development. Due to the large number of units, this will create a large amount of vehicle traffic. I would favor something smaller such as twin homes or single family homes, but not a 130 unit apartment complex. What would be the appropriate process for expressing my opposition to said project? Thank you.

From: Daniel Brenden [REDACTED]

Sent: Wednesday, June 3, 2026 11:39 AM

To: Lisa Sankey <Lisa.Sankey@westfargond.gov>

Subject: Redone for property located at 1114 sheyenne st

Not feasible, 130 units= minimum 200 vehicles trying to get out to sheyenne st 1 block from traffic signals on sheyenne st and 13th ave. Traffic already backed up twice a day. Will not enhance the neighborhood

From: Danielle Stein [REDACTED]
Sent: Thursday, June 4, 2026 12:47 AM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Opposition to Proposed ReZoning of: 1114 Sheyenne St West Fargo, ND 58078

Danielle Olsen
802 Sheyenne Street
West Fargo, ND 58078
June 4, 2026

To: City of West Fargo Planning and Zoning Commission Board

Subject: Opposition to Proposed ReZoning of: 1114 Sheyenne St West Fargo, ND 58078

Dear Members of the West Fargo Planning and Zoning Commission Board,
I am writing to express my opposition to the proposed zoning change for the property located at 1114 Sheyenne Street (Lot 17, Block 3 Lepird's Sub & Lot 9, Block 1 Lepirds 2nd addition) which would allow the existing single-family dwelling lot to be changed into multiple dwelling.

As a resident of the neighborhood, I am extremely concerned that this change would be detrimental to the current traffic problem on Sheyenne St from 13th Ave to Main Ave. There is already an exuberant amount of traffic that sits bumper to bumper just to get across 13th Ave on Sheyenne, typically sitting for 3 to 4 traffic light cycles to travel 3 blocks. Adding the traffic from a four story and two two story apartments would be detrimental to the already strained traffic flow in that exact area. This type of multiple dwelling is also inconsistent with the established character and development pattern of the surrounding area. The neighborhood was planned and developed primarily with single-family dwellings on similarly sized lots, and the proposed subdivision would significantly alter that character.

In addition, I am concerned about the potential impacts on:

Traffic and parking: Additional residences will increase vehicle traffic on Sheyenne Street and place greater demand on already limited parking. Most apartments have more than one person residing in them with a car, likely parking would be double the amount of planned dwelling units.

Infrastructure and public services: Increased residential density will place additional strain on roads, utilities, drainage systems, already crowded schools, and emergency services. Daily there is a speeding problem along Sheyenne Street.

Stormwater management: Dividing the lot and increasing impervious surfaces may create drainage and runoff issues affecting neighboring properties. Which is deeply concerning being river lots along Sheyenne Street.

Property values and neighborhood stability: Changes that are out of scale with the surrounding development will negatively affect the attractiveness and long-term stability of the neighborhood.

Precedent for future development: Approval of this request may encourage similar rezoning applications, resulting in cumulative changes that were not anticipated when the area was originally zoned.

As a mother whose children want nothing more than to ride their bikes to friends houses, and simply to take their dogs for walks, it makes my heart hurt with worry. This subjects the children in this area to increased traffic, speed, and decreased safety. Weekly I witness cars passing other cars on Sheyenne Street, texting and driving to the point drivers are hitting curbs. On a Sunday the police were setup on Sheyenne Street and they had five to six people pulled over within 20 minutes.

I respectfully request that the West Fargo Zoning and planning commission deny the proposed zoning change and maintain the current single family zoning designation. Preserving the existing zoning will help protect the safety, character, infrastructure capacity, and quality of life that residents have come to expect in this neighborhood. I ask that this letter be thoroughly read and considered before making a decision.

Sincerely,
Danielle Olsen

[Sent from Yahoo Mail for iPhone](#)

From: Elli Smiler [REDACTED]
Sent: Tuesday, June 2, 2026 8:21 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Rezone for property located at 1114 Sheyenne St.

Hello!

I live on 10 1/2 Ave W in west fargo and was notified of a potential property being built at 1114 Sheyenne St. and wanted to email you to give you my opinion on why I don't think this is a good idea. I am against this property being built for these reasons:

1. Will cause more traffic than I already deal with on Sheyenne and people through my street. I've lived here for 6 years and have seen the traffic that already is on Sheyenne from 5:00-6:00 pm every day.
 2. Cause more noise than we already have in this neighborhood and is hard with families around here that have young kids.
 3. I am also concerned with the infrastructure being able to support the possibility of 130 new families in one area. The underground was never designed to handle that as far as I know.
- These are just a couple of the concerns I have with this project and the most important ones that I can think of at the top of my head.

If you have any questions please feel free to reach out at this email or my number is [REDACTED]
[REDACTED]

Thank you for taking the time to read this email.

Date: June 4, 2026

Attention: Lisa Sankey

My name is Flora West, I am 77 years old, and I have lived on Sheyenne Street since I was a third grader. For a few years I was absent going away to school and getting married, but after marriage I returned to Sheyenne Street with my husband Bill and we built West Funeral Home. For the past 40 years we have made 1430 Sheyenne Street our home, so I have history with this street.

As a third grader I was horrified when my classmate's sister Sharon Sackman was struck and killed by a hit and run driver very close to where Sheyenne Gardens was and where Dr. Geston eventually built his home. The road was dangerous then and still is. I would hate to see history repeated.

For the past 40 years my family and I have lived at 1430 Sheyenne Street. During that time there have been two major road construction projects in my neighborhood to widen Sheyenne Street to accommodate more traffic. After the first construction the US Mail declared our street too dangerous to deliver mail to our mailboxes. As a result, our mailboxes were removed and placed on 14th Avenue on the east side of Sheyenne across from Sheyenne Crossing. When the second construction project took place we weren't even given a cross walk to get from the west to the east side of the street.

For the safety of our children attending schools in our community, the street is also too dangerous for the school bus pickup our children. Grade school children must wait on the corner of River and Rue and upper-class students must wait at the corner of River and 13th Avenue.

Finally, what is it like to live on Sheyenne Street. Well, if you want to get out of the driveway, it is a challenge. Traffic can be backup at peak times of the day. With five lanes to cross if we want to turn left out of our driveways, we must many times turn right and find a way to circle around. Turning right isn't much better. The posted speed limit is a joke and occasional we do witness a traffic stop. I hope in my lifetime I never see or hear of a child injured or killed again on this street.

I'm now considered an old timer in West Fargo and I love my city and neighborhood but safety should be a priority. West Fargo Planning and West Fargo City Commission should not consider the thought of rezoning and adding an apartment complex at 1114 Sheyenne Street. Our neighborhood is already overrun with too much traffic. Please consider the safety of the families that live here.

Flora C. West

From: Jada Storo [REDACTED]
Sent: Wednesday, June 3, 2026 8:12 AM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Redone for 1114 sheyenne st

Im writing this as I got notified about the rezone for 1114 sheyenne st, my family is opposed to this matter

Thank you
Jada Storo

From: [REDACTED]

Sent: Wednesday, June 3, 2026 2:08 PM

To: Lisa Sankey <Lisa.Sankey@westfargond.gov>

Subject: REZONE for Property Located at 1114 Sheyenne St.

My name is James L. Roth. My residence is 219 12th Ave W - West Fargo. My wife and I live on this quiet street, which is only one block long, in this area. Straight east of the driveway for this apartment property. We do not want this complex to be built there. traffic, parking, congestion, Streets and Avenues too narrow, neighborhood peace, the well-being of existing residents, this is not a good fit for this Area. Please do not ruin our neighborhoods. We are wondering why very few people in this area received this notice. Yours, James and Annette Roth

From: James Prouty [REDACTED]
Sent: Thursday, June 4, 2026 11:07 AM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: 1114 Sheyenne Street

Dear Planning board,

As a long-time West Fargo resident, I am writing to express my concerns regarding the proposed apartment development near Sheyenne Street and 13th Avenue.

While the city has worked hard to cultivate a "small town downtown" feel on Sheyenne Street, I believe adding another high-density apartment complex contradicts this goal. During summer events like Cruise Night, local traffic is already heavily congested. Adding 50 to 100 units north of 13th Avenue would significantly worsen these delays, particularly for residents attempting to navigate detours or access the nearby clinic.

Furthermore, the increased volume of vehicles turning left from northbound Sheyenne would likely obstruct the existing turn lane for eastbound 13th Avenue. Such a change would necessitate costly infrastructure adjustments to the intersection and surrounding roads. I am concerned that the financial burden for these improvements would fall on the city and homeowners through grants and special assessments, rather than the developer.

In summary, I ask the city to consider the negative impact this zoning change would have on traffic congestion and the financial responsibility of current residents.

Sincerely,
James Prouty

From: Jenna Aanden [REDACTED]
Sent: Wednesday, June 3, 2026 1:30 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Opposition to Rezone Property Located at 1114 Sheyenne St

To Whom It May Concern,

I am writing to express my strong opposition to the proposed rezoning of the property to allow for multifamily housing.

This area already experiences a significant amount of traffic congestion, particularly around the nearby stoplight and intersection. Adding a multifamily development at this location would only increase traffic volume and create additional safety and accessibility concerns for surrounding residents. The proposed driveway placement near the stoplight is especially concerning, as traffic already backs up regularly in this area. Additional vehicles entering and exiting the development would further worsen delays and congestion.

In addition to long-term traffic concerns, the construction phase itself would have a major impact on the surrounding neighborhood. Increased construction traffic, noise, road wear, dust, and disruptions would negatively affect nearby homeowners and daily travel for an extended period of time.

There is also concern regarding the potential financial impact to neighboring property owners through increased special assessments and infrastructure costs associated with supporting a higher-density development. Existing residents should not bear additional financial burdens as a result of this rezoning request.

I also believe our community should focus more on promoting affordable home ownership opportunities rather than continuing to add more rental properties. Home ownership helps build stronger neighborhoods, long-term community investment, stability, and pride in ownership. Encouraging developments that support attainable single-family homes, twin homes, or owner-occupied properties would better serve residents and the long-term growth of the community.

Overall, I strongly believe this proposed multifamily rezoning is not appropriate for this location and would negatively impact traffic flow, neighborhood character, safety, and surrounding property owners. I respectfully ask the City to deny this rezoning request.

Thank you for your time and consideration.

Sincerely,

Jenna Aanden

Realtor, GRI, Town & Country Realty

[REDACTED]
[REDACTED]
--

From: Jon Roth [REDACTED]
Sent: Tuesday, June 2, 2026 8:46 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Rezoning 1114

My name is Jon Roth. I live at 225 10th Ave W, West Fargo, ND 58078. I am against the rezoning. The noise and traffic on sheyene is horrible now. I do not want more. Thanks

6/4/26

West Fargo Planning and Zoning Commission
City of West Fargo
800 Fourth Avenue East
West Fargo, ND 58078



Re: Opposition to Rezoning Request – 1114 Sheyenne Street, West Fargo, ND 58078

Dear Members of the Planning and Zoning Commission:

I am writing as a nearby property owner residing at 1407 River Street, West Fargo, North Dakota, to respectfully oppose the request to rezone the property located at 1114 Sheyenne Street from single-family residential zoning to a multiple-dwelling residential designation.

My family and I have lived at our current address from 2009 to current. During our time at 1407 River Street, we've seen a lot of change: Sheyenne Street expansion, addition of the Sheyenne Crossing nursing home, and the expansion of the Sanford Clinic at 1220 Sheyenne Street. As a property owner who lives near the proposed development, I have significant concerns regarding the potential impacts this rezoning could have on the surrounding neighborhood, local infrastructure, environmental resources, and the value of nearby homes.

One of my primary concerns is traffic congestion and public safety. Sheyenne Street has already experienced an increase in substantial traffic volumes, particularly along the corridor between 17th Avenue South and Main Avenue. This area serves as a major north-south route through West Fargo and is heavily utilized by commuters, local residents, and children walking/biking to and from South Elementary and Cheney Middle Schools. Increasing residential density at this location will inevitably generate additional vehicle trips, placing further strain on an already busy roadway and potentially creating additional safety concerns for drivers and kids walking/biking to and from school. During the 2024/2025 school year alone, our son was not offered bus services to Cheney Middle School due to how close we live to Cheney Middle School. If you are curious, the walking/biking distance from 1407 River St to Cheney Middle School is 1.4 miles one way. This past year, he would ride his bike and/or walk to and from Cheney Middle School requiring him to cross Sheyenne Street 2 times a day. We have a daughter who will be entering Cheney Middle School tentatively in the fall of 2027 who will walk/bike to school requiring her to cross Sheyenne Street 2 times a day as well. I know she is not the only student that will face this and, if the bus driver shortage continues, her and other students

will need to cross Sheyenne Street. With increased traffic due to a multiple dwelling structure, my daughter and her peers face additional risks.

An additional risk regarding public safety includes the fact that, if rezoned to a multiple dwelling structure, the back yard of this facility is the Sheyenne River which poses a possible drowning hazard for young children.

The proposed rezoning raises concerns regarding compatibility with the existing character of the neighborhood. Residents in this area purchased and invested in their homes with the understanding that the surrounding properties were designated primarily for single-family residential use. A transition to multiple-family housing may alter the character and density of the neighborhood and could negatively affect the desirability and market value of nearby homes. Outside of 1220 Sheyenne Street (Sanford Clinic) and 1100 Sheyenne St (Sheyenne Square Townhomes – Low-income senior housing), all other surrounding properties are currently zoned as R-1A Single Family Dwelling within the Southdale neighborhood. To be clear, I am not opposed to West Fargo adding apartments. My concern is the fact that all the surrounding properties are zoned as a single-family unit and an apartment/multi-unit structure would not fit within the rest of the Southdale neighborhood.

To expand on the market value, I am further concerned about the potential financial implications associated with future infrastructure improvements and special assessments. Increased density often requires upgrades to streets, utilities, drainage systems, and other public infrastructure. Nearby property owners should not be placed at risk of bearing additional assessment costs that may arise as a result of development decisions that primarily benefit the development project. I am concerned that if rezoned, there would be a substantial increase in property values and special assessments that would effectively “push out” individuals and/or families due to unanticipated financial strains.

Again, while I support responsible growth and development within West Fargo, I believe the proposed rezoning presents significant concerns that have not been adequately addressed including potential environmental implications of increasing density in an area located near the Sheyenne River and consistency with the West Fargo Comprehensive Plan. Development of higher-density housing may result in increased stormwater runoff, greater pressure on drainage infrastructure, and potential impacts to nearby natural resources. Given the property's proximity to the river corridor, careful consideration should be given to flood risk, water quality protection, erosion concerns, and the long-term environmental effects that may result from more intensive land use. Here are several environmental concerns compared to the West Fargo Comprehensive Plan:

1. The Comprehensive Plan prioritizes preserving lower-density transitions near environmentally sensitive areas, especially river corridors. Increasing density adjacent to a riparian system introduces land use intensity inconsistent with that protective transition.
2. Rezoning to R-3 increases impervious surface coverage (buildings, parking, roads), which can degrade stormwater infiltration and increase runoff into the Sheyenne River system.
3. Increased density adjacent to the river corridor is inconsistent with the Comprehensive Plan's goal of protecting water quality through limiting impervious surface expansion in sensitive drainage areas.
4. Instead of increasing density near the Sheyenne River, the Comprehensive Plan supports buffering and transitional land uses to protect the river corridor's environmental function.

For these reasons, I respectfully request that the Planning and Zoning Commission deny the rezoning application for 1114 Sheyenne Street. At a minimum, I request that a comprehensive traffic study, environmental review, infrastructure capacity analysis, and assessment of neighborhood impacts be completed and made available for public review before any rezoning decision is considered.

Thank you for your time and consideration of these concerns. I respectfully request that this letter be included in the official record regarding this rezoning application.

Sincerely,



Joshua Maynard
1407 River Street
West Fargo, ND 58078

From: Karen Paxton [REDACTED]
Sent: Wednesday, June 3, 2026 3:01 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: No More Multi-Family Dwellings

Ms. Sankey,

It has been brought to my attention that the single dwelling home,once Dr. Geston's is being turned into a multi-family property. I use the clinic, my grandchildren use the ball fields. It is difficult enough to maneuver through traffic without adding more chaos to Sheyenne intersection.

We do not need apartment buildings there, look south,over abundance of these. there are several hundred of people that feel the same in this community. Stop taking away the little charm we still maintain.

Don't sneak this project in, saying NO to it.

Respectfully

Karen Paxton

From: Kimberly Von Bank [REDACTED]
Sent: Wednesday, June 3, 2026 9:24 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: No to Rezone property at 1114 Sheyenne St

Hello Lisa,

I am not at all for the rezoning of 1114 Sheyenne St. First of all, we keep losing green spaces and cutting down trees for developers to develop. Secondly, the amount of traffic on Sheyenne St now during commutes is already an issue. It will be a mess for residents to try to get out in and out on Sheyenne during commute hours. Traffic gets backed up to our place and we are way back at 1008 and that is without a complex!

No all the way. Please keep it zoned as a Single Family Dwelling lot.

Thank you,
Kim Von Bank
1008 Sheyenne St

Sent with [Proton Mail](#) secure email.

From: [REDACTED]
To: [Planning Department Email](#)
Subject: Fwd: Zoning change by sanford clinic on Sheyenne
Date: Wednesday, June 3, 2026 9:09:44 PM

----- Forwarded message -----

From: Lisa Zerr [REDACTED]
Date: Wed, Jun 3, 2026, 8:57 PM
Subject: Zoning change by sanford clinic on Sheyenne
To: <Lisa.Sankey@westfargond.gov>

I am writing to formally express my opposition to the proposed zoning change for the parcel of land located near the Sanford Clinic at Sheyenne Street and 13th Avenue.

I believe that the proposal to construct three buildings with 130 units is excessive for this specific parcel. This development would introduce a minimum of 130 residents and vehicles, though it is more likely that this number would double based on average occupancy. Given the proximity to an already active and busy intersection, the additional traffic created by this density would be overwhelming for the area.

Furthermore, I am concerned about the impact on the surrounding established neighborhood. While I reside in Charleswood, I was surprised to learn that notification letters were only sent to homes within a very limited radius, such as 150 feet. Adding three apartment buildings to a long-established residential area does not match the current aesthetic and could negatively affect the property values of nearby single-family homes.

As an alternative, I suggest considering the construction of single-family townhomes, similar to the developments just north of this area. Such a plan would be far more compatible with the existing neighborhood than the current proposal.

Thank you for your time and for considering my concerns regarding this matter.

Sincerely,

Lisa Zerr
679 Wyndemere Dr
West Fargo, ND

From: Medora Roehl [REDACTED]
Sent: Wednesday, June 3, 2026 5:54 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: 1114 Sheyenne Street Property

Hi Lisa,

I live on River Street not far from this property and our neighborhood is very concerned that apartments, multi story, high occupancy buildings are not a positive progressive move for our area. We are an older established neighborhood and already experience a high traffic volume due to our location near thoroughfares like 13th Avenue, Sheyenne Street and the interstate. At busy times, we already struggle with traffic congestion and an increase in the number of dwellings, like the proposal currently on the table, will not serve our current community well. Additionally, we are near ball parks, skatepark, playgrounds and more congestion and traffic is an overall safety concern for kids and families in the area. When events occur at the fairgrounds it can be nearly impossible to get into or through traffic.

Another area of concern is the type of occupant these dwellings would support. As an older established neighborhood, we want to know our neighbors and the community safety and security that provides. Multi unit dwellings can bring in a diverse range of tenants, and we want to maintain our neighborhood's safety.

I look forward to receiving updates on this process and hope to hear that the City of West Fargo and our elected commissioners are already one step ahead in preventing something like this from moving into our backyard.

Thanks for your time,
Medora West-Roehl
1408 River Street
[REDACTED]

Subject: 1114 Sheyenne Street Proposal

My name is Nicholas Peterson I own 1010 Sheyenne Street in West Fargo, ND. It's come to my attention that there was a letter sent out about a month ago regarding 1114 Sheyenne Street – I read that and was no mention of what a proposal of being rezoned for R-3 Multiple Dwellings. I did not receive this new one in the mail regarding Notice of Public hearing as my neighbors brought it to my attention. In the letter states a public hearing will be held to consider an application for rezone affecting property at 1114 Sheyenne Street (Lot 17, Block 3 Lepirds Sub & Lot 9, Block 1 Lepirds 2nd Addition). Applicant is requesting approval to rezone the property from R-1A (Single Family Dwelling) to R-3 (Multiple Dwelling).

Current proposal of putting up 3 apartment buildings of a 4 story and 2 story nature and 130 units with above ground parking. This area is already difficult to get in and out of each day with the traffic on Sheyenne and adding 130 units into this space seems to be in my opinion excessive. There are plenty of other locations to develop why put 3 buildings on that property to make it even more difficult getting in and out of Sheyenne and 13th Ave? What will this do to the property values stretching from 13th to 7th Ave along Sheyenne? This seems it would severely impact people's privacy especially those that live back in those 1050-1150 owned properties?

Operations Manager

Age Group	Percentage
18-29	95%
30-49	95%
50-69	95%
70+	95%
Total	95%

Contact - Planning & Zoning Department

The following contact form is for general inquires, questions, or for those seeking information.
If you would like to make an official request for records, please visit
<https://westfargond.justfoia.com/publicportal/home/newrequest>

First Name	Pam
Last Name	Potter
Address	1002
Address 2	Sheyenne St
City	West Fargo
State	ND
Zip Code	58078
Phone Number	
Email Address	
Message	My husband and I were on a virtual meeting recently called by Enclave regarding their plan to put in 131 units on the property north of the Sanford Clinic on Sheyenne. We have lived on Sheyenne Street 40 years in 2 different homes. We are primarily concerned with the effect on traffic. Many days during the week, the south bound traffic is backed up to our home, sometimes as far back to 7th Avenue. With just the one exit and so near to the light, the additional drivers from that development will just add to the congestion. We had hoped that the property would be purchased by a single home buyer, even that the existing home would need to be replaced. We are also not happy with another developer building so many units and getting tax breaks. All on that call had similar concerns.

From: Randy Hulm [REDACTED]
Sent: Thursday, June 4, 2026 11:00 AM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Proposed Enclave apartments Sheyenne Str

Is this project seeking a tax deferment for this project? If so at what rate do they want it, when does it take effect? At the time of title transfer? Or does deferment start at end of construction? Because if they are looking for a 5 year deferment and it doesn't start until construction is finished the deferment is really a 6 1/2 to 7 year deferment. Please find out as soon as possible, thank you

Randy Hulm
620 8 th Ave east
West Fargo

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Residents of 243 11th Ave W
243 11th Ave W
West Fargo, ND 58078
June 3, 2026

City of West Fargo
Attn: Lisa Sankey, Planner
2515 5th St. W
West Fargo, ND 58078

Re: Comments on Proposed Rezone - 1114 Sheyenne St. (Lot 17, Block 3 Lepird's Sub & Lot 9, Block 1 Lepird's 2nd Addition)

Dear Planning & Zoning Commission,

I am submitting the following comments regarding the proposed rezoning of 1114 Sheyenne St from R-1A: Single Family Dwellings to R-3: Multiple Dwellings. These comments are based on direct, ongoing observations of traffic conditions, neighborhood safety, and ecological conditions surrounding the site.

Traffic and Safety Impacts

The traffic conditions on Sheyenne Street already present significant safety concerns for residents:

- ❖ Sheyenne Street regularly backs up past 9½ Ave W and often further, especially during peak hours.
- ❖ Drivers use the center turn lane as a through lane, creating dangerous conflicts.
- ❖ When Sheyenne is backed up, drivers cut through our residential side streets at high speeds to avoid traffic.
- ❖ I have personally witnessed multiple near-miss incidents involving neighborhood children due to these diversion patterns.
- ❖ Drivers frequently use the parking lane as a travel lane to avoid the congestion heading North on Sheyenne as well this leads to additional safety concerns

Increasing density at the proposed site will add additional vehicle trips to an already strained corridor and will likely increase cut-through traffic in our neighborhood.

Ecological and Environmental Considerations

The lot in question has been vacant for more than 10 years, during which time a variety of wildlife and hydrophytes (aquatic like plants that have specifically adapted to live entirely or partially submerged in water or in waterlogged and oxygen-poor soil) has called home.

Residents have documented:

- ❖ Foxes
- ❖ Wild turkeys
- ❖ Other small mammals and bird species
- ❖ Important insect populations

This indicates the parcel currently functions as a small but meaningful habitat area/ ecosystem within the neighborhood.

Given these conditions and more, I recommend that the city considers requiring the developers to complete a full Environmental Assessment (EA) before the lots are allowed to be rezoned.

To inform the community and the Planning and Zoning Commission what an EA is and its distinction from a Phase I or Phase II Environmental Site Assessment (ESA) they are described below:

- ❖ Phase I ESA evaluates potential contamination history.
- ❖ Phase II ESA involves sampling to confirm contamination if identified in the Phase I ESA.
- ❖ EA evaluates the ecological, community, and environmental impacts, including but not limited to:
 - Light pollution (Currently we can still see the stars in this neighborhood)
 - Noise impacts
 - Stormwater and runoff effects
 - Habitat disruption
 - Impacts to wildlife (including potential endangered or protected species)
 - Wetlands assessment
 - Traffic and transportation impacts
 - Public safety considerations
 - Community character and livability impacts

Because this rezoning would allow a significant changes to this area, an EA is a wonderful tool to evaluate the full range of impacts on the surrounding community.

In summary, this rezoning affects far more than a single parcel - it affects the safety, character, and ecology of our entire neighborhood. A full careful consideration is essential before any decision is made.

Thank you for your time and consideration.

Sincerely,
Residents of 243 11th Ave W

From: [REDACTED]
To: [Lisa Sankey](#)
Subject: FW: Rezoning Property 1114 Sheyenne St
Date: Thursday, June 4, 2026 3:01:40 PM

Hi Lisa,

I had sent this yesterday, but unfortunately had the incorrect email address. Please see my email below. Thanks!

Best regards,

Scott Larrabee

From: Scott Larrabee
Sent: Wednesday, June 3, 2026 2:06 PM
To: Lisa.sankey@westfargonc.gov
Cc: [REDACTED]
Subject: Rezoning Property 1114 Sheyenne St

Hello Lisa,

My name is Scott Larrabee and I live at 1419 River St, West Fargo ND. I've been informed that an application to rezone the property at 1114 Sheyenne Street has been submitted to change the property from R-1A (Single Family Dwelling) to R-3 (Multiple Dwelling). I'm writing to inform you that as a resident in close proximity to this area that I am vehemently against this. In general the addition of apartments do not benefit the residents in the surrounding area. We'll see an increase in traffic due to the additional population, and there is no way to determine if the property owners will properly maintain the property in the future. As I expect I'll be living here for the next 40-50 years, this is a real concern for me and my family.

I would ask that this application be denied, and the property should be kept as a single family dwelling. I'm currently planning to be at the town hall meeting on the 9th at 5:30pm to discuss this as well.

Best regards,

Scott Larrabee

From: Teresa [REDACTED]
Sent: Wednesday, June 3, 2026 9:32 AM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Rezoning Consideration for 1114 Sheyenne St

Good morning Lisa,

I am contacting you regarding the rezoning discussion for the property located at 1114 Sheyenne St. We live on 11th Ave W and have been here for nearly 20 years. I wish I could attend the public hearing but am unable to do so on the 9th.

Unfortunately, we are not impressed with the multi-family dwelling proposed for this particular location and wish to express our disapproval. We have discussed this proposed build with many of our neighbors, we all feel the same way. The proposed units will be an incredible eyesore for our community, no matter how beautiful they attempt to make the buildings. Large two-story and four-story buildings are unattractive, especially considering the lovely green space that they will consume. The view these building will alter is going to affect the entire area of 13th avenue and Sheyenne street, on both sides of the river.

Aesthetics are only one consideration, and a minor one at that. Traffic is my number one concern. Trying to manage traffic flow in that particular area has got to be a tremendous consideration, I cannot imagine how challenging this task is for the city of West Fargo! That area of Sheyenne street is already quite an issue at prime traffic times, it will turn into pure mess if a multi-family unit of the proposed size gets built.

My family, and my neighbors, quite appreciate the small town feel of our local West Fargo neighborhood. This purpose unit will ruin that and will leave us considering a move. I enjoy the fact that I can have a relaxing and peaceful bike ride or walk with my family that doesn't require navigating a heavily traffic, highly populated, and unsightly apartment complex. I do not wish to live in a concrete jungle.

Let's keep West Fargo feeling neighborly, cozy, commutable, and beautiful and not ruin it with large, unsightly, heavily populated apartments.

Thank you for your consideration,

Teresa Hotten

231 11th Ave W West Fargo

From: Travis Klitzke [REDACTED]
Sent: Thursday, June 4, 2026 10:41 AM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: 1114 Sheyenne St - Letter to Planning and Zoning

West Fargo Planning and Zoning Commission

Re: Opposition to Rezoning Request for 1114 Sheyenne Street

Dear Members of the Planning and Zoning Commission,

I am writing to express my opposition to the proposed rezoning of 1114 Sheyenne Street from R-1A Single-Family Dwelling District to R-3 Multiple Dwelling District.

While I recognize West Fargo's need for additional housing, I do not believe a 130-unit apartment complex consisting of three buildings, including a four-story structure, is appropriate for this location.

My primary concern is traffic. The proposed development would add a significant number of vehicles to an area that already experiences congestion during peak travel times. The project's entrance and exit would feed onto a section of Sheyenne Street that narrows to two lanes, creating an existing bottleneck. Traffic frequently backs up in this area today. Adding a development of this size would place additional strain on an already congested roadway network and create increased safety concerns for both residents and commuters.

If traffic studies determine that portions of Sheyenne Street must be widened or improved to accommodate this development, those costs should be borne by the developer rather than the taxpayers of West Fargo. Any necessary roadway improvements should be identified upfront and made a condition of approval.

I am also concerned about neighborhood compatibility. The surrounding area is primarily composed of single-family homes, many of them older one-story or rambler-style residences that have long defined the character of this part of West Fargo. While there are multifamily developments in the broader vicinity, the dominant pattern in the immediate area remains low-density residential housing. A 130-unit apartment complex, including a four-story building, represents a significant departure from that established pattern. In terms of scale, density, and building height, the proposed development would fundamentally alter the character of the neighborhood.

While I am not opposed to redevelopment of this property, I believe a lower-density development such as a 20- to 30-unit townhome or twin home project would be more compatible with the surrounding neighborhood. Such a development would better complement the nearby 55-plus and age-restricted housing in the immediate area, while maintaining the existing residential character. In addition, a development of this scale would significantly reduce the traffic impacts compared to a 130-unit apartment complex while still allowing for reasonable redevelopment of the site.

Another concern is the property's proximity to the Sheyenne River. Riverbank erosion and stability issues have been observed along portions of the river corridor, and neighboring property owners have experienced concerns related to shifting banks and soil conditions. Given these challenges, placing a large multi-story structure near the river raises legitimate questions regarding long-term stability and future maintenance obligations.

I am also concerned about the history of ownership and stewardship of this property. Dirt Properties LLC has owned this parcel for many years, during which time the property has steadily deteriorated. What was once a well-maintained property has become visibly neglected, with an unoccupied residence, overgrown vegetation, and a general lack of upkeep.

This decline did not occur over a matter of months but over many years. The prolonged failure to maintain the property reflects a disregard for both the surrounding neighborhood and the broader West Fargo community. Residents who invest their time and resources into maintaining their homes and properties should reasonably expect the same level of responsibility from neighboring property owners.

While it is not fully clear whether Dirt Properties LLC would retain any ownership interest or partnership role in the proposed project, I do not believe it is appropriate for them to participate in the development beyond a straightforward sale of the property. Any redevelopment should be undertaken by parties with a demonstrated commitment to maintaining and investing in their properties.

Finally, I am concerned about the tax incentives being discussed for this development and the assumptions surrounding long-term property tax revenue. Other developments in the region have received significant public incentives based on projected long-term tax benefits, only to later undergo ownership changes that altered or eliminated those expected contributions to the tax base. If incentives are granted for this project, the City should ensure that appropriate safeguards are in place to protect the public interest and preserve the anticipated tax benefits being used to justify the development.

The question before the Commission is not whether West Fargo needs housing. The question is whether a 130-unit apartment complex is appropriate at this location. Based on traffic impacts, neighborhood compatibility, riverbank concerns, and the history of stewardship associated with this property, I do not believe it is.

I respectfully request that the Planning and Zoning Commission deny the rezoning request for 1114 Sheyenne Street. However, if the project is ultimately considered for approval, the developer should be required to assume responsibility for any roadway improvements necessitated by the development, provide meaningful assurances regarding the long-term tax benefits being used to justify the project, and ensure that no additional costs are shifted to West Fargo taxpayers. Without such protections, the primary beneficiaries of this proposal appear to be the developer and current property owner, while the risks and costs remain with the surrounding neighborhood and the community as a whole.

Thank you for your time, consideration, and service to our community.

Respectfully submitted,
Travis Klitzke 237 11th Ave W West Fargo, ND

From: Wendy HANSEN [REDACTED]
Sent: Wednesday, June 3, 2026 11:32 AM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Rezone for property

1114 Sheyenne St

As a concerned citizen I do not think this should be rezoned needs to stay single family dwelling. I believe this would cause issues with traffic and just not be the best idea for his established neighborhood.

Thank you for listening
Wendy

From: Jill Gustofson [REDACTED]
Sent: Thursday, June 4, 2026 12:44 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: 1114 Sheyenne Opposition

Hi Lisa

We are writing in protest of the development at 1114 Sheyenne Street.

We live within 2 blocks of the development.

We have a number of reasons:

1. When coming home at night between 4:30-6.....it takes 3-4 lights to get thru the intersection (going north to south). Sheyenne St at that location is not prepared for 200+ additional cars both morning and night.
2. In the 12 years that Jason sat on the Planning and Zoning commission there was an application at this site with a much lower density and it was denied.
3. In comparison.... to 4 acres of useable land on 13th Avenue just west of the Dakota Boys Ranchthe development has roughly 70 units.
4. Height restrictions. 4 stories is too tall that close to the road. There needs to be a buffer.
5. Bullis' development by the fire station on Sheyenne Street needed to be scaled down due to the height/impact of the development on Sheyenne.

Respectfully Submitted,

Jason and Jill Gustofson

311 Rue Ave

West Fargo

[REDACTED]

From: Mitch Von Bank [REDACTED]
Sent: Thursday, June 4, 2026 12:45 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: 1114 sheyenne

Hi Lisa,

I would like to oppose the rezoning at 1114 Sheyenne St.

Mitchell Von Bank
1008 Sheyenne St
West Fargo, ND 58078

From: Taryn Payer [REDACTED]
Sent: Thursday, June 4, 2026 1:09 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Notice of rezone for property

Hello,

I am writing to express my opposition to the proposed development of the 1114 sheyenne street property in West Fargo.

My biggest concern is the impact this project could have on traffic and safety in the area. The streets in our neighborhood already experience congestion at certain times of the day, and adding this many units could significantly increase traffic volume, making travel more difficult and potentially less safe for residents, pedestrians, and children.

While I understand the need for housing in our community, I am concerned that a development of this size could also affect the character of the neighborhood and impact the overall quality of life for current residents. I believe the scale of this project is not compatible with the existing residential nature of the area. One of the reasons my family chose this neighborhood was its quieter residential character and I worry that a development of this size would permanently change that.

I respectfully ask that the City carefully consider these concerns before approving the proposal.

Thank you for your time and consideration. Sincerely,
Taryn Alberts
220 10th ave W

From: Rachel Kulzer [REDACTED]
Sent: Thursday, June 4, 2026 2:00 PM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: Rezoning, 1114 Sheyenne street West Fargo, ND

Dear West Fargo Zoning Committee,

As local residents, we disapprove of the rezoning of 1114 Sheyenne street west Fargo, ND (plot# 02-1000-00665-000). The proposed apartments for the lot will increase traffic in the area and require future road changes to meet the added demand, an expense to the city and negative impact on residence. In addition, to decreasing property value for the residence it will also change the dynamics of the area. With apartments come an increase volume of trash and littering to the surrounding areas. I am concerned that with the proximity to the river, there will be an increase of waste that ends up in the river and downstream of the complex.

The rezoning will also influence stormwater management, since the excess run off from rain & snow that was delt with by the current vegetation of the plot if rezoned, and developed, the ground will change to nonpermeable material and stormwater runoff will be redirected into the Sheyenne River directly influencing the natural environment of the river and the residence along the river damaging property, due to floodwater and erosion.

Apartment complexes bring with them residents that do not have the same love and care for the community as single family homeowners. There are several small children who live in the area. Currently the area is low crime rate, a quiet safe community. We would like to keep it that way. Please reject the rezoning of the single-family resident, 1114 Sheyenne street West Fargo, ND (plot# 02-1000-00665-000).

Thank you,
Rachel and Andrew Kulzer
Master in Landscape Architecture

From: Suzanne Haaland [REDACTED]
Sent: Friday, June 5, 2026 5:59 AM
To: Lisa Sankey <Lisa.Sankey@westfargond.gov>
Subject: 1114 Sheyenne St

Hi,

I'm writing in response to rezoning 1114 Sheyenne St. I am not in favor of this at all; putting apartments here cheapens the area and creates a considerable amount of traffic. I say no to this. Thank you for your consideration.

Suzie Haaland

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CITY OF WEST FARGO PLANNING & COMMUNITY DEVELOPMENT

STAFF REPORT

A26-8 REPLAT	
Offices at the Preserve Addition	
2380, 2463, 2501, 2585, 2550, 2400 Alexander Way E (Lots 2-7, Block 1 of North Pond at the Preserve 18th Addition)	
Owner: West Fargo Holdings, LLC Applicant: Andrew Thill & Brandon Raboin	Staff Contact: Lisa Sankey
Planning & Zoning Commission Public Hearing:	06/09/2026
City Commission Final Plat Approval:	

PURPOSE:

Replat for commercial development.

STATEMENTS OF FACT:

Land Use Classification:	G-2: Sub-Urban – Growth Sector
Existing Land Use:	Vacant
Current Zoning District(s):	C: Light Commercial
Zoning Overlay District(s):	N/A
Proposed Zoning District(s):	N/A
Proposed Lot size(s) or range:	17,327 – 30,321 square feet
Total area size:	5.49 Acres
Adjacent Zoning Districts:	North – C: Light Commercial South – R-1A Single Family Dwelling East – C: Light Commercial/CO: Corridor Overlay District West – C-OP: Commercial Office Park
Adjacent street(s):	Alexander Way East (Private Drive), Bluestem Drive (Local) and 26 th Avenue East (Collector)
Adjacent Bike/Pedestrian Facilities:	Pedestrian walkways on Bluestem Drive, Multi-use trail on both sides of 26 th Ave East
Available Parks/Trail Facilities:	Rustad Recreation Center along south side of 26 th Ave W; Maple Ridge Park .63 miles to the south; Area multi-purpose trails along Veteran's Boulevard, 23 rd Ave East, 6 th Street East.
Land Dedication Requirements:	Parkland dedication has been fulfilled by way of an agreement dated March 15, 2015, completed as part of North Pond at the Preserve 6 th Addition. The agreement included undeveloped parcels

DISCUSSION AND OBSERVATIONS:

- In 2024, this property was platted from one lot into seven smaller lots with a private drive for light commercial development.
- The applicant has submitted a request for a subdivision replat to reconfigure six lots into 10 for better design and marketability.

STAFF REPORT

- Access control is identified on the plat along the south and a portion of the east property lines to limit traffic movements and access originating from 26th Avenue East, which is a collector roadway.
- The subdivision includes a driveway connection to a controlled access street, where the private drive connects to 26th Avenue East. This connection will be right-in-right-out only, due to the existing center median with 26th Ave E. The east/west portion of the private drive has been aligned with the center line of 24th Avenue East.
- As with the previously approved plat, legal access and connectivity to the parcels will be via an internal 30' wide private drive, constructed within the 50-foot easement intended for both Ingress/Egress This will also include placement of private utilities.
- The applicant is also proposing to rename the private drive from Alexander Way East to Summit Way East.
- A 32-foot private ingress/egress and utility easement is also included on the plat between proposed Lots 1 and 2.
- The existing North Pond at the Preserve 18th Addition included creation of a private maintenance agreement for Alexander Way East which was to be managed by an association and recorded with the county.
- A cash-in-lieu of land dedication was paid as part of the original North Pond at the Preserve 6th Addition, so land dedication is not required.
- The existing North Pond at the Preserve 18th Addition subdivision agreement which provided details regarding long-term maintenance and construction of the private drive, information on stormwater, sewer and water services, etc., will need to be replaced with a new agreement in conjunction with final Plat approval.

NOTICES:

Sent to:	Hearing notice published in official newspaper and information sent to applicable agencies and departments
----------	--

Comments Received:

- No comments received to-date.

CONSISTENCY WITH COMPREHENSIVE PLAN AND OTHER APPLICABLE CITY PLANS AND ORDINANCES:

- The proposed application is consistent with City plans and ordinances. The West Fargo comprehensive planning document, West Fargo 2.0 highlights desire to support diversity of commercial establishments to strengthen economic vitality and create a sustainable economy that spans all sectors.

RECOMMENDATIONS:

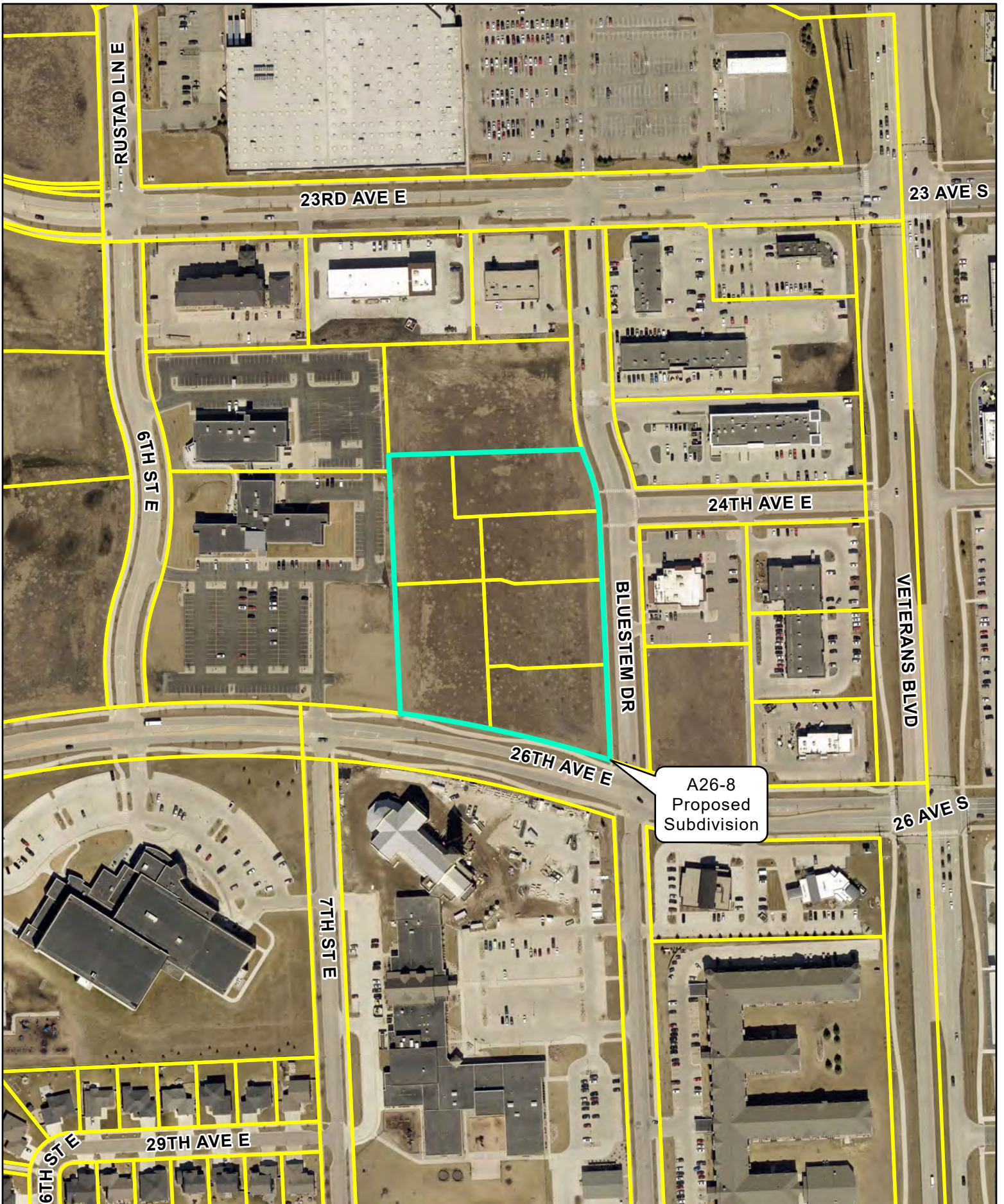
It is recommended that the City approve the proposed replat on the basis that it is consistent with City plans and ordinances subject to the following:

1. A signed subdivision improvement agreement is received prior to final plat approval.

STAFF REPORT

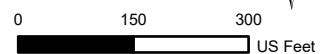
Attachments:

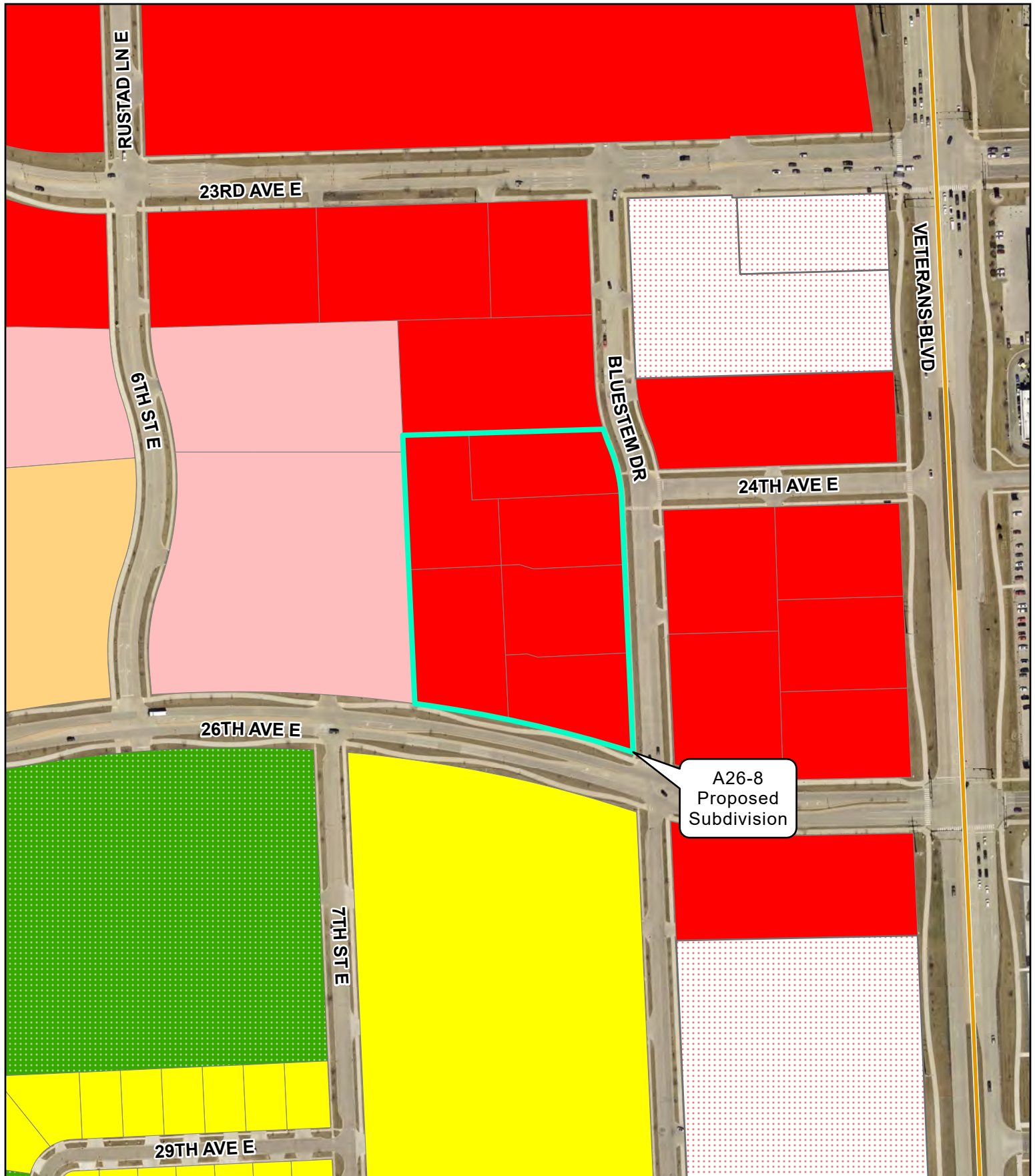
- Aerial map
- Zoning map
- Preliminary Plat
- Area Sketch Plan for illustrative purposes



Features

 Agenda Zone  Lots



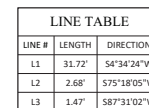


West Fargo Zoning

- | | | |
|------------------------------|---|--|
| A: Agricultural | LI: Light Industrial | R-1SM: Mixed One and Two Family Dwelling |
| C: Light Commercial | M: Heavy Industrial | R-2: Limited Multiple Dwelling |
| C-OP: Commercial Office Park | P: Public | R-3: Multiple Dwelling |
| DMU: Downtown Mixed Use | PUD: Planned Unit Development | R-4: Mobile Home |
| EMU: Entertainment Mixed Use | R-L1A: Large Lot Single Family Dwelling | R-5: Manufactured Home Subdivision |
| HC: Heavy Commercial | R-1A: Single Family Dwelling | R-1E: Rural Estate |
| | R-1: One and Two Family Dwelling | R-R: Rural Residential |



A REPLAT OF LOTS 2, 3, 4, 5, 6, 7, BLOCK 1, NORTH POND AT THE PRESERVE EIGHTEENTH ADDITION
TO THE CITY OF WEST FARGO, CASS COUNTY, NORTH DAKOTA



CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	218.34	2577.63	4°51'12"	N75°01'16"W	218.27
C2	187.58	2577.63	4°10'10"	N80°12'59"W	187.53
C3	63.34	500.00	7°15'32"	S00°56'38"W	63.30
C4	59.73	38.00	90°03'21"	S42°20'32"E	53.77
C5	43.18	38.00	65°05'58"	S29°51'51"W	40.89
C6	16.55	38.00	24°57'23"	S74°31'31"E	16.42
C7	42.13	200.00	12°04'08"	S81°20'09"W	42.05
C8	42.64	200.00	12°12'57"	S81°24'33"E	42.56
C9	15.98	300.00	3°03'10"	S04°07'19"E	15.98
C10	89.17	300.00	17°01'48"	S14°09'48"E	88.84

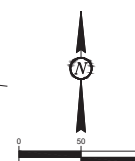
FOR RECORDING PURPOSES ONLY

SHEET 1 OF 2



SURVEY INFORMATION

DATE OF SURVEY: 03/02/2026
BASIS OF BEARING: EAST LINE OF NORTH POND AT THE
PRESERVE EIGHTEENTH ADDITION



OFFICES AT THE PRESERVE ADDITION
A REPLAT OF LOTS 2, 3, 4, 5, 6, 7, BLOCK 1, NORTH POND AT THE PRESERVE EIGHTEENTH ADDITION
TO THE CITY OF WEST FARGO, CASS COUNTY, NORTH DAKOTA

OWNERS' CERTIFICATE

KNOW ALL MEN BY THESE PRESENTS, THAT WEST FARGO HOLDINGS, LLC, AND RABOIN HOLDINGS, LLC, ARE THE OWNERS OF THAT PART OF THE NORTHEAST QUARTER OF SECTION 20, TOWNSHIP 139 NORTH, RANGE 49 WEST OF THE 5TH PRINCIPAL MERIDIAN TO THE CITY OF WEST FARGO, COUNTY OF CASS, STATE OF NORTH DAKOTA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOTS 2, 3, 4, 5, 6, 7, BLOCK 1, NORTH POND AT THE PRESERVE EIGHTEENTH ADDITION, ACCORDING TO THE RECORDED PLAT THEREOF, ON FILE AND OF RECORD IN THE OFFICE OF THE RECORDER, CASS COUNTY, NORTH DAKOTA

SAID OWNERS HAVE CAUSED THE ABOVE DESCRIBED TRACT OF LAND SHOWN ON THIS PLAT TO BE SURVEYED AND PLATTED AS, OFFICES AT THE PRESERVE ADDITION TO THE CITY OF WEST FARGO, CASS COUNTY, NORTH DAKOTA. SAID OWNERS ALSO HEREBY DEDICATE AND CONVEYS TO THE PUBLIC FOR PUBLIC USE A 10' UTILITY EASEMENT AS SHOWN ON THIS PLAT FOR THE PURPOSES SO STATED. SAID OWNERS ALSO HEREBY DEDICATE AND CONVEY THE 50' PRIVATE INGRESS/EGRESS AND UTILITY EASEMENT AS SHOWN ON THIS PLAT TO THE BENEFIT OF ALL LOTS FOR THE PURPOSES SO STATED. SAID OWNERS ALSO HEREBY DEDICATE AND CONVEY THE 32' PRIVATE INGRESS/EGRESS AND UTILITY EASEMENT AS SHOWN ON THIS PLAT TO THE BENEFIT OF LOTS 1 AND 2 FOR THE PURPOSES SO STATED. SAID OWNERS ALSO HEREBY DEDICATE AND CONVEY THE 10' STORM SEWER AND DRAINAGE EASEMENT AS SHOWN ON THIS PLAT FOR THE BENEFIT OF LOTS 3, 4, 5, 6 AND 7 FOR THE PURPOSES SO STATED. SAID OFFICES AT THE PRESERVE ADDITION, CONSISTS OF 10 LOTS AND 1 BLOCKS, AND CONTAINS 5.49 ACRES, MORE OR LESS TOGETHER WITH EASEMENTS AND RIGHT OF WAYS OF RECORD.

WEST FARGO HOLDINGS, LLC

CONTRACT FOR DEED VENDOR
OWNER OF ALL LOTS

BY: KEVIN CHRISTIANSON, PRESIDENT

STATE OF NORTH DAKOTA)
JSS
COUNTY OF CASS)

ON THIS DAY OF , 2026, BEFORE ME, A NOTARY PUBLIC WITHIN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED KEVIN CHRISTIANSON, PRESIDENT, WEST FARGO HOLDINGS, LLC, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT HE EXECUTED THE SAME ON BEHALF OF WEST FARGO HOLDINGS, LLC.

NOTARY PUBLIC, COUNTY: CASS STATE: NORTH DAKOTA

RABOIN HOLDINGS, LLC

CONTRACT FOR DEED VENDEE
OWNER OF ALL LOTS

BY: BRANDON RABOIN, PRESIDENT

STATE OF NORTH DAKOTA)
JSS
COUNTY OF CASS)

ON THIS DAY OF , 2026, BEFORE ME, A NOTARY PUBLIC WITHIN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED BRANDON RABOIN, PRESIDENT, RABOIN HOLDINGS, LLC, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT HE EXECUTED THE SAME ON BEHALF OF RABOIN HOLDINGS, LLC.

NOTARY PUBLIC, COUNTY: CASS STATE: NORTH DAKOTA

WESTERN STATE BANK

MORTGAGEE OF ALL LOTS

BY: MATTHEW M. OACHS, MARKET PRESIDENT

STATE OF NORTH DAKOTA)
JSS
COUNTY OF CASS)

ON THIS DAY OF , 2026, BEFORE ME, A NOTARY PUBLIC WITHIN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED MATTHEW M. OACHS, MARKET PRESIDENT, WESTERN STATE BANK, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT HE EXECUTED THE SAME ON BEHALF OF WESTERN STATE BANK.

NOTARY PUBLIC, COUNTY: CASS STATE: NORTH DAKOTA

SURVEYORS CERTIFICATE

I, COLE A. NESEY, REGISTERED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF NORTH DAKOTA, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND PLATTED THE PROPERTY DESCRIBED ON THIS PLAT AS OFFICES AT THE PRESERVE ADDITION; THAT THIS PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY; THAT ALL DISTANCES ARE SHOWN CORRECTLY ON SAID PLAT IN FEET AND HUNDREDTHS OF A FOOT; THAT ALL MONUMENTS ARE OR WILL BE INSTALLED CORRECTLY IN THE GROUND AS SHOWN; AND THAT THE EXTERIOR BOUNDARY LINES ARE CORRECTLY DESIGNATED.

DATED THIS DAY OF , 2026.

COLE A. NESEY,
REGISTERED LAND SURVEYOR
LS-7513

STATE OF NORTH DAKOTA)
JSS
COUNTY OF CASS)

ON THIS DAY OF , 2026, BEFORE ME, A NOTARY PUBLIC WITHIN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED COLE A. NESEY, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT HE EXECUTED SAME AS THEIR FREE ACT AND DEED.

NOTARY PUBLIC, COUNTY: CASS STATE: NORTH DAKOTA

CITY ENGINEER'S APPROVAL

THIS PLAT IN THE CITY OF WEST FARGO IS HEREBY APPROVED THIS DAY OF , 2026.

JERROLD F. WALLACE
CITY ENGINEER

STATE OF NORTH DAKOTA)
JSS
COUNTY OF CASS)

ON THIS DAY OF , 2026, BEFORE ME, A NOTARY PUBLIC WITHIN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED JERROLD F. WALLACE, WEST FARGO CITY ENGINEER, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT HE EXECUTED THE SAME ON BEHALF OF THE CITY OF WEST FARGO.

NOTARY PUBLIC, COUNTY: CASS STATE: NORTH DAKOTA

CITY ATTORNEY'S APPROVAL

I HEREBY CERTIFY THAT PROPER EVIDENCE OF TITLE HAS BEEN EXAMINED BY ME, AND I APPROVE THE PLAT AS TO FORM AND EXECUTION

THIS DAY OF , 2026.

KATIE J. SCHMIDT
CITY ATTORNEY

STATE OF NORTH DAKOTA)
JSS
COUNTY OF CASS)

ON THIS DAY OF , 2026, BEFORE ME, A NOTARY PUBLIC WITHIN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED KATIE J. SCHMIDT, WEST FARGO CITY ATTORNEY, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT SHE EXECUTED THE SAME ON BEHALF OF THE CITY OF WEST FARGO.

NOTARY PUBLIC, COUNTY: CASS STATE: NORTH DAKOTA

CITY PLANNING COMMISSION APPROVAL

THIS PLAT IN THE CITY OF WEST FARGO IS HEREBY APPROVED THIS DAY OF , 2026.

MIKE THORSTAD
CHAIRMAN PLANNING COMMISSION

STATE OF NORTH DAKOTA)
JSS
COUNTY OF CASS)

ON THIS DAY OF , 2026, BEFORE ME, A NOTARY PUBLIC WITHIN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED MIKE THORSTAD, CHAIRMAN, WEST FARGO PLANNING COMMISSION, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT HE EXECUTED THE SAME ON BEHALF OF THE WEST FARGO PLANNING COMMISSION.

NOTARY PUBLIC, COUNTY: CASS STATE: NORTH DAKOTA

CITY COMMISSION APPROVAL

THIS PLAT IN THE CITY OF WEST FARGO IS HEREBY APPROVED THIS DAY OF , 2026.

BERNIE L. DARDIS
PRESIDENT, BOARD OF CITY COMMISSIONERS

DUSTIN T. SCOTT
CITY AUDITOR

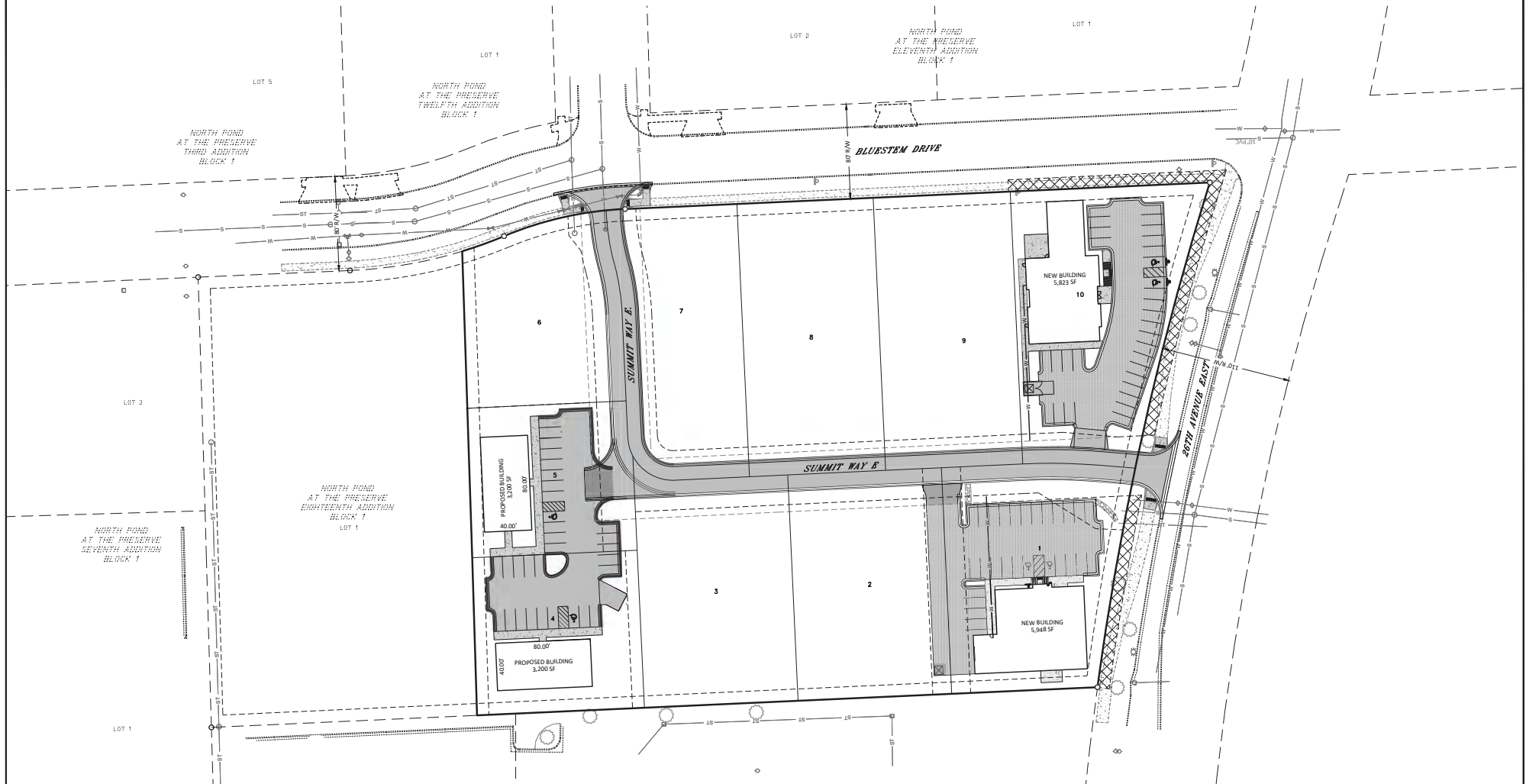
STATE OF NORTH DAKOTA)
JSS
COUNTY OF CASS)

ON THIS DAY OF , 2026, BEFORE ME, A NOTARY PUBLIC WITHIN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED BERNIE L. DARDIS, PRESIDENT OF THE BOARD OF CITY COMMISSIONERS OF THE CITY OF WEST FARGO, AND DUSTIN T. SCOTT, CITY AUDITOR OF THE CITY OF WEST FARGO, TO ME KNOWN TO BE THE PERSON DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT THEY EXECUTED THE SAME ON BEHALF OF THE CITY OF WEST FARGO.

NOTARY PUBLIC, COUNTY: CASS STATE: NORTH DAKOTA

FOR RECORDING PURPOSES ONLY

AREA SKETCH PLAN OFFICES AT THE PRESERVE ADDITION TO THE CITY OF WEST FARGO, CASS COUNTY, NORTH DAKOTA



MEMORANDUM

TO: Planning & Zoning Commission
FROM: Aaron Nelson, Planning Director *AN*
MEETING DATE: June 9, 2026
SUBJECT: West Fargo Growth Area Plan

A public hearing was advertised for the June 9, 2026 Planning & Zoning Commission meeting regarding approval and adoption of the West Fargo Growth Area Plan. The plan document is not yet finalized, so staff is requesting that the public hearing be continued to the July 14, 2026 meeting, at which time staff will request Commission approval.

An updated draft of the Growth Area Plan is included in this packet for review and comment. At the June 9 meeting, staff will provide a brief project update and welcome any questions or comments from Commissioners.

Requested Action: Open the public hearing, receive any public testimony, and continue this item—including the public hearing—to the July 14, 2026 Planning & Zoning Commission meeting. No further action is requested at this time.

Attachment:

- Draft West Fargo Growth Area Plan



GROWTH AREA PLAN

CITY OF WEST FARGO, NORTH DAKOTA
Final Report June 4th, 2026



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ACKNOWLEDGEMENTS

The City of West Fargo and the project team is grateful for the guidance of the Mayor, City Commissioners, Planning and Zoning Committee members, and numerous staff members who provided invaluable feedback that shaped this plan.

CONSULTANT TEAM



HKGi



Apex
Engineering Group

PARTNER AGENCIES

- West Fargo Public Schools
- West Fargo Parks District
- Cass Rural Water District
- Cass County

BACKGROUND INFORMATION

PROJECT PURPOSE

Since the completion of the West Fargo 2.0 Redefining Tomorrow (Comprehensive Plan) was adopted in 2018, much has happened that challenges the course of how communities traditionally would develop and grow. The events of the past six years do not necessarily change the vision articulated in the West Fargo 2.0 plan, but they do add to the challenges of interpreting the vision with balancing growth. The West Fargo Growth Area Master Plan will ensure that growth can happen in a manner that aligns with the public interest and vision, as well as coordinated with partner entities and is fiscally sustainable.

This plan is an addendum to the West Fargo 2.0 Plan and is considered part of the City's Comprehensive Plan.

This plan addresses:

- Land use
- The urban form
- Annexation
- Municipal service extension
- Transportation
- Public uses
- Parkland/greenspace
- Economic development
- Fiscal impacts and fiscal sustainability
- Capital improvements
- Infrastructure improvements



The growth area for West Fargo has been segmented into two focus areas, for the purpose of this plan. The Primary Focus Area covers land within the City that currently houses the decommissioned sewage lagoons (As of 2017, the City of West Fargo began sending wastewater to the City of Fargo's regional water reclamation facility), the land between the City limits and the diversion, as well as a half-mile buffer around I-94 the within the City's growth area. The Primary Focus Area is 10,654 acres. The Secondary focus is roughly 18,785 acres and fills in the remaining land within the City's growth area.

- Periphery of the City's corporate limits (inside & outside)
- Exclusive extraterritorial jurisdiction, within the FM Diversion alignment
- City lagoon property
- I-94 Corridor, west of the City

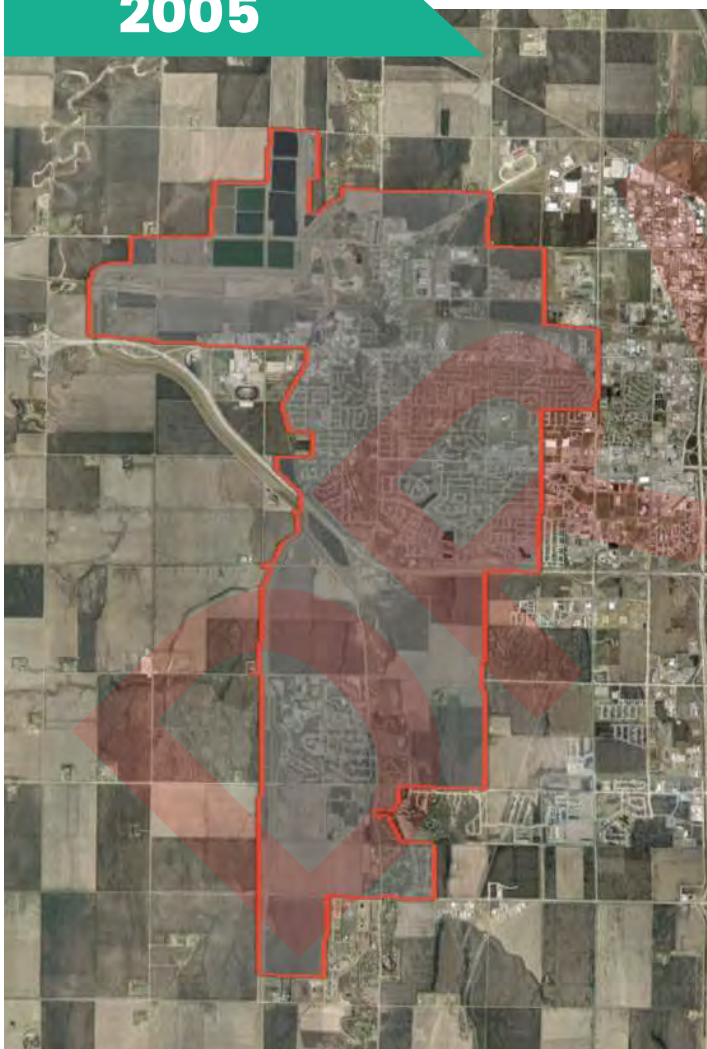
- Extraterritorial jurisdiction (exclusive and joint jurisdictional) outside of Primary Focus areas
- Mixed-use nodes and other infill opportunity areas within the City's corporate limits



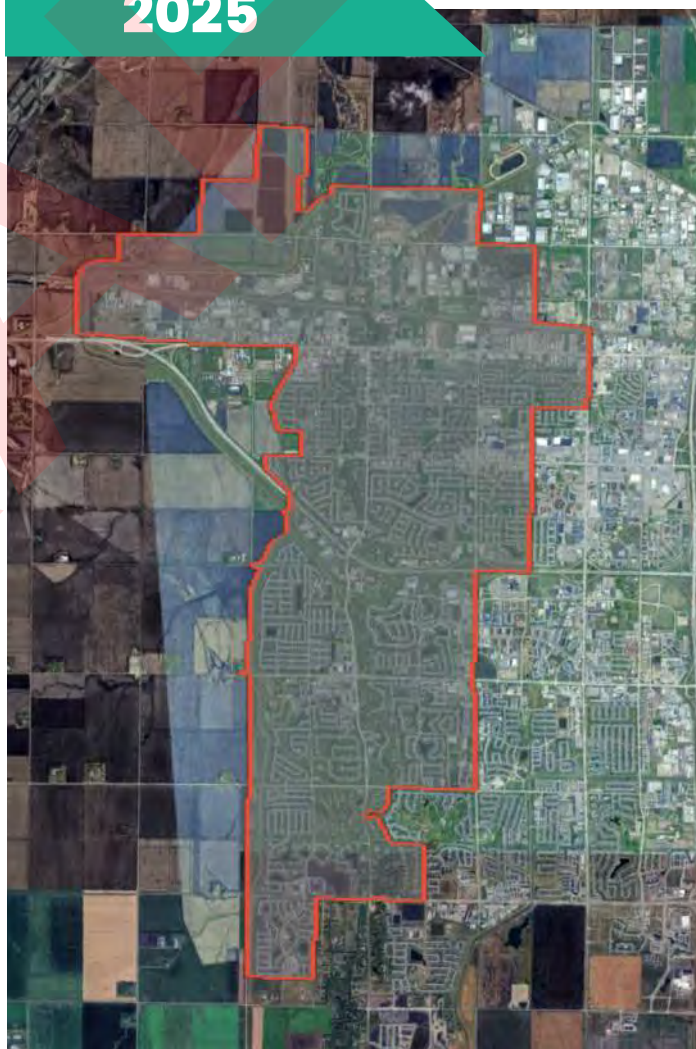
CITY GROWTH HISTORY & PROJECTIONS

West Fargo has been one of the fastest growing communities in the Fargo-Moorhead metro area. The City has grown from a population of roughly 15,000 in 2000 to over 40,000 residents today. Growth has slowed in recent years, as the City approaches full build-out within the current City limits. However, with the completion of the FM Diversion – a major permanent flood protection project – a significant amount of developable land will be available for development (see page 18). Once official floodplain mapping is changed by FEMA, approximately 6,500 acres will be available for development without any additional flood protection measures needed.

2005



2025



Aerial photos showing growth in the City of West Fargo from 2005 – 2025



POPULATION PROJECTIONS

The City's population projections have consistently fallen below the actual census counts over the last few decades. The growth rate for the Metropolitan Statistical Area (MSA) as a whole is expected to be 1.44 percent per year by 2050. A Demographic Forecast Study from 2017 for all areas within the MSA was compared to the 2020 Census counts. West Fargo and Horace were the only communities that exceeded their population projections (West Fargo's population projections were exceeded by 3.3%). Overall, the population forecast for the MSA was 3.7 percent higher than the actual 2020 Census population count of 249,843.

POPULATION PROJECTIONS

Year of Projection	2000	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050
1986	15,500										
1991	14,609	15,723	16,671	18,195	19,302	20,293					
1996	15,165	16,317	17,296	18,869	20,001	21,021					
2001		16,580	17,518	18,807	19,712	22,290	23,404				
2006			24,430	27,840	29,680	30,440	30,040	28,870			
2012				30,010	35,020	38,290	41,020	43,450	45,190		
2017					37,370	40,140	42,000	43,240	43,660	43,270	
2024						41,617	42,512	47,688	52,122	57,627	62,789
Actual Census or Census Estimate	14,940	20,584	25,830	33,398	38,626						

Table 1.1 Population projections



HOUSEHOLD SIZE

Bucking the trend of gradually decreasing household size in the nation, state, and county, West Fargo's average number of persons per household has remained relatively high and stable.

In 2020, North Dakota averaged 2.31 persons per household, and Cass County averaged 2.24, low compared to West Fargo's average of 2.52. Additionally, West Fargo's average persons per household has fluctuated only slightly in the last decade, while North Dakota and Cass County have both experienced gradual declines in household size.

Household size is especially important to consider when planning for housing stock in West Fargo as it grows. The higher average household size, counter to the national trend, indicates a need for responsive housing options.

Year	Average Persons Per Household
2010	2.49
2020	2.52
2025	2.47
2030	2.46

Table 1.2 Household size



INCOME

The median household income of West Fargo is \$96,877. This is 28% higher than that of Fargo (\$75,523) and 33% higher than the metro region (\$72,889).

According to projections by ESRI, overall median household income is expected to continue to increase by 2030, up to \$117,407. The proportion of people with incomes above \$100,000 is expected to increase by 6% over the next five years.

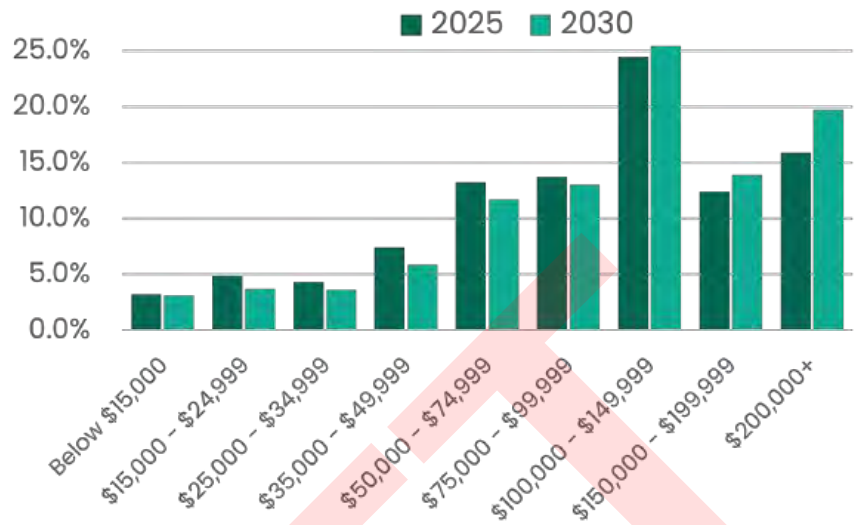


Figure 1.2 Income statistics



AGE

In line with national trends, as the Baby Boomer generation ages, the median age continues to increase. In 2020, the average age in West Fargo was 33.8 years, in 2025 it was 35.3, and by 2030 it is expected to reach 36.8. This is also connected to an increase of those at or above retirement age (65+). West Fargo is also expected to see a decline in the proportion of young children (9 and younger), and an increase in some working-age adult age groups (see figure 1.3).

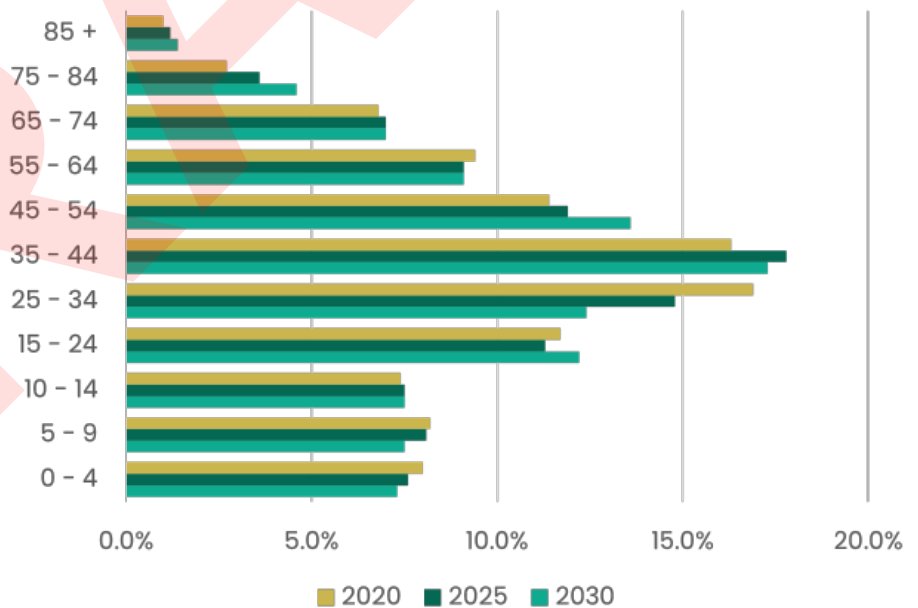


Figure 1.3 Age demographics

SUPPORTING PLANNING DOCUMENTS & STUDIES

The following pages provide a summary of plans and documents that provide valuable insight into the context of this planning process. Planning for such a large and complex area requires careful integration with other ongoing planning efforts to ensure that the plans are cohesive and complementary. Plans researched and reviewed for the development of this document are summarized below, but interconnections between these plans and the Growth Area Master Plan are embedded throughout this document.

2050 BASELINE DEMOGRAPHIC FORECAST (2022)

The [Fargo-Moorhead Metropolitan Council of Governments](#) (Metro COG) develops demographic forecasts for the Fargo-Moorhead metropolitan area every five years as part of the long-range transportation planning process. The Fargo-Moorhead Metropolitan Statistical Area (MSA) includes Cass County, North Dakota and Clay County, Minnesota. Additional forecasts were created for the Metro COG. Metro COG's Metropolitan Planning Area (MPA) covers 21 cities, 15 townships in Cass County, and 16 townships in Clay County.

POPULATION FORECASTS

The "Most Likely" population scenario from the forecast provides an overall population increase for the MSA from the 2020 U.S. Census Bureau number of 249,648 to 357,322 in 2050. This represents a 43.1 percent increase in the total population of the MSA between 2020 and 2050.

HOUSEHOLD FORECASTS

The "Most Likely" scenario provides an overall household increase for the MSA from the 2020 baseline number of 101,722 to 145,476 in 2050. This is a 43.0 percent change between 2020 and 2050. The "Best Case Scenario" provides an overall household increase for the MSA from the 2020 baseline number of 101,722 to 160,903 in 2050. This is a 58.2 percent change between 2020 and 2050. For the purposes of this forecast, "household" is a group of people living in a dwelling unit while "housing unit" is another term for a dwelling unit.



EMPLOYMENT FORECASTS

The "Most Likely" scenario provides an overall jobs increase for the MSA from the 2020 baseline estimate of 183,356 to 235,326 in 2050. This is a 28.3 percent change between 2020 and 2050. The "Best Case" scenario provides an overall jobs increase for the MSA from the 2020 baseline estimate of 183,356 to 252,531 in 2050. This is a 37.7 percent change between 2020 and 2050. The graph breaks this data down into ten industries and their respective growth between 2020 and 2050.

WEST FARGO 2.0 COMPREHENSIVE PLAN (2018)

West Fargo 2.0 seeks to implement a vision that preserves the character of the City of West Fargo, still perceived by some as a rural community, while addressing growth in a way that provides, protects and improves upon the high quality of life for all residents. This plan focuses on sustainable development — measured by environmental stewardship, economic prosperity, and an equitable distribution of community resources — that reflects the community's unique character and local values.

- West Fargo for the past two decades has been the fastest-growing city in Cass County.
- West Fargo has permanent flood protection in the form of a diversion channel that directs the waters of the Sheyenne River away from the community.
- In Fargo, there are 0.81 jobs per capita. In West Fargo that number drops significantly to 0.37 jobs per capita
- The Fargo–Moorhead Area Diversion Project (FM Area Diversion Project) stands to open up an abundance of developable land for economic development in the northwestern quadrant of the city. This area is highly desirable for economic development, as it is positioned along a major rail corridor, I-94, and an easy drive from Hector International Airport. The Fargo–Moorhead metro region has pent up demand for flex space that accommodates a variety of uses including warehousing, distribution, research, office, and light manufacturing.

The plan also contains a list of recommendations for the northwest sector of the city within the Growth Area.



FRAMEWORK FOR GROWTH PAGES 118–143

- Support for the concept of a deferred development and growth approach; focusing on redevelopment of the existing nodes. The nodes identified include the downtown, 32nd Ave and Sheyenne St, intersection, as well as the possible development of the lagoons should they be relocated or close. The Deferred Development and Growth Map also takes into consideration the planned FM Area Diversion Project which would provide a large amount of “new” dry land to the west of the existing Sheyenne Diversion.
- Redevelopment should happen in certain areas to add more intensity of the use of the land and future growth should be proactively planned in a more efficient fashion.

FARGO GROWTH PLAN (2024)

Fargo Growth Plan 2024 is a master plan to help navigate the Fargo community through a critical time in its development history.

The plan addresses growth from a broad perspective, looking at both the extra-territorial jurisdiction and infill development opportunities. Fargo added over 20,000 residents in the last decade and experienced rapid growth on its edges as well as an uptick in downtown reinvestment.

PRESSURES ANTICIPATED BY THE CITY:

- To accelerate southward growth
- Constrain and conserve (fiscally, economically, and environmentally) the development of land becoming available due to diversion
- Inward growth– expansion will also make internal redevelopment more feasible and higher quality (especially areas on the edges of downtown), and also an opportunity cost to not redeveloping and investing in the form of blight and deferred maintenance
- Growth generally– the city needs to change, but can't guarantee anticipated population growth rates, especially with changing demographics and falling birthrates

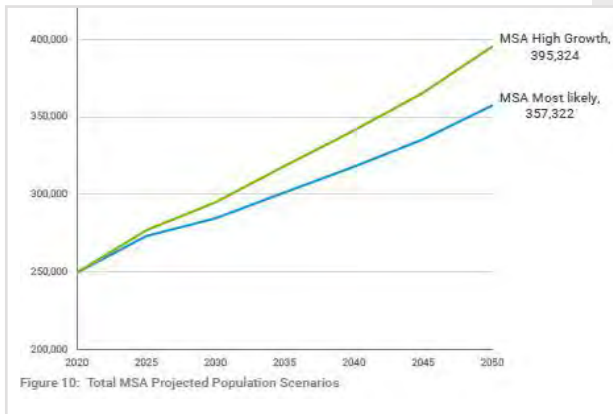


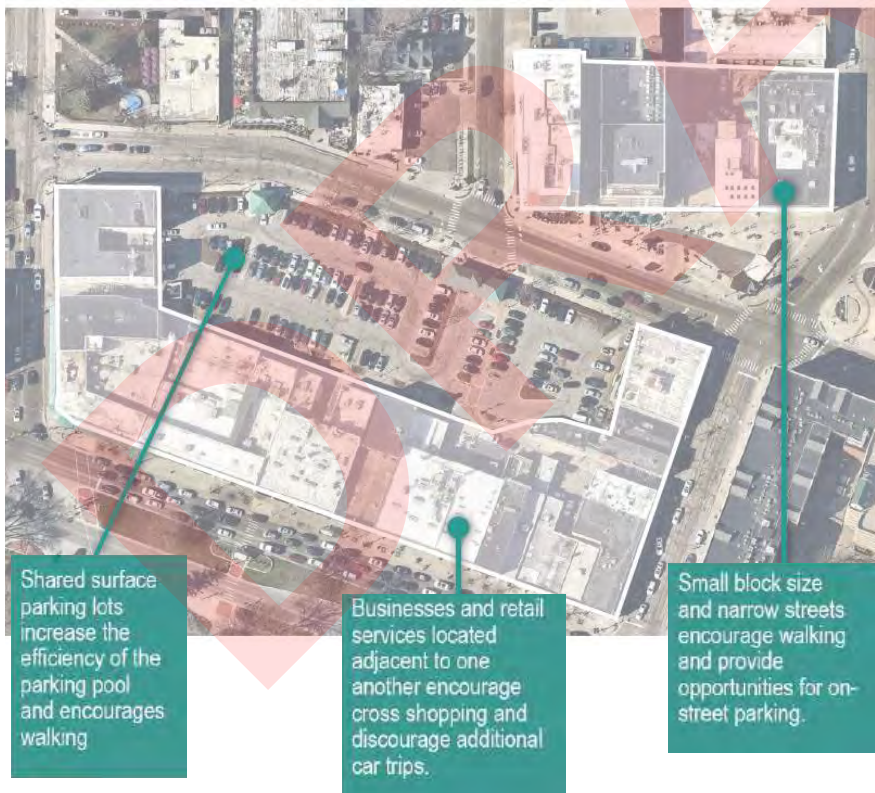
Figure 1.4 Total MSA Projected Population Scenarios for Fargo

KEY PLAN EXAMPLES:

1. Growth History -previous patterns of growth
2. Intentions for future growth -preferred growth scenario and guiding principles
3. Practical growth management- policy framework, what the city can say "yes" to
 - Context sensitive expectations (consideration of transect, place types, growth grid, growth centers)
 - By right development (streamlined system of by right approvals, clear expectations, predictability)
 - Optimal growth (projects that best fit stated growth intentions from framework are eligible for assistance or incentives)
4. Implementation- tools, policies, process to implement framework

FARGO/ WEST FARGO PARKING & ACCESS STUDY (2018)

The purpose of this study is to analyze how parking plays a role in site development, how street networks can be best laid out to create efficiency in the transportation network, and how modifications to both access and parking regulations can achieve the goals of Metro COG, Fargo, and West Fargo. The population of West Fargo has increased by 106 percent since 2000 to a 2017 estimate of 34,858.



ISSUES IDENTIFIED WITH CURRENT DEVELOPMENT PATTERNS:

- Separated land uses (with separate parking fields)
- Large number of curb cuts
- Site design barriers between land uses
- Roadway barriers between land uses
- Separated garages

The plan establishes a framework of distinct street types that specifically correlate to the surrounding land uses, supporting the development of livable neighborhoods and the appropriate amount of parking.

The plan proposes strategies to right-size the regional parking footprint. The study determined that Fargo and West Fargo have significant areas of underutilized parking.

FARGO-MOORHEAD REGIONAL HOUSING NEEDS ANALYSIS AND STRATEGIES (2023)

This document is a comprehensive study aimed at identifying and addressing the housing needs and challenges in the region. This report analyzes how housing and demographic trends impact the housing market and documents the housing needs and demands for the areas of Fargo, Moorhead, West Fargo, Horace, and Dilworth. The study findings verify that housing issues facing the region go beyond jurisdictional boundaries. To address these challenges, the region must take an approach that is collaborative and coordinated among all stakeholders.

THE STUDY ESTABLISHES FIVE HOUSING GOALS:

-  Promote regional coordination for housing strategies
-  Educate city and county staff elected officials, and residents on key housing challenges facing the region
-  Help current residents stay, grow, and age in the region
-  Accommodate new population and job growth by supporting more housing choice through different tenures and building types
-  Create more opportunities for entry-level homeownership

THEMES THAT IMPACT THE HOUSING MARKET

- **Strong Employment Growth:** Over the past 10 years, the region has added nearly 23,000 new jobs, and expect more with the diversion development
- **Housing Supply Lagging Behind a Changing Demand:** ratio of 1.5 jobs to units, compared with 1.3 nationwide
- **Opportunity for Increased Homeownership Access:** in 2022 the minimum income required to purchase the average home was \$81,000. At this income, less than 20% of renters could purchase a home
- **Lack of Sufficient Affordable Rental Housing:** The largest share of rental housing need is among families earning less than \$35,000.

OTHER COMMENTS:

- As West Fargo becomes more land-constricted, the City must be strategic in creating denser housing.
- West Fargo is home to 15% of the region's population, only 9% of the regions 5+ unit housing stock is in West Fargo.
- Horace, West Fargo, and SW Fargo have experienced substantial development over the past 5 years, driven by new flood protections, lower cost land, and new job hubs.
- Over the next 10 years, Cass and Clay Counties will need at least 16,400 additional units

LONG TERM STRATEGIES:

	Land Use Policies	Funding Strategies	Laying the Groundwork for Future Growth
Cities	• Allow for and Reduce Barriers to Soft Density (2-9 Unit structures) • Support and Reduce Barriers for Multifamily within Regional Employment Nodes • Prioritize Transit-Oriented Development • Allow and incentivize the construction of Accessory Dwelling Units (ADUs)	• Provide Multifamily Rental Gap Financing • Create a Naturally Occurring Affordable Housing (NOAH) Preservation Strategy • Maintain and Increase Investments to Services for Low-Income and Homeless Residents • Market Publicly Owned Land Nationally • Expand Capacity / Aid Growth of the Cass Clay CLT	• Establish a Regional Housing Committee • Educate Staff and Coordinate Planning Efforts among Municipalities • Invest in transportation, childcare and education to meet the needs of future and current residents
Regional	• Regional Coordination on a Comprehensive Growth Strategy	• Establish a Regional Housing Trust Fund • Pursue Additional State and Federal Funding	• Establish Clear Guidance on Future Infrastructure investments • Grow National Developer Interest in the F-M Region

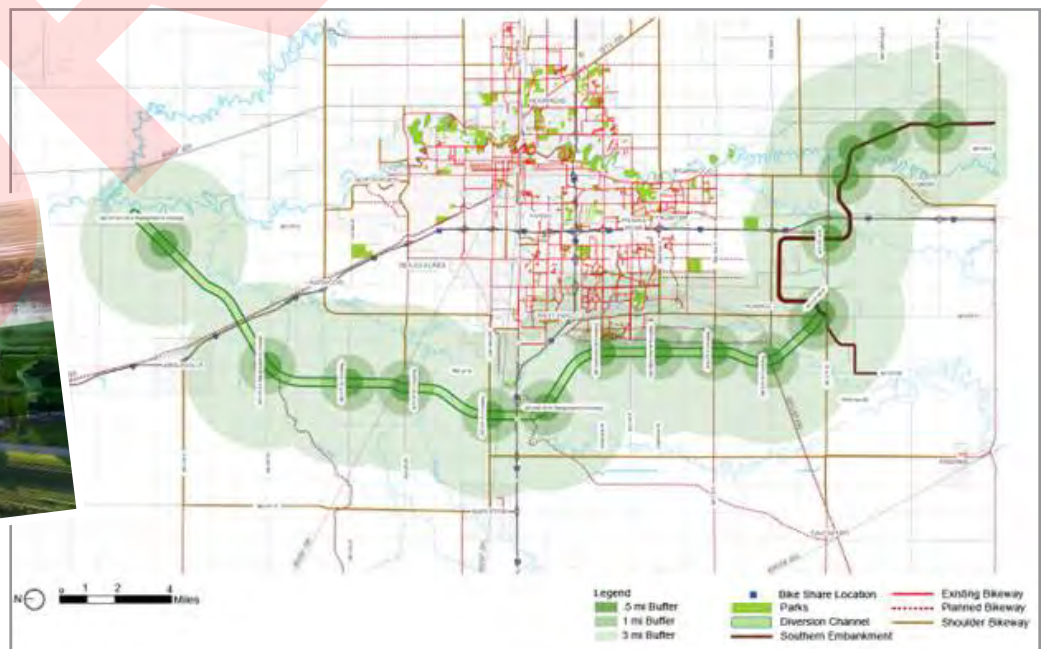


FARGO-MOORHEAD GREENWAY: RECREATION MASTER PLAN (2020)

This plan provides recommendations for the Fargo-Moorhead (FM) Greenway trails and select other recreation features to be implemented on the Fargo-Moorhead Area Diversion, taking advantage of land not needed for the direct conveyance of floodwater flows, such as the Excavated Material Berms (EMBs) and floodwater storage embankments. The FM Greenway will be established on the base conditions determined by the FM Diversion Authority and US Army Corps of Engineers (USACE) such as undulating EMBs, vegetation, and maintenance roads that will double as recreation trails. This plan identifies the establishment of a governance structure for the design and implementation of recreation facilities and for ongoing operations and programs as a key component to the successful implementation of the FM Greenway.

The FM Greenway would be a 30-mile, signature greenway that will serve as a catalyst for year-round recreation and economic development. The greenway will parallel the FM Area Diversion spanning the western edge of the Fargo-Moorhead metropolitan area. The significant public infrastructure corridor has the capacity to concurrently function as a greenway that provides recreation opportunities to Fargo-Moorhead residents on a daily basis. Today, there is a gap in signature recreational opportunities in eastern North Dakota. Fargo-Moorhead area residents typically need to travel over 50 miles to regional parks. It is intended to provide a new space for programming and events, active recreation, passive recreational enjoyment, and extend the region's trail network.

The project included two rounds of public engagement. The first round of engagement occurred early in the process and focused on introducing the project and soliciting input on what recreational activities people would like to see along the greenway. Biking Trails and Walking trails were the top responses to the question of activities survey respondents wanted from the space. There was also interest in cross-country skiing and winter equipment rentals. The second round of engagement occurred after the release of the draft master plan. It focused on heightening awareness of the draft master plan and then gauging support for the greenway itself and for the proposed recreation activities along the greenway. Ninety-two percent of survey respondents indicated that they either strongly supported or supported the creation of the Greenway, with 77 percent indicating "strong support." There was also strong support for a cross-country ski trail, snowshoe trail, and single-track mountain bike trail.



Reaction nodes and proposed greenway alignment

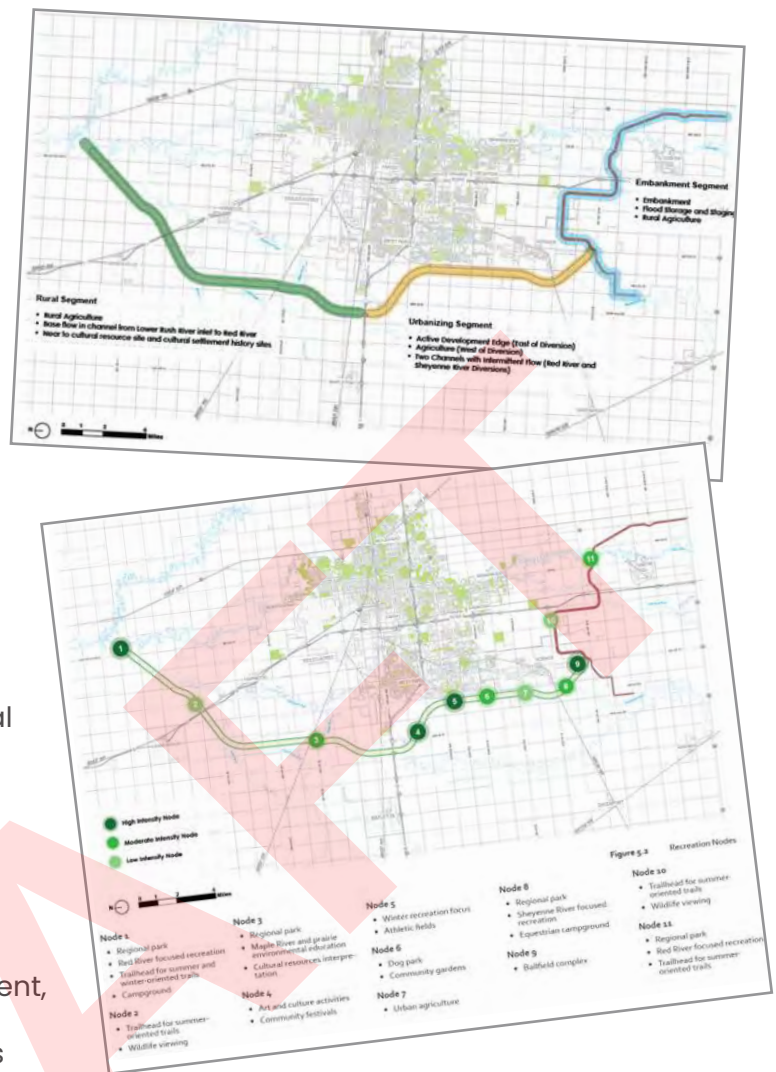


RECREATION FEATURES AND ACTIVITIES THAT 70 PERCENT OR GREATER OF RESPONDENTS INDICATED THEY EITHER SUPPORTED OR STRONGLY SUPPORTED INCLUDE:

- Environmental education
- Cultural resource interpretation
- Camping
- Community festivals
- Community gardens
- Urban agriculture
- Dog park

Metro COG, in collaboration with metro area jurisdictions, has developed a plan for a regional bicycle network. A portion of this network is comprised of multi-use trails that also serve pedestrians. The greenway is intended to coordinate with this network to create loops of varying distances and improve connectivity.

FM Greenway will be divided into three general segments: the Rural Segment, Urbanizing Segment, and the Embankment Segment and specific locations along the greenway were identified as potential nodes of recreation activity.



NORTHWEST METRO TRANSPORTATION PLAN (2020)

The Northwest Metropolitan Transportation Plan is an aggregated generalization of locally developed land use and comprehensive and related infrastructure planning documents. The study area for this plan is bounded to the north by 40th Avenue North/County Road 20, to the south by 19th Avenue North and Main Avenue/Interstate 94, to the east by Interstate 29, and to the west by the Fargo-Moorhead Area Diversion Alignment. The study area also extends east of Interstate 29 along 40th Avenue to University Drive (see map). This plan provides a regionally developed reference point to ensure that land use, density, roadway capacity, and cross-section needs are understood as local units of government consider future growth and development in the study area.

The primarily agricultural northwest metro area has the potential to increase the metropolitan area's population by 25%, given the density priorities established. This planning document provides the basis to support a transportation system that is built on community values and initiatives, tested through a rigorous scenario assessment and alternatives analysis. Full build out of this area is likely more than 50 years into the future.

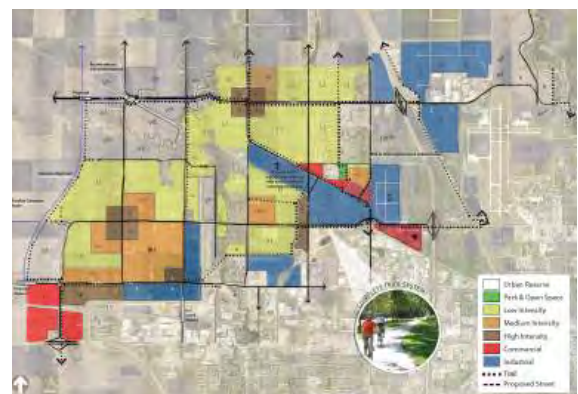


Figure 1.5 Northwest Metro Transportation Plan - Assumed Land use

WEST 94 AREA TRANSPORTATION PLAN

This plan is focused on preparing West Fargo and the regional transportation system for the development of potential land Southwest of I-94 and the Sheyenne Diversion. This land, which is currently undeveloped, is expected to become highly desirable for development following the completion of the FM Area Diversion Project.

CHALLENGES TO DEVELOPMENT:

- Lack of Access with I-94 and Two Diversion Channels serving as barriers.
- Challenging Connectivity to City Water and Sewer Utilities – No capacity south of I-94.

PRIORITIES FOR PLAN:

- Increase Commercial Land Uses in West Fargo
- Protect Existing Neighborhood Streets from Traffic Impacts
- “Interstate access and transportation connectivity within the study area.



Figure 1.6 West 94 Area multimodal network concept

WEST METRO PERIMETER HIGHWAY STUDY (IN PROGRESS)

As the Fargo-Moorhead metropolitan area continues to grow, traffic volumes continue to increase on the interstate system (I-29 and I-94), as well as other urban corridors. A perimeter highway could alleviate traffic volumes through the Fargo-Moorhead metro area, cut down on trip lengths and travel times, and provide alternate routing options. As part of Metro COG's Interstate Operations Analysis, a preliminary look at projected traffic volumes on a west metro perimeter highway found that this corridor would be one of the most heavily traveled highways in Cass County.

In addition, land acquired for the FM Diversion project could potentially be used to implement portions of a west metro perimeter highway. With unused land being placed on the market in the near future, it is imperative for this study to analyze whether a west metro perimeter highway is warranted and feasible in the near and/or long-term horizon.

The objective of this study is to analyze the need and feasibility of a west metro perimeter highway, develop layouts, alternatives, planning level cost estimates, determine needed right-of-way, and develop an implementation strategy.

The Project's purpose is to link major transportation facilities (I-29, I-94, and arterial roadways) along a limited-access alternative route west of current and future growth areas in the Fargo-Moorhead metro area, which would contribute to a resilient transportation system by providing a reliever route to the interstate system and address future traffic transportation issues that would arise by 2050 or upon full development build-out.

The project at this point does not have capital funding allocated and likely will be located outside the primary study area. A proposed connection to I-29 could link up through Harwood, linking up with CR 22.



Figure 1.7 Potential Perimeter Roadway Alignments

WEST FARGO CIP(2024-2028)

The Capital Improvement Plan (CIP) for 2024-2028 is guided by the West Fargo City Commission Guiding Principles on Financial Policy for City Infrastructure and Buildings (adopted in 2021).

1. Reduce the use of Special Assessments as a funding source of City Infrastructure. (The City plans to do this by seeking grants or outside funding through eligible programs)
2. Seek the lowest-cost Long-Term capital through the issuance of loans, bonds, and other debt instruments when available.
3. Utilize the Capital Improvement Sales tax proceeds responsibly to fund projects as set forth in the Commission-approved Capital Improvement Plan.

FUNDING USES:

The majority of funding is slated for infrastructure projects (engineering department), followed by public works. Building project for the CIP includes the 2024 New City Hall Fit Up and future upgrades to the Public Works facilities.

Uses	Total	Percentage
CIP - Infrastructure	\$203,364,944	83.94%
CIP - Public Works	\$17,235,000	7.11%
CIP - Buildings	\$9,350,000	3.86%
CIP - IT	\$1,531,500	0.63%
CIP - Planning/ED	\$1,170,000	0.48%
Go Bond Payment	\$960,000	0.40%
CIP - Library	\$150,000	0.06%
Misc.	8,500,000	3.51%
Total	\$242,261,444	100%

Figure 1.8 CIP Project Funding Summary

FUNDING SOURCES:

Funding for these projects is expected to come primarily from federal sources, followed by sales tax, with 18% expected from Special Assessments. This is a decrease in Special Assessment use from the 2022 CIP (27%). Federal and State funding is based on availability and applications. Prairie Dog Funding is dependent on the amount of Oil and Gas Extraction Tax collected.

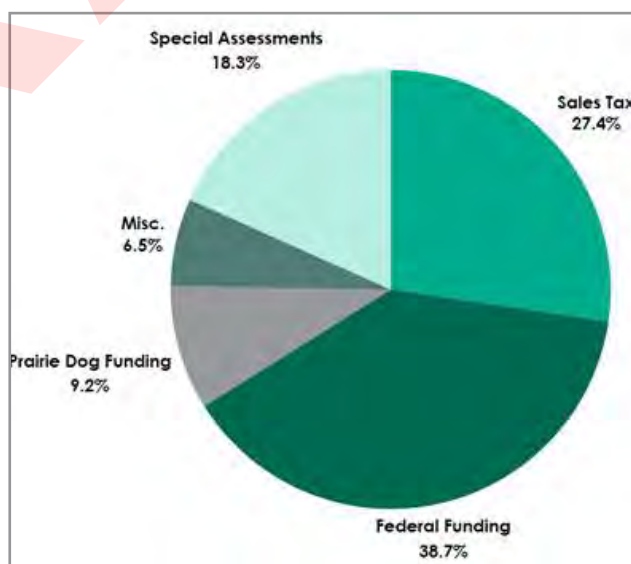


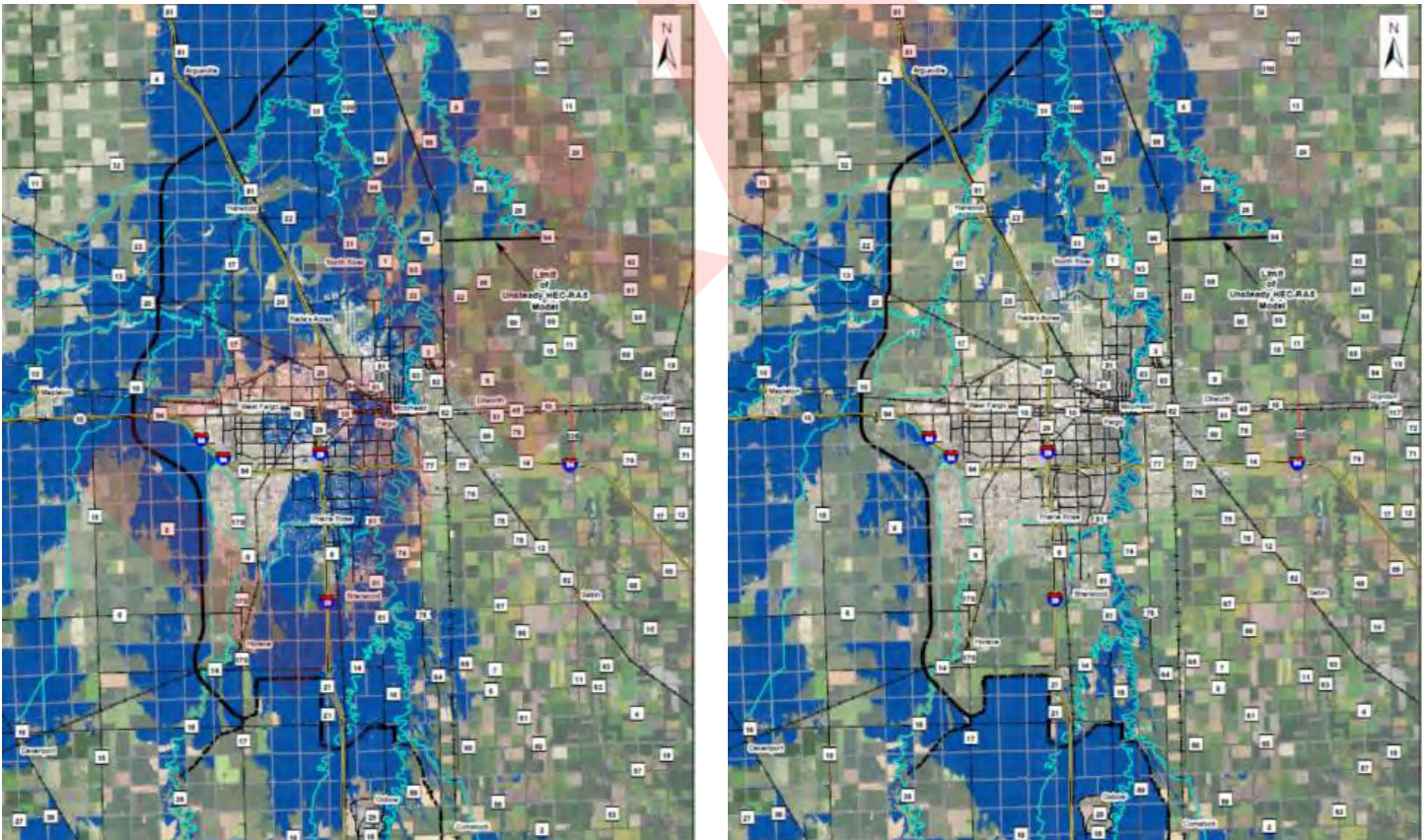
Figure 1.9 Allocation of CIP Funding by Percent

FM DIVERSION

The Fargo-Moorhead Area Diversion is a major permanent flood protection project that will remove most of the City's future growth area from the existing floodplain.

The existing Sheyenne Diversion, constructed in 1992, has shielded Horace and West Fargo from a significant amount of flooding, therefore supporting development in the region. By 2027, the FEMA Diversion will be completed, supplementing the Sheyenne Diversion, and increasing flood protection for a larger portion of the Fargo-Moorhead area. Developers anticipate that the additional flood protection will significantly reduce costs for new and existing homeowners in the region and could spur an increase in development.

Once constructed, the diversion will prevent flooding for nearly 260,000 people. The diversion will bring approximately 8,000 acres of land out of the floodplain and make it available for development. FEMA will remap floodplains in 2030 once the diversion is complete- this will impact insurance rates and allow for more viable development in the areas that had previously been floodplain.



Figures 1.10 and 1.11 FEMA floodplain map before FM Diversion (left) and after construction of FM Diversion (right).

ISSUES & OPPORTUNITIES

LAND USE & DEVELOPMENT PATTERNS

EXISTING CONDITIONS

The City of West Fargo has expanded rapidly in recent decades. During this time the City has learned some challenging lessons about growth. Early on in the growth process, the City was willing to concede certain points in order to attract new construction and build momentum in West Fargo. As time went on, and West Fargo became a desired destination, the City was able to better protect the long term interests of residents when new developments were constructed.

Development has certainly brought more resources and opportunities to West Fargo, but it has also brought changes in character, traffic, loss of farmland, and increases in the infrastructure needed to service that growth. This infrastructure will remain in place for the long term, and remain an ongoing financial obligation for the City of West Fargo when this infrastructure needs to be replaced.

HIGHWAY 10/INDUSTRIAL

The Highway 10 corridor and areas to the north make up the City of West Fargo's industrial and commercial base. The industrial areas range in age and intensity from older contractor yards to newer distribution centers. Along Highway 10, office/flex, industrial, and commercial uses all intermingle. These land uses continue into Fargo to the east.

OLDER WEST FARGO

The neighborhoods between Highway 10 and Interstate 94 are some of the original development in the City. These neighborhoods range in age from the 1950s to the 1990s. They are reaching the point where infrastructure like roads and pipes are reaching the end of their lifespan and need replacement in the short term. The City has developed a plan for re-investment in the public services in this area.

This area has also seen new private investment along the Sheyenne Street Corridor. New mixed use buildings and creative re-use has brought new energy to West Fargo's downtown.

NEWER NEIGHBORHOODS

The Sheyenne Diversion, built in the 1990s opened new land for development. This in turn facilitated West Fargo's rapid growth in the 2000s and 2010s pushing further south. New development has been primarily single family neighborhoods, but has also included multi-family homes, commercial, and mixed use projects.

At this point, the City has filled most of the available, developable land in the City. There is land for less than 200 single family homes within the city limits. The development focus of the City for the next five years will likely be less on new growth, and more on infill and redevelopment.



Highway 10 Industrial



Original Neighborhood Development



Sheyenne Diversion Neighborhoods

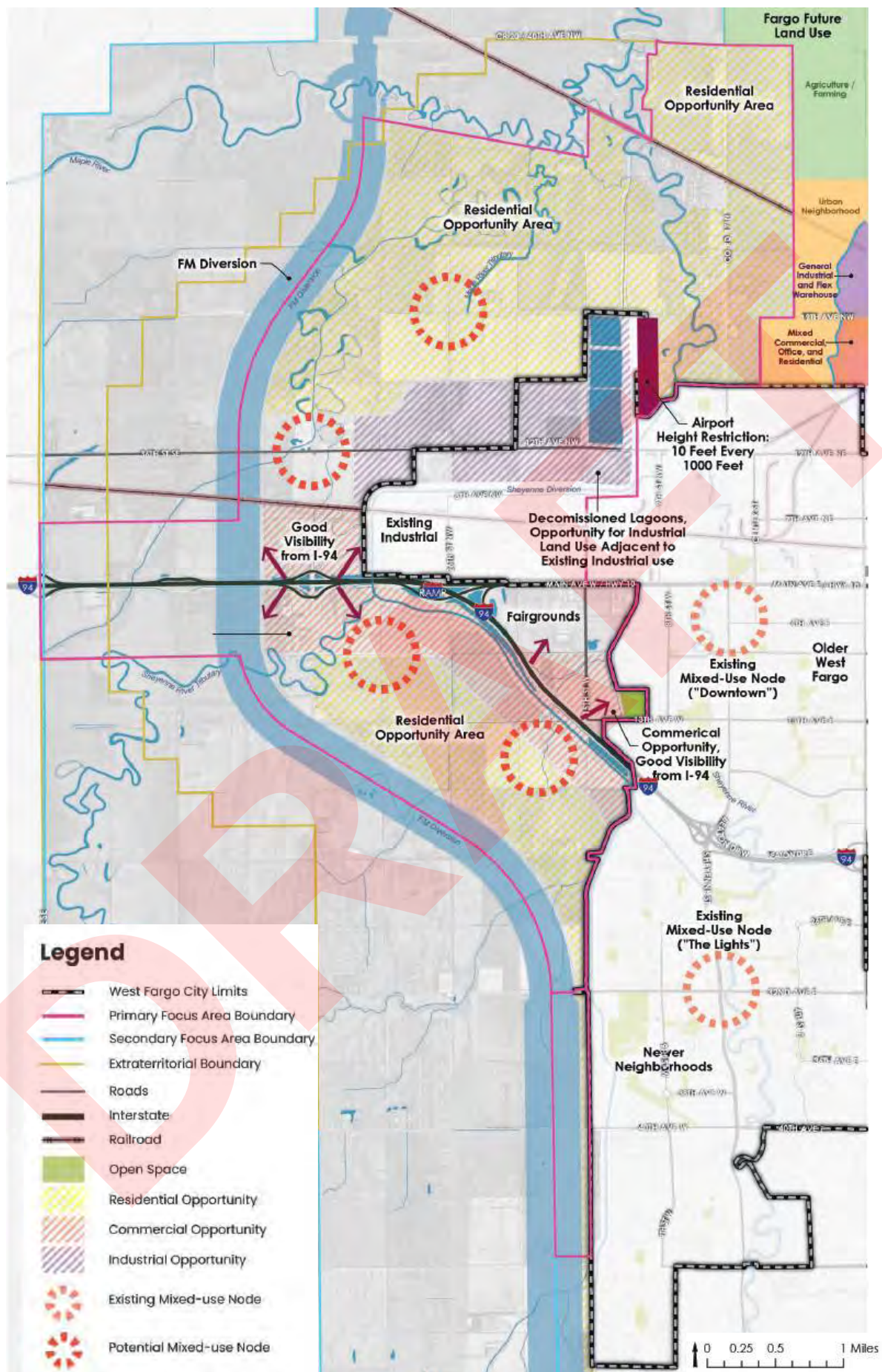


Figure 2.1 Land Use Patterns Issues and Opportunities Diagram

GROWTH AREA EXISTING CONDITIONS

The construction of the FM Diversion project will bring thousands of acres out of the floodplain and available for development. While flooding has been the primary constraint, there are still remaining challenges that stand in the way of development. These include lack of infrastructure, distance from transportation corridors, airport restrictions, and proximity to industrial land uses and sewer lagoons.



AGRICULTURE

Most of the growth area is currently used for crop agriculture. Farmsteads exist along with cultivated land. Farmers will be able to continue farming, but it is anticipated that increased market demand for other land uses and higher holding costs associated with infrastructure may incent many farmers to sell land for development over time.



RURAL RESIDENTIAL

Some neighborhoods have been developed outside of the flood protected zones. In these areas, developers have the option to grade home sites at a higher elevation and then pursue a Letter of Map Revision (LOMR) issued by FEMA to reduce flood hazard risk and the associated insurance costs. These neighborhoods are typically on well and septic systems, but may be brought onto City infrastructure if development extends to them. Many in these neighborhoods have chosen to live in these areas for a more rural setting and lifestyle.



LAGOONS

The City owns approximately 600 acres of land north and west of the Sheyenne River Diversion that served as the City's sewer lagoons until the City connected to Fargo's water treatment system. Three of the lagoons are still serving the City as overflow on high volume days. These days occur when stormwater is picked up by sump pumps and put into the wastewater system, putting tremendous strain on infrastructure that could be avoided if sump pumps were directed outside instead of into sinks and drains connected to the sewer.

The lagoons have long been associated with odors related to the treatment of sewer water. This perception persists even though the odors have largely gone away as the ponds have been decommissioned and the overflow ponds only treat highly diluted water. This perception still influences how people think about this area of town and may impact marketability of development in this area. Because the City does own this property, there is the opportunity to shape what kind of development occurs here.



DEVELOPMENT PRESSURE

As the City has filled in, the development community is looking for new opportunities to build. Discussions with developers have shown a preference for the land south of Interstate 94. This is due to negative perceptions about the north and proximity to other neighborhoods on the other side of the Sheyenne Diversion.

Recently new development has been shifting to other communities such as Horace and the south side of Fargo. This has more to do with availability of developable land than other issues with West Fargo.

DEVELOPMENT DESIRES & SPECULATION

It is understood that development pressure is starting to extend into the growth area. While the likely scenario is that construction of new neighborhoods will not start until the FEMA maps are updated, developers have begun exploring options to purchase in this area. The City is also receiving calls of interest about annexation, provision of services, and entitlements in the growth area. In conversations with the development community, there is a much stronger desire to develop neighborhoods south of I-94, than north, however there are significant transportation and sewer service issues. Developers see the north as a further extension of the commercial and industrial patterns seen along the 10th Ave corridor, with some residential along the CR 17 corridor.

SCHOOLS

The School District has recently gone through shifts to their enrollment maps that have filled more of the schools in the south part of the City. They expect that with additional families, it will be a real challenge to serve growth in the area south of I-94. New homes in that area would likely need to attend schools north of I-94 in the short and mid term. With anticipated growth, the School District expects to need the following facilities in the growth area:

School	Needed	Typical Enrollment	Typical Acreage	Desired Location
Elementary	4-6	400-600	10 Ac.	Central to a neighborhood. Do not want large road crossings. Need to manage drop off/pick up traffic.
(K-5)	1	900-1,200	90 Ac. (shared)	Need access to a main road but recognize that extended frontage on collectors/arterials is not the highest/ best use of that land. North of 94.
Middle School	1	1,400-1,600		

Table 2.1

Schools also have the potential to shift development preferences. New schools north of I-94 may shift the perception of that area and attract families and homes, driving more residential development north.

COMPETITION WITH HORACE AND FARGO

Population growth is projected to be robust for all three Cities. It is likely that in the short term 0-10 years, more of the growth will be slanted towards Horace and Fargo as West Fargo land comes out of the floodplain and infrastructure needed to support growth is added.

Population					Households			
City	2025	2050 Likely	2050 High	Change	2025	2050 Likely	2050 High	Change
West Fargo	41,617	62,789	69,199	21,172 – 27,582	15,148	23,083	25,439	7,730 – 10,086
Horace	6,263	13,615	15,203	7,352 – 8,940	1,996	4,338	4,781	2,316 – 2,759
Fargo	135,147	164,507	183,689	29,360 – 48,542	59,993	74,149	81,726	13,357 – 20,934
Total	183,027	240,911	268,091	57,884 – 85,064	78,167	101,570	111,946	23,403 – 33,779

Table 2.2

With this much anticipated development, it is entirely appropriate for the City of West Fargo to hold new development to a high standard. At this point in the City’s growth, it will be most important that new development does not unduly create financially unsustainable situations for the City’s and its residents. There may be pressure on specific projects to provide concessions to encourage growth. The City needs to evaluate what the long term effects of that will be. It is possible that staff and leadership may hear sentiments such as “they don’t require that in Horace.” In those instances, the City needs to be willing to wait, and potentially accept less development to ensure the City is getting the right development. That may mean that projects not meeting the City’s standards will shift to Horace or Fargo, but that is in the best interest of West Fargo in the long run.

I-94 HIGHWAY ACCESS

Access to I-94 is existing or planned at 3 locations. These locations will impact how development occurs in the future:



1 RAYMOND INTERCHANGE Strengths:

- Interchange exists and provides access north and south
- First metro exit east of FM Diversion for those coming from the west
- Visibility south and north from interchange

Challenges:

- Current connections are largely unimproved roads
- Significant distance from developed areas and destinations in the Fargo-Moorhead area



2 15TH STREET/13TH AVENUE Strengths:

- Visibility to the north (fairgrounds property)
- Could help relieve pressure on the Sheyenne Street interchange and other collector road traffic in the Brooks Harbor neighborhood

Challenges:

- Not yet built
- Limited visibility to the south



3 26TH STREET/38TH STREET Strengths:

- Getting across the rail and Sheyenne Diversion would open more development land to the north
- Exists, serving the area north or I-94

Challenges:

- Challenged visibility to the south with the Sheyenne Diversion.
- Convoluted on/off is not intuitive
- Potentially duplicative with Raymond Interchange in the short/medium term

TIMING

There are some key timeline thresholds that will impact what can occur in the growth areas:

2026	City submits preference for interchange and begins pursuing funding (Approximately 10 year wait)
2027	Diversion comes online
2029-2030	FEMA Maps are updated, bringing land out of the floodplain and removing insurance costs from new development
2035-2036	Anticipated construction of first interchange
2035-2036	City submits preference for second interchange and begins pursuing funding (Approximately 10 year wait)
2045-2046	Anticipated construction of second interchange

LAGOONS

The city-owned Lagoons properties have tremendous development potential. With 600 acres under control of the city they can decide what will happen there in the future. Currently most of the lagoons have been decommissioned and the ones that remain are needed only on an overflow basis when inflow and infiltration create high volumes that are also highly diluted. Perceptions about the lagoons still remain with residents and among developers. Even though they are decommissioned and cleaned up, people may be hesitant to develop there because of past experiences or concerns about the soils or contamination.

The other challenge with the lagoons is a lack of access and visibility. The lagoons are not visible from any major transportation corridors. To get from the lagoons to the intersection of I-94 and I-29 is a 10-15 minute drive, including railroad crossings and unimproved roads. Companies looking for headquarters would prefer to minimize their staff's commute times, reduce trucking time and costs, and would like visibility to high volume roads. An interchange at 26th Street and overpasses at the rail lines and Sheyenne Diversion would greatly improve freeway access, but this will not be occurring in the short term.

PARKS & RECREATION

EXISTING CONDITIONS

MISSION

The mission of the West Fargo Park District is: The West Fargo parks district promises the development of new parks on-going maintenance of existing parks and facilities, and recreational programming for the community.

“Enriches the community through programs, facilities, and parks. We want the citizens of West Fargo to be physically, mentally, and socially healthy.

By providing diverse opportunities, we foster a sense of belonging and vitalize the community. We prioritize meeting the diverse needs and interests of our community with affordable, high-quality services.”

The Park District’s goals will also guide the way when it comes to providing parks and recreation opportunities as the City grows.



Charleswood Park



Exchange Club Field

NEIGHBORHOOD PARK MODEL

The West Fargo Park District has traditionally prioritized serving the community through the provision of neighborhood parks. This includes ensuring that new neighborhoods have parkland set aside and developed with park features. These typically include standard features such as:

- Playgrounds
- Courts
- Open, Informal Playfields
- Picnic Shelters
- Walking Trails/Sidewalks

The intent is for every resident in a neighborhood to have a park with the basic standards that they can walk to within a reasonable distance and walk-time. This is approximately half a mile or a ten minute walk. New neighborhoods in the growth area will need to have parks within them to continue meeting this standard.



COMMUNITY FACILITIES

In addition to the neighborhood parks that serve as the building blocks of the West Fargo park system, the Park District operates community scale facilities that serve residents from across the City. These sites include larger and specialized facilities that are not practical to provide in every neighborhood.

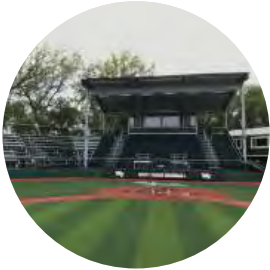


RUSTAD RECREATION CENTER

Rustad Recreation Center includes indoor play, track, turf, and gymnasium spaces, as well as rentable event rooms. The gym can be used for basketball, volleyball, and pickleball.

VETERANS MEMORIAL ARENA

Veterans Memorial Arena offers 2 indoor rinks, along with support facilities, dryland/fitness, and an eighth mile track.



VETERANS MEMORIAL POOL

With water play, slide, zero depth entry, and lap lanes, Veterans Memorial Pool is an outdoor facility that operates during the warm weather seasons, starting in late May.



SHADOW WOOD SPLASH PAD

Located at Shadow Wood Park, the splash pad provides water play and indoor restrooms, along with play and picnic facilities.

ELMWOOD/ELMWOOD SOUTH

The Essential Health Baseball Complex is a baseball and softball facility with 9 diamonds.



WF SOCCER COMPLEX

This park, developed in coordination with the soccer club, is a six field soccer complex that can be split into many smaller fields for younger athletes.

TRAILS

As the City has grown out, there has been an emphasis on providing trail connections throughout the neighborhoods, and to key destinations and parks. Generally, connectivity is very good through the newer neighborhoods. While the older parts of town on the north are not as connected. The major barriers to connectivity in town are the freeways, rail lines, and diversions. As the City expands beyond the Sheyenne River Diversion, it will be important to create connections across the diversion landscape to connect new neighborhoods.

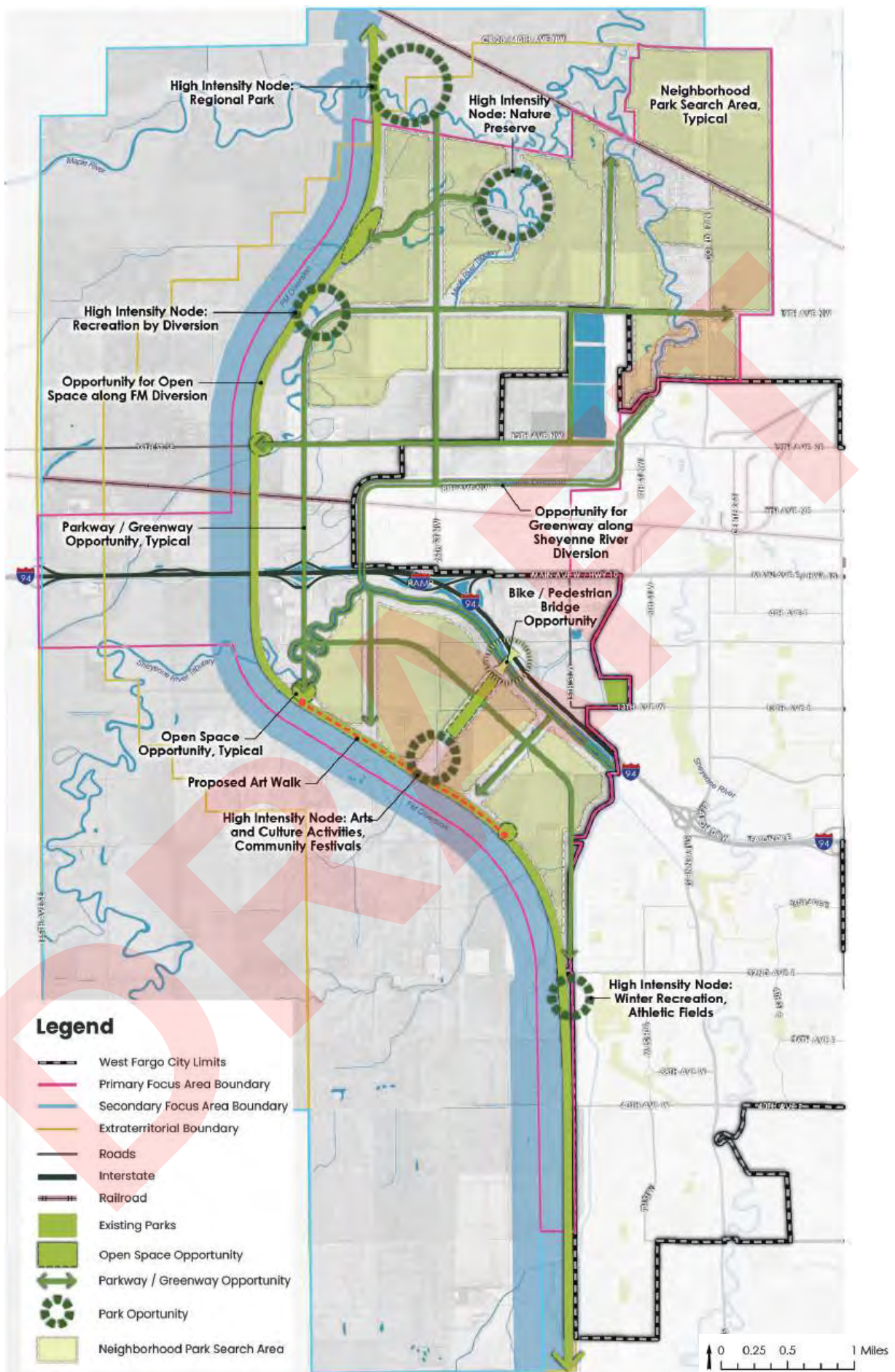


Figure 2.2 Parks, Trails, and Open Space Issues and Opportunities Diagram

ISSUES & OPPORTUNITIES

FUNDING SOURCES

One of the issues facing the West Fargo Park District is the mechanisms that are available for funding. The primary source of funding for new parks is park dedication and special assessments. Land is typically acquired through dedication, and the development of the park is funded via the assessments. Without a set standard for neighborhood parks, the fit and finish of the parks is often determined by the level of assessment preferred by the developer of each neighborhood. While this can help keep assessments matched to what each neighborhood can afford, it also means that the development of facilities can be inequitable, and lower quality facilities require more maintenance and have a shorter lifespan.

CROSS-JURISDICTIONAL RECREATION

The West Fargo School District also provides many overlapping recreation services as the West Fargo Park District. There may be opportunities to better coordinate with the school district to provide services collaboratively. One challenge for this may be the difference between the Park District's boundaries which serve West Fargo, and the School District, which covers a larger area.

MAINTENANCE

As West Fargo grows, the number of parks will as well. With that growth also comes new demands on the maintenance and operations budgets for the Park District. Park dedication and special assessments can provide capital funds, but are not targeted at the day-to-day operations and maintenance of park facilities. Responsible development of the park system must include not only new facilities, but allocations of funds and staff time to take care of the parks that are being added.

This is occurring at the same time that the district is starting to undergo replacements for many of the parks that were developed as the City saw explosive growth over the last 25 years. Many of the park features, particularly playgrounds, last about 20–25 years and will need to be replaced soon. This will require new assessments or increased general fund spending.

NATURAL RESOURCES RECREATION

There are not any larger natural resource based recreation offerings in West Fargo, or even the Fargo-Moorhead Metro Area. Armour Park is the primary "nature" park in the system, utilizing the Sheyenne River and forested areas to give residents a quieter nature area. There are not any North Dakota state parks in or around the Fargo region to meet this need, nor does Cass County.

In order to obtain larger tracts of land typical of natural resources based recreation, the Park District would either need to receive a large donation, or purchase land beyond the existing district boundaries before development pressure makes that land too expensive. With the current funding models, it is unlikely that the West Fargo Park District will be able to purchase land and then maintain it in the short and medium term while population grows out to those areas.

The diversions do present unique opportunities for natural resource based recreation that would otherwise not be feasible, but recreational improvements currently lack capital funding.

SEASONAL RECREATION

West Fargo's climate can vary dramatically, and winters can be particularly challenging. To date, the West Fargo Park District has emphasized providing winter recreation opportunities that can be done indoors. The playground at Rustad and the Veterans Memorial Arena are two good examples of this. The Park District does provide four warming houses paired with ice rinks but there may be an opportunity to explore other winter recreation such as cross country skiing, snowshoeing, and fat tire biking. The linear nature of these activities would benefit from layering of uses with the diversions which offer long, uninterrupted public land ownership.

TRANSPORTATION NETWORK

EXISTING CONDITIONS

The existing roadway network within West Fargo city limits includes developed facilities with 4 to 6 lane arterial roadways approximately every 1 mile, collector roadways every ½ mile, and local streets connecting neighborhoods. Due to the city's rapid growth over the last 25 years, many of the streets south of Interstate 94 have been newly constructed in this timeframe, while many of the streets north of Interstate 94 are significantly older and need repair. In the growth area, the roadway network is primarily county roads and reduced to rural, two-lane gravel roadways.

Interstate 94 is the primary east-west corridor with interchange access points at the following locations:

- 38th Street NW (Raymond Interchange)
- Main Avenue (Business 94/US 10)
- Sheyenne Street
- Veterans Blvd/9th Street

The Main Avenue interchange only provides connectivity to the east on Main Avenue and does

not connect to a north-south corridor. Main Avenue and Interstate 94 are under the jurisdiction of NDDOT.

The county highways are generally rural, paved, two-lane roadways. Primary roadways under the jurisdiction of Cass County in the growth area include:

- County Highway 20 (40th Avenue North)
- County Highway 10 (12th Avenue North)
- County Highway 17

CR 20 and 19th Ave connect the northern portion of the growth area to Interstate 29 to the east, while Highway 10 & 12th Avenue provide continuous east-west corridors. In addition to the county highways, there are rural, two-lane, gravel roadways approximately every mile along the section lines. These roadways are under the jurisdiction of local townships. The section line roadways generally have a statutory right-of-way of 66 feet which is important to preserve and expand for larger arterial corridors as jurisdiction transfers to the County or City.

ISSUES & OPPORTUNITIES

Although Interstate 94 provides a great opportunity to fuel growth in West Fargo, it also acts as a barrier. There is more than 3 ½ miles between the north-south corridor connections at the Raymond Interchange and the Sheyenne Street Interchange. This isolates the area southwest of Interstate 94 from the rest of the community. The development of this area will require additional connections to the arterial roadway network to avoid further overloading the existing system, particularly the Brooks Harbor Neighborhood. Planning efforts such as the previously mentioned West 94 Area Transportation Plan have explored this issue and potential development scenarios.

The existing Sheyenne Diversion and the BNSF railroad also present significant challenges to the development of the growth area transportation network. The limited number of existing crossings will increase traffic congestion as growth continues. Additional crossings will need to be considered, especially north of Main Avenue and southwest of Interstate 94. Christianson Drive runs parallel to Interstate 94 on the south side and to the west of Sheyenne Street, and could provide access to this area. Further south, the Sheyenne Diversion is currently crossed at each east-west 1-mile section line. To the north of Interstate 94, 12th Avenue N provides the only existing east-west crossing. 15th Street NW or 26th Street NW could be possible future north-south crossing corridors if diversion and railroad crossings are provided.

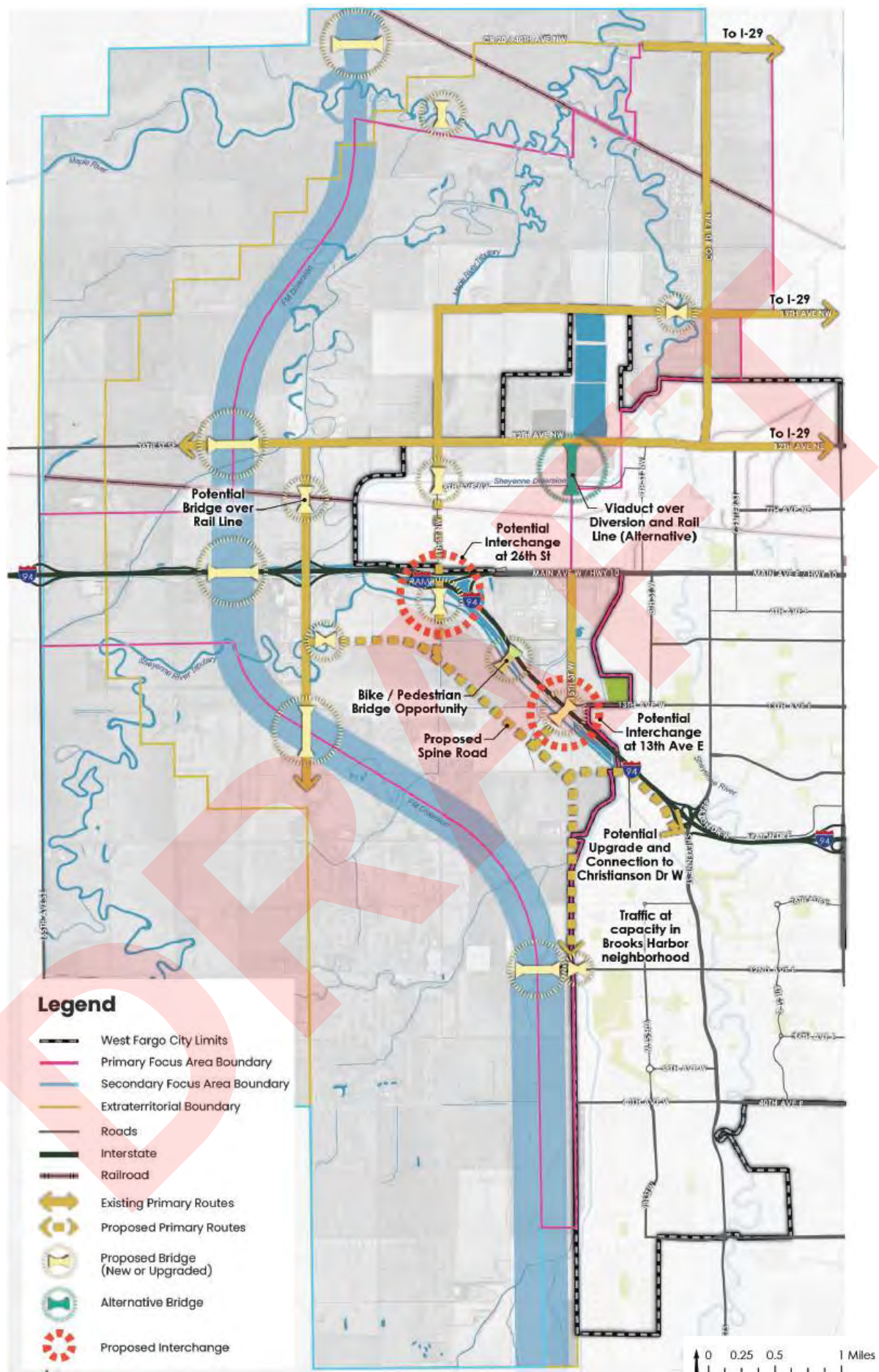


Figure 2.3 Transportation Issues and Opportunities Diagram

SANITARY SEWER & WATER SUPPLY INFRASTRUCTURE

EXISTING CONDITIONS

SANITARY SEWER

The existing West Fargo sanitary sewer collection system consists of a series of gravity sewers, lift stations, and force mains. A total of 193 miles of pipe provide collection and conveyance ranging in size from 4" to 42" and conveyed through 24 lift stations throughout the city. The City has adopted preferences regarding their lift stations to neighborhood lift stations as opposed to larger regional lift stations.

The collection system serves customers within the West Fargo City limits and the Red River Valley Fairgrounds, which is located outside the City limits. Sanitary flow ultimately reaches the Northside Regional Lift Station, where it is pumped to the City of Fargo for treatment. Before 2019, the city treated its own wastewater using a series of stabilization ponds totaling 460 acres. The City began decommissioning the 460-acre stabilization pond system in 2021.

The City utilizes a sump pump variance program, which allows residents to discharge their sump pump into the sanitary sewer system between October 15 and April 15, after which all sump discharge is to be discharged outside. Enforcement of switching sump pumps or unknown connections to the collection system, particularly in older areas of the city, leads to significant peak flows. These peak flows often occur during spring runoff and during wet periods, which limit the sewer system capacity for new customers.

WATER SUPPLY

The existing West Fargo water distribution system consists of 265 miles of water main ranging in size from 4" to 24" and 5 water towers. Water is purchased from the City of Fargo and pumped from Fargo to West Fargo through 2 booster pump stations, located at Main Avenue/Highway 10 and 32nd Avenue East. The City provides water to all customers within the West Fargo corporate limits and the Red River Valley Fairgrounds and is responsible for all maintenance of the water distribution system. The growth area is within the Cass Rural Water Users District and would be responsible for providing infrastructure to serve any new customers outside of the City limits.

ISSUES & OPPORTUNITIES

The decommissioning of the stabilization ponds creates an opportunity for development, potentially opening up 460 acres of land. Removal of the stabilization ponds may help make land, which is already accessible through 12th Avenue NW, more attractive by removing hindrance due to public perception of being in close proximity to wastewater treatment and odor issues, which occurred when the ponds were in service. However, the wastewater collection system may need to retain some of the stabilization pond cells in order to maintain equalization during high flows caused by sump pumps and other causes of infiltration and inflow, which would limit these benefits.

Much of the existing collection system is at or near design capacity, which presents significant challenges to either infrastructure improvement or new capital investment to expand the sanitary sewer service to growth areas outside of the corporate limits. New facilities would likely need to extend around the corporate limits due to the limited capacity within the existing collection system. This can lead to issues with where development can occur, as sequential growth starting elsewhere than the north and northwest growth area will require additional capital investment to extend infrastructure without customers to support the investment. Another opportunity comes with the City of Mapleton's force main connection to the West Fargo/Fargo system. The West Fargo City Commission recently approved the oversizing of the West Fargo portion to accommodate future development.

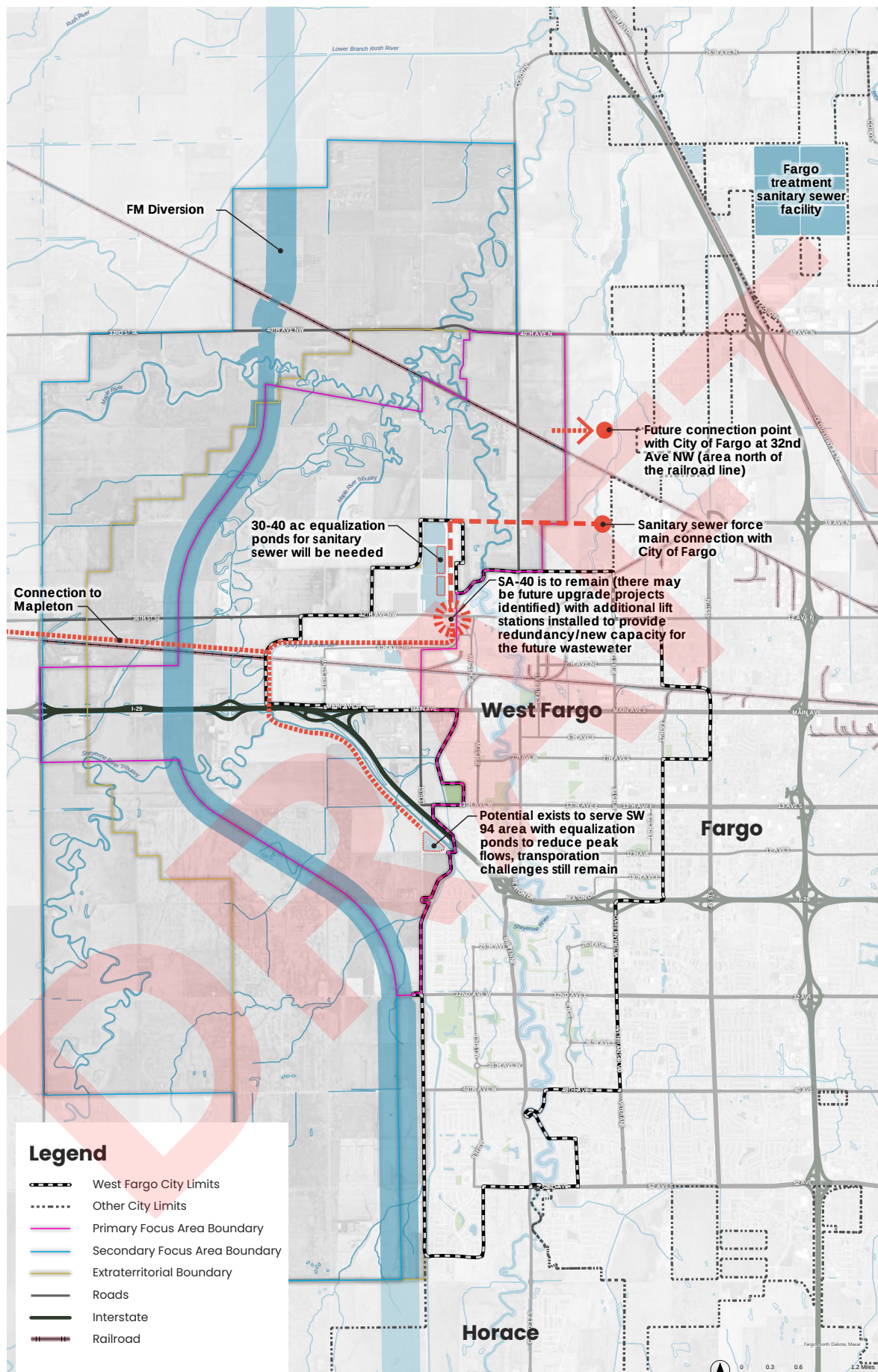


Figure 2.4 Sewer Infrastructure Issues and Opportunities Diagram

EXISTING CONDITIONS & FINANCIAL CONSIDERATIONS

EXISTING CONDITIONS

CITY BUDGET

The City of West Fargo maintains a capital and operating budget that has supported the needs of residents through the recent decades' rapid growth. As the City contemplates its strategy for the Growth Area, and for its coming phase of developing the remaining land area in a deliberate way, a review of the budget's current structure is useful.

GENERAL FUND

- Property tax revenue is the City's largest revenue source, with a levy in place to collect \$19.8 million in 2026.
- Special assessments are a core element of the City's approach to capitalize infrastructure; generally, the City has issued bonded debt to undertake projects with these funds, which comprise \$22.13 million in 2023.
- Franchise fees, including electrical, cable TV and natural gas franchise fees, total \$2.7 million in 2026.
- Receipts from the Highway Tax continue to grow, and are estimated to generate \$2.2 million in 2026.
- State Aid will supplement the City general fund with approximately \$3.1 million in 2026.

PUBLIC WORKS ENTERPRISE FUNDS

- Sewer: The City manages approximately 193 miles of sanitary sewer lines, 34 sanitary lift stations and associated infrastructure, in 2026 comprising projected expenditures of \$7.84 million and revenues of \$8.9 million.
- Water: Currently, 202 miles of water pipe are in place to distribute water to residential and commercial users in the City, expected to cost \$10.36 million in 2026, and the City expects to collect \$11.15 million in revenues.
- Municipal Airport: Operations trend is YYYYYY, the 2026 projected expense is \$219,000.

SPECIAL REVENUE FUNDS

- Capital Improvement Sales Tax revenues are projected to generate \$13.0 million in 2026, and will be used primarily to fund construction projects under the 2024-2028 CIP.
- The Economic Development Sales Tax revenues will total \$4.4 million, supporting incentive programs and grants, and to support other City functions.

CAPITAL IMPROVEMENT PLAN (2024-2028)

- Special Assessment Use has decreased from 27.44% in 2022 CIP to 18.28% in 2024 CIP.
- Capital Improvement Sales Tax is used for all projects, less \$150,000 in Economic Development Sales Tax used.
- The 2022 CIP allocated appx. \$27.5 million of water and sewer funds for capital projects, assuming an increase in utility rates. There has not been an increase, so those funds are not available for capital projects and are not included in the 2024 CIP.
- Federal and State Funding is potential based on availability and application. Prairie Dog funding is dependent on the amount of collected Oil & Gas Extraction Tax.

Notably, economic activity in West Fargo generates North Dakota's fifth-highest sales tax volume by jurisdiction. As opposed to being consolidated into a single pool, the City's 2.5% sales tax is allocated into three distinct categories: public safety, capital improvement, and economic development. Between 2024 and 2025, the City dedicated the largest increase in sales tax revenue to economic development, allocating 6.5% more in revenue to uses including professional services, land and real property purchases, incentive programs/grants, and other economic development purposes.

Following patterns commonly seen in other metropolitan areas, the industries that generate the most tax revenue in West Fargo include Retail Trade, Wholesale Trade, and Accommodation and Food Services. From 2023 to 2024, total taxable sales and purchases dropped by 1.9%, driven in part by notable declines in Construction and Manufacturing—both ranking among the top five industries with the steepest reductions.

TAXABLE SALES AND PURCHASES BY INDUSTRY 2024-2023 ANNUAL COMPARISON				
City Code	NAICS	2024 TSP	2023 TSP	% Change
West Fargo	Educational Services	253,168.00	487,575.00	-48.1%
West Fargo	Transportation and Warehousing	947,341.00	802,309.00	18.1%
West Fargo	Admin and Support/ Waste Management and Remed	1,124,132.00	855,455.00	31.4%
West Fargo	Arts, Entertainment and Recreation	1,828,591.00	2,032,136.00	-10.0%
West Fargo	Health Care and Social Assistance	1,884,958.00	900,157.00	109.4%
West Fargo	All Other/Not Reportable	2,488,450.00	3,349,670.00	-25.7%
West Fargo	Professional, Scientific and Technical Services	3,721,646.00	3,620,981.00	2.8%
West Fargo	Finance and Insurance/ Real Estate and Rental and Leasing	5,462,748.00	5,239,272.00	4.3%
West Fargo	Other Services (except public admin)	21,959,875.00	21,505,195.00	2.1%
West Fargo	Construction	34,991,726.00	38,083,635.00	-8.1%
West Fargo	Manufacturing	58,188,087.00	62,288,347.00	-6.6%
West Fargo	Accommodation and Food Services	89,029,153.00	84,950,274.00	4.8%
West Fargo	Wholesale Trade	138,840,963.00	138,734,886.00	0.1%
West Fargo	Retail Trade	198,548,662.00	207,258,434.00	-4.2%
Totals		\$559,269,500.00	\$570,108,771.00	-1.9%

Table 2.3 Taxable Sales and Purchases by Industry

FINANCIAL TOOLS

In 2016, the City of West Fargo adopted a special assessment policy utilizing the financing method established in the North Dakota Century Code. The Special Assessment Policy functions as a funding source for public improvements (e.g., street paving, sidewalks, sewer infrastructure) by allocating the cost of a project to the property owners that will benefit from it. Special assessments are allocated according to zoning district and improvement type, then further adjusted using factors such as lot size and units.

Municipal improvements are often financed by a combination of federal funds, state funds, city funds, and special assessments. The Sheyenne Street corridor reconstruction project is one recent example of a significant project funded in part by special assessments. The project was funded in part by the North Dakota Department of Transportation, while the local share was funded through special assessments.

In recent years, the City has worked to explore methods of reducing reliance on special assessments without shifting undue burden to the property tax. Multifamily and commercial building activity has cooled since the late 2010s, and growing capital needs for the City's existing infrastructure exceed projections for special assessment income. In addition, development outside of current City boundaries, such as in substantial parts of the Growth Area, will result in additional demand for City utilities and infrastructure, while remaining outside of the reach of the City's assessments, property tax levy, or collection of City fee dedications.

COST OF COMMUNITY SERVICES

West Fargo's growth in recent decades has largely taken the form of single family and multifamily residential development, and supporting retail, with less rigorous expansion of other commercial and industrial property. In research and literature undertaken nationally, the relative cost of providing public services varies based on land use type. The need for parks, public safety, utilities and other community services is naturally higher for residential uses than for land uses such as office, manufacturing or industrial. On the other hand, utility demands on a per project basis for industrial or manufacturing may outweigh what's needed for residential. While in-depth cost of community services analysis is outside the scope of the Growth Area Plan process, these costs are incorporated into the planning process using estimates for various land uses based on relevant studies. These estimates are useful for decision making about guiding various subdistricts of the Growth Area for different land use designations, and on what general schedule. This feedback strengthens the City's ability to plan for deliberate expansion.

ISSUES & OPPORTUNITIES

CITY BUDGET

The Growth Area comprises a significant opportunity to diversify and expand the mix of land use (and resulting tax base) for the City. Communities, in particular those in a phase of intensive buildout, are often challenged to pivot from heavier to lesser reliance on special assessments as a capital funding source for new service, maintenance and replacement. From a City budget perspective, this transition is the key issue and opportunity to pursue through implementation of the Growth Area plan.

OTHER FUNDING SOURCES

The City of West Fargo is utilizing the fundamental public finance tools available under North Dakota law to conduct its operations in an efficient way. The substantial reorganization of federal agencies and priorities has (at least temporarily) posed a disruption to City plans for federal grant applications to help fund infrastructure needs such as I-94 interchanges identified as key priorities by the City Commission. Persisting with efforts to secure these funds from federal and state partners will remain a critical tactic for unlocking the potential of the Growth Area.

DEVELOPMENT VISION & FUTURE LAND USE

DEVELOPMENT VISION

The West Fargo Growth Area Master Plan establishes a vision for land use and development for the next 25 years. This vision is founded in fiscal sustainability and incremental growth. The growth area plan identifies areas for employment and industrial uses along the 12th Ave N. corridor and the city-owned lagoon properties and guides land for commercial development along I-94 with a focus for regional commercial and major employment users at the Raymond interchange at 38th St, the area around a planned interchange at 13th Ave. N, and west of the FM Diversion to the interchange at 165th Ave SE.

The remaining areas of the growth are envisioned as a mix of residential uses with mixed densities that allow for a range of housing product types and price points. Early-stage development is planned along the CR 17 corridor due to available sanitary sewer connections and is anticipated to extend to the west toward the FM Diversion south of the Maple River, then eventually cross Interstate 94 and reach the area southwest of the interstate. Within the residential areas, and generally at the intersection of planned arterial roadways are neighborhood nodes that provide supporting commercial goods and services as well as higher density development to promote a more walkable environment.

FUTURE LAND USE

Currently, the City of West Fargo's Comprehensive plan does not guide specific land uses for future development, but instead it guides policy direction at a high level. The Growth Area Plan provides a set of land use categories and corresponding maps to guide planned land uses. The focus of land use guidance is within the Primary Focus Area, but also areas inside of the West Fargo Extraterritorial Boundary that will likely see development in the next 25 years.

The Future Land Use Map (Figure 3.1) has established land use guidance for all the Primary Focus Area, as well as additional land East of the Sheyenne River and the areas west of the Sheyenne River, but south of the Maple River, as these are the likely areas to see sanitary sewer service over the next 25 years.

Land use categories identified in the Growth Area Plan included the general land use types identified to the right. The land use categories are not exclusive, and are intended to contain a mix of uses and densities. Additionally, the proposed planned land use map shows general locations for a future network of parks and open space connections and three types of mixed use nodes.

The land use plan is intended to guide development

patterns and uses. Deviations from this plan are anticipated and will need to be vetted through planning and engineering staff and ultimately the City Commission.

GENERAL LAND USE TYPES

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Employment
- Industrial
- Parks

NODE TYPES

- Mixed Use Neighborhood
- Mixed Use Community
- Regional Commercial and Employment

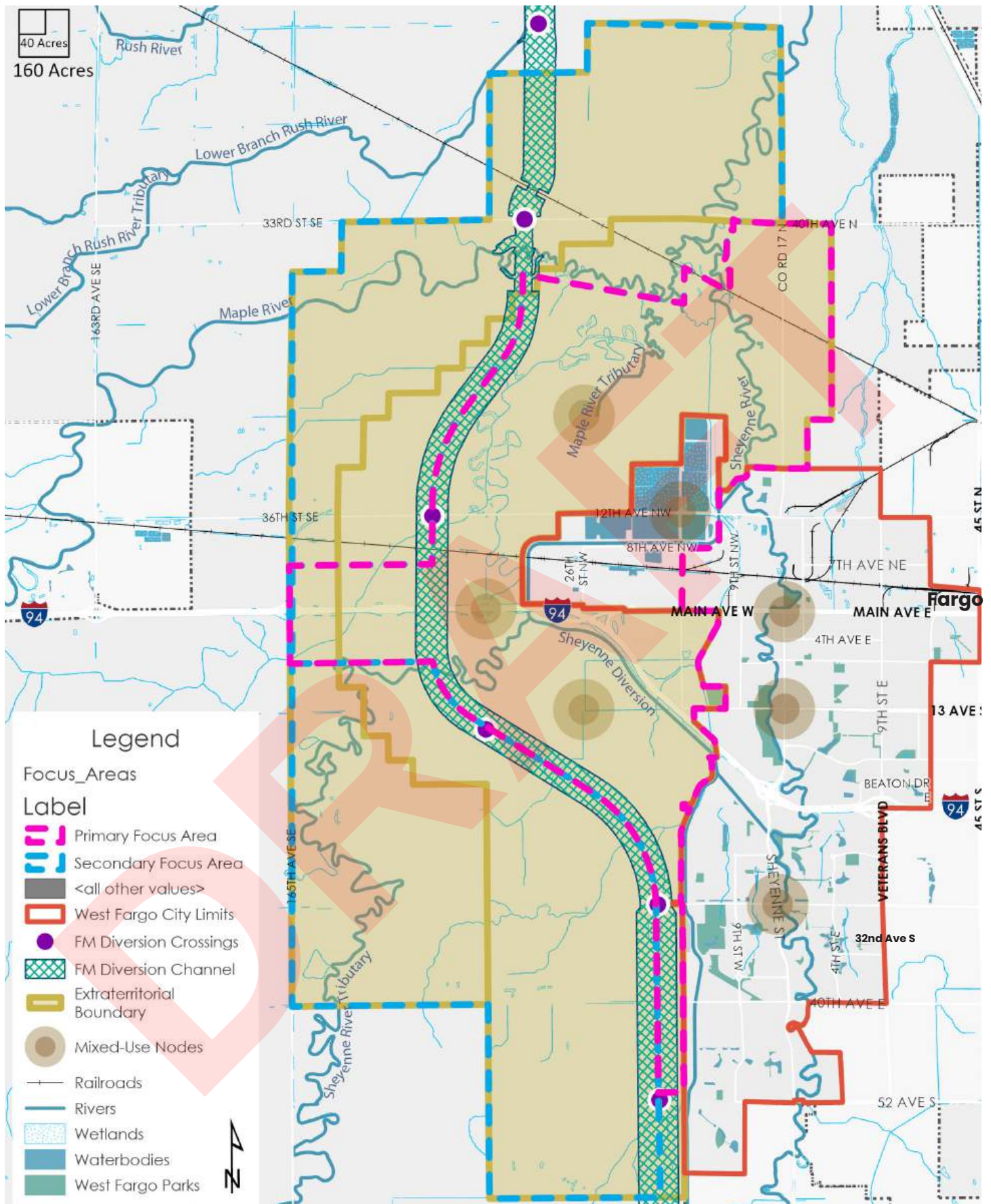


Figure 3.1 Expanded Primary Focus Area Diagram

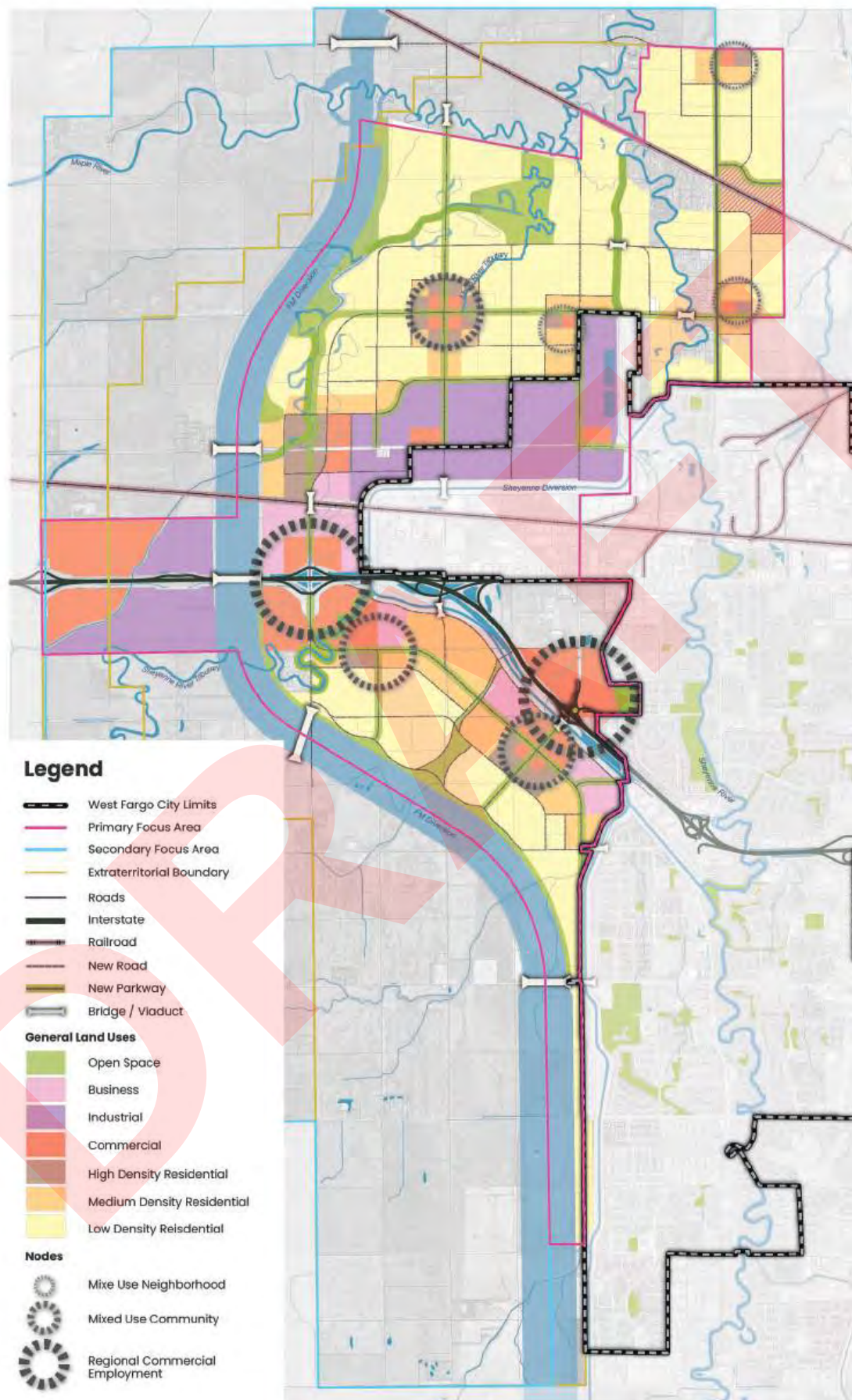


Figure 3.2 Future Land Use Map

LAND USE DEVELOPMENT TYPES:



Low Density Residential Examples

LOW DENSITY RESIDENTIAL (LDR)

General intent aligns primarily with Character Districts CD2-CD3 and Growth Sectors G-1 Sub-Urban Restricted Growth Sector. LDR consists of predominantly single-family residential neighborhoods. Alternative housing forms may be interspersed throughout the district in locations conducive to more moderate density housing including along key transit/transportation corridors, adjacent or near active park and recreation corridors or nodes, or in locations proximate to schools/civic uses. The lowest range of density should be reserved for areas of new growth approaches existing rural estate development, lands desired for greater open space/habitat preservation or areas of greater flood risk.

USES / BUILDING FORM

Primarily larger lot SF detached. Some alternative housing allowed (twin homes, duplexes, ADUs)

TRIP CHARACTERISTICS

Connected to denser areas by greenways, sidewalks, and trails. Most should be walkable/bikeable to schools, open spaces/parks.



Medium Density Residential Examples

MEDIUM DENSITY RESIDENTIAL (MDR)

General intent aligns primarily with Character Districts CD3-CD4 and Growth Sectors G-1 Sub-Urban Restricted Growth Sector. MDR consists of neighborhoods with a mix of single-family detached and alternative housing patterns, including duplexes, twin homes, row homes, and townhouses. Neighborhood commercial, such as a café, bakery, or corner store, may be interspersed throughout the district in locations conducive to walkable, commercial uses, including along key transit/transportation corridors, adjacent or near active park and recreation corridors or nodes, or in locations proximate to schools/civic uses. Revisions to standards on facades, setbacks, park dedication and trails should be used to promote smoother integration of medium-density housing types into neighborhoods.

USES / BUILDING FORM

Primarily smaller lot SF detached and attached. Twin homes, townhouses, rowhouses, condominiums permitted.

TRIP CHARACTERISTICS

Walkable design. Multiple destinations located nearby such as neighborhood commercial destinations, open spaces/parks, schools.



High Density Residential Examples

HIGH DENSITY RESIDENTIAL (HDR)

General intent aligns primarily with Character District CD4. HDR consists of a variety of housing types, including apartments, rowhouses, townhouses, condominiums, and live-work buildings. Some housing structures may contain “micro housing” units to maintain housing affordability. High-quality high density housing structures will be concentrated around mixed-use and employment nodes. Walkability, bikeability, and transit access will be prioritized to ensure connectivity, especially to destinations such as mixed use nodes, employment centers, schools/civic uses, and parks/open space.

USES / BUILDING FORM

Multifamily dwellings. Rowhouses, condominiums, apartments. ADUs permitted. “Micro housing” allowed

TRIP CHARACTERISTICS

Walkable design. Multiple destinations located nearby, such as neighborhood commercial destinations, employment centers, open spaces/parks, schools.



Commercial Examples

COMMERCIAL (C)

General intent aligns primarily with Growth Sectors G-4B Future Mixed-Use Growth Center and G-5 Future Employment Growth Sector. COM consists of clusters of shops, single-story retail strips, medium retail plazas, and potentially small malls. Commercial includes both neighborhood commercial, intended to serve the surrounding 3 miles, and community commercial, intending to serve the surrounding 6 miles. Uses such as grocery stores, hardware stores, gift shops, café/restaurants, and personal services may be present. Sites will be mostly accessible by car or transit, but will have the potential for walkable and bikeable connectivity. Developments will be located along transit/transportation corridors to account for user traffic flow and distribution needs.

USES / BUILDING FORM

Strip malls, clustered corner stores, small-medium development projects. Big box/regional commercial in appropriate locations.

TRIP CHARACTERISTICS

Accessible by multimodal transportation methods, especially in case of neighborhood commercial. Greenways, sidewalks, bike trails, transit lines.



Business Example

BUSINESS (B)

General intent aligns primarily with Growth Sectors G-4B Future Mixed-Use Growth Center and G-5 Future Employment Growth Sector. EMP consists of employment uses, whether they fall in a classic office park development pattern, in developments of smaller concentrations, or as the first floor of mixed-use buildings. Employment centers will be located around key transit/transportation corridors and will be walkable from nearby residential hubs. EMP is not intended for uses requiring heavy distribution traffic; rather, those uses will better fit within areas guided for industrial land usage.

USES / BUILDING FORM

Classic "business park", size according to employer needs. Coworking spaces allowed.

TRIP CHARACTERISTICS

Accessible by multimodal transportation methods, especially in case of neighborhood commercial. Greenways, sidewalks, bike trails, transit lines.



Industrial Examples

INDUSTRIAL (IND)

General intent aligns primarily with Growth Sector G-5 Future Employment Growth Sector. IND consists of industrial facilities including showrooms, flex spaces, and manufacturing facilities, all of varying square footages according to need. Office space and retail development will be present as needed to sustain industrial uses, creating an 'industrial village'. Traffic and site design will be largely auto-oriented, sited near regional transportation corridors to accommodate truck and distribution traffic. Within areas guided for industrial land usage, connectivity between industrial uses and retail/office uses will be prioritized.

USES / BUILDING FORM

Showrooms, flex space, manufacturing spaces. Varying SF according to industrial needs. Some office space and retail development to create self-sustaining urban villages as outlined in comprehensive plan. More specificity in Lagoons.

TRIP CHARACTERISTICS

Largely accessed via automobile traffic due to distance from residential hubs. Perhaps denser industrial centers are accessible by transit lines.

Mixed-Use Neighborhood Node

This node is a small-scale, walkable center that serves nearby residents. It blends housing—such as apartments and townhomes—with small shops, restaurants, and everyday services. Buildings are placed close to the street with active ground floors and features like wide sidewalks, trees, and gathering spaces to support pedestrian activity. Homes or offices are often located above ground-floor businesses to keep the area active throughout the day.

The focus is on meeting daily needs within a short walk, with uses like small grocery stores, childcare, and local services. Public spaces such as plazas and pocket parks help create a neighborhood identity. Streets, sidewalks, and bike routes are well connected, and parking is designed to be shared and less visible. Overall, this node functions as a compact, neighborhood-focused place to live, shop, and gather.

Mixed-Use Community Node

This node is larger and more active than the neighborhood node, serving the wider community. It includes a broader mix of uses, such as larger retail stores, entertainment, offices, and a wider range of housing options. It is designed to be both a community destination and an employment center.

Development includes anchor stores, restaurants, offices, hotels, and medical or commercial centers, along with apartments, condos, and townhomes. Higher-density development is concentrated near the center, often with mixed-use buildings that combine ground-floor commercial and upper-level residential or office space.

The design supports walking and biking, especially within the core, but also accommodates more traffic and parking. Shared and structured parking is encouraged, with placement that reduces visual impact. Public spaces, streetscape design, and signage help create a strong identity. This node functions as a lively, multi-use hub with more intensity and activity than a neighborhood node.

Regional Commercial & Employment Node

This node is the largest and most intense, focused on regional access and economic activity. It is typically located near highways and major roads and is designed to attract businesses, large-scale commercial uses, and employment centers.

Uses include large retail centers, corporate offices, business parks, hotels, healthcare facilities, entertainment venues, and light industrial or logistics operations. Auto-oriented services such as fuel stations and travel-related businesses are also common. Buildings are larger and more spread out, with site design focused on managing traffic and access.

While walking and biking are supported where possible, this node primarily serves vehicles and regional travel. Parking is typically provided on-site in larger lots, though shared and structured options may be used in more intense areas. High-quality design, landscaping, and signage are important due to the visibility of these locations. This node functions as a major economic center and gateway, supporting regional commerce, job growth, and large-scale development.

These nodes function as gateways, among the first and most visible parts of the community that residents, visitors, workers, and investors encounter when arriving from a highway or major corridor. That visibility is both an asset and a responsibility, making high-quality architecture, coordinated landscaping, cohesive signage, and well-maintained frontages essential to the long-term performance of the node rather than optional amenities. Without clear design and land use controls, gateway locations can attract uses that are individually permissible but collectively damaging, excessive drive-thrus, self-storage, or outdoor storage that degrades the visual environment and discourages higher-value investment. Strong standards protect the public investment in infrastructure, preserve the community's ability to attract and retain quality employers and businesses, and ensure that the node continues to function as a genuine economic and civic asset over time.

NEAR-TERM FOCUS AREAS

Based on the availability of sanitary sewer infrastructure and the fiscal analysis work as a part of this plan, two primary areas have been identified as near-term development areas, one on the east side of the Sheyenne River along the CR 17 corridor (mixed residential and neighborhood supporting commercial uses) and the second at the city-owned lagoon properties along the 12th Ave corridor (employment and industrial uses with supporting commercial). The area southwest of I-94 is also highlighted to discuss the near-term challenges with development in this area.

PRECEDENT IMAGES:



Mixed Density Residential



Neighborhood Commercial



High Density Residential



Low Density Residential

CR 17 CORRIDOR

The area east of the Sheyenne River along the CR 17 Corridor up to CR 22/40th Ave N. is identified as one of the first areas for development primarily due to the availability to directly connect sanitary sewer to the city of Fargo's system without any significant investment in existing infrastructure. This area represents approximately 1,100 acres of development and could occupy the first 5-10 years of development in the growth area (See Figure 3.3)

Generally, strong transportation access exists with CR 17 serving as the north/south route, and CR 20 and 19th Ave N providing east/west access and direct connections to Interstate 29. Infill areas west of CR 17 are planned as lower density residential and should respect the existing rural development neighborhoods along the river. Mixed use nodes with neighborhood commercial and mixed density are planned at CR 17 and 19th Ave N, and CR 17 and CR 20 on the east side of CR 17. Roadway improvements will be needed for 19th Ave N and 32nd Ave N and should be coordinated with the City of Fargo, as well as future roadway upgrades to the county roads and their ultimate transfer of ownership and maintenance to the City of West Fargo.

The City of Fargo's long-range growth plan has identified the area along 19th Avenue as Urban Neighborhood, a mix of residential densities in a more urban form, and areas of agricultural uses (for now) extending north to CR 20. Coordination with the City of Fargo on roadway improvements, trail corridors and stormwater treatment and drainage needs will be important considerations for the future.

The plan identifies opportunities for neighborhood parks (north and south of the rail line) and regional stormwater basins.

The plan also identifies opportunities for neighborhood parks on both the north and south sides of the rail line as well as regional stormwater basin opportunities.

Planned Land Use	Approximate Acreages
Commercial	51
High Density Residential	51
Medium Density Residential	191
Low Density Residential	793
Total	1,085

Table 3.1 CR 17 Corridor Land Use Acreage

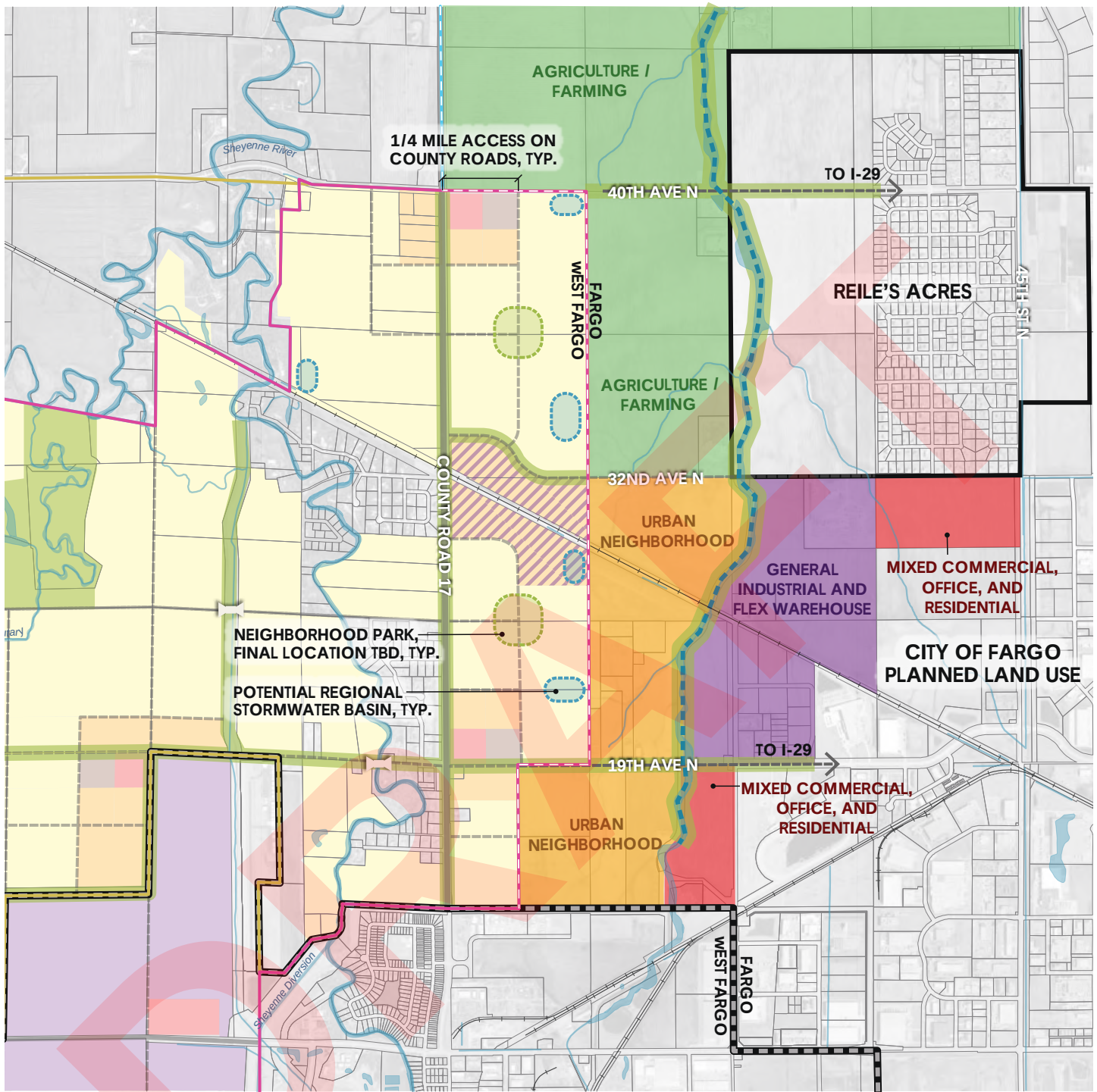
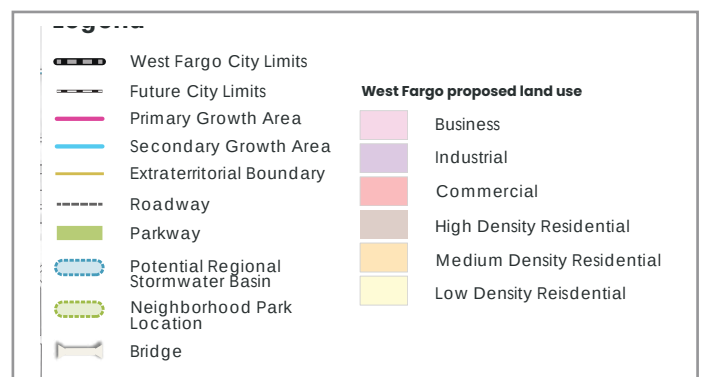
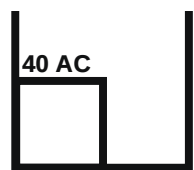


Figure 3.3 CR 17 Corridor Development Area

0 0.25 0.5 1 Miles



PRECEDENT IMAGES:



Mixed Business/Industrial Campus



Logistics/Distribution/Warehouse



Business Campus

12TH AVENUE BUSINESS DISTRICT / CITY-OWNED LAGOON PROPERTIES

The city-owned lagoon properties are tremendous economic development opportunity for the City of West Fargo. At roughly 600 acres, the properties span both sides of 12th Ave/CR 10, a planned major corridor in the future. The plan envisions a mixed business/ industrial campus along the 12th Ave corridor with uses ranging from corporate campus, data centers, distribution and logistics and light manufacturing. Commercial uses at key intersections are also envisioned to support the employment base of the area. The concept for development provides guidance to building placement, parking, loading and service zones to help create a strong visual presence along a key community corridor along 12th Ave N.

- Figure 3.4 illustrates a general development framework for the lagoons property.

Transportation Improvements

Today the area lacks a steady connection to the industrial district south of the Sheyenne Diversion. The plan recommends upgrades to CR 10 and 38th Street to create this stronger connection to I-94 at the Raymond interchange to help attract businesses with improved access to the area. Additionally, improvements to 26th Street with a viaduct connection over the Sheyenne Diversion will further aid in connectivity to the area. Finally, 19th Ave N and an upgraded bridge over the Sheyenne River will manage traffic, as 19th Ave N. is a planned arterial.

- Figure 3.5 Identifies the major transportation and utility infrastructure upgrades at the lagoon property.

Sanitary Sewer Improvements

In order to provide sanitary service to the properties and areas north, approximately 35-40 acres of the lagoons will need to remain online as equalization ponds to manage peak flows during heavy rain events. These are planned to be sited on the eastern boundary against the airport to screen from view and maintain marketability and efficiency of development.

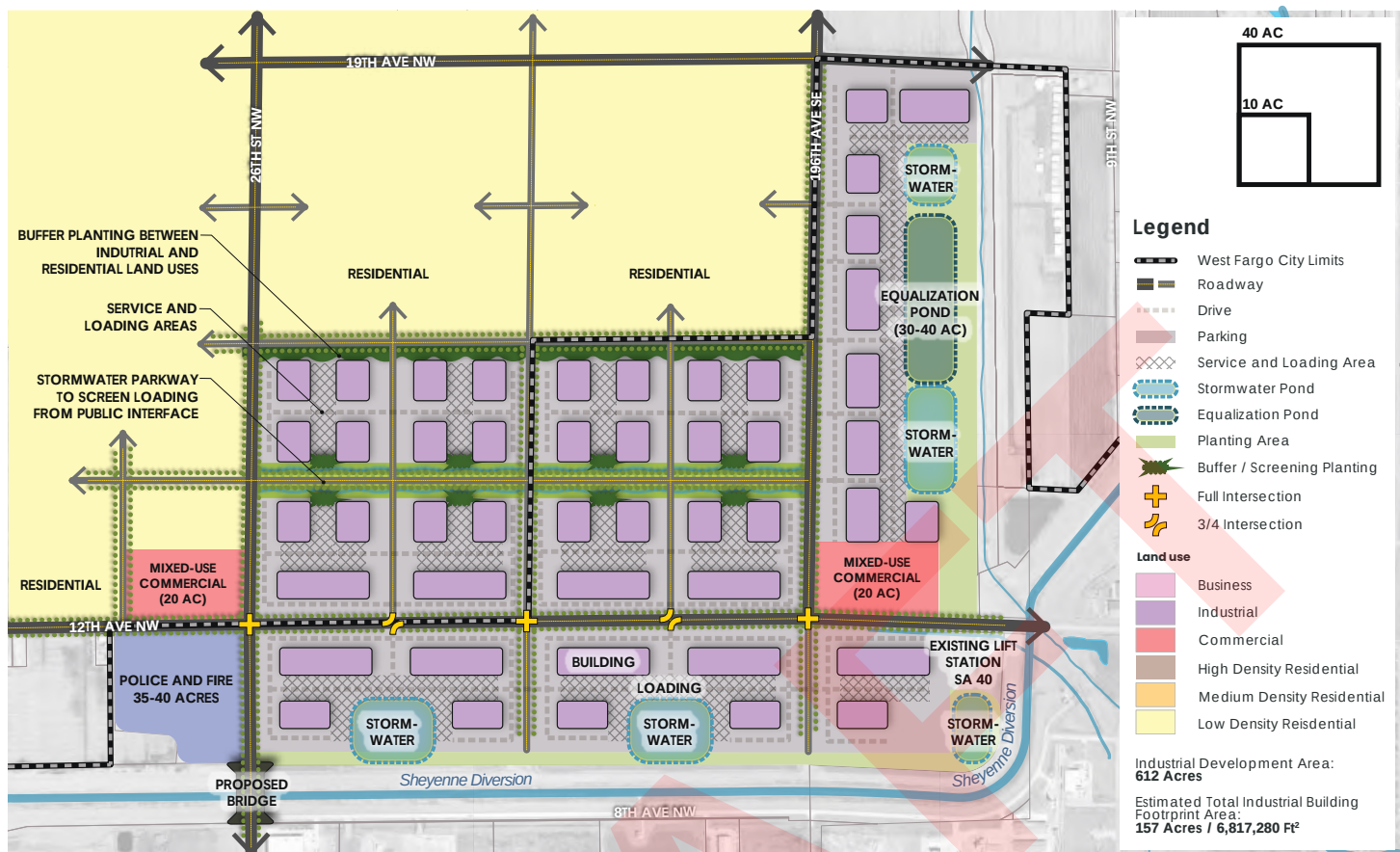


Figure 3.4 12th Avenue Business District / Lagoon Properties Development Framework

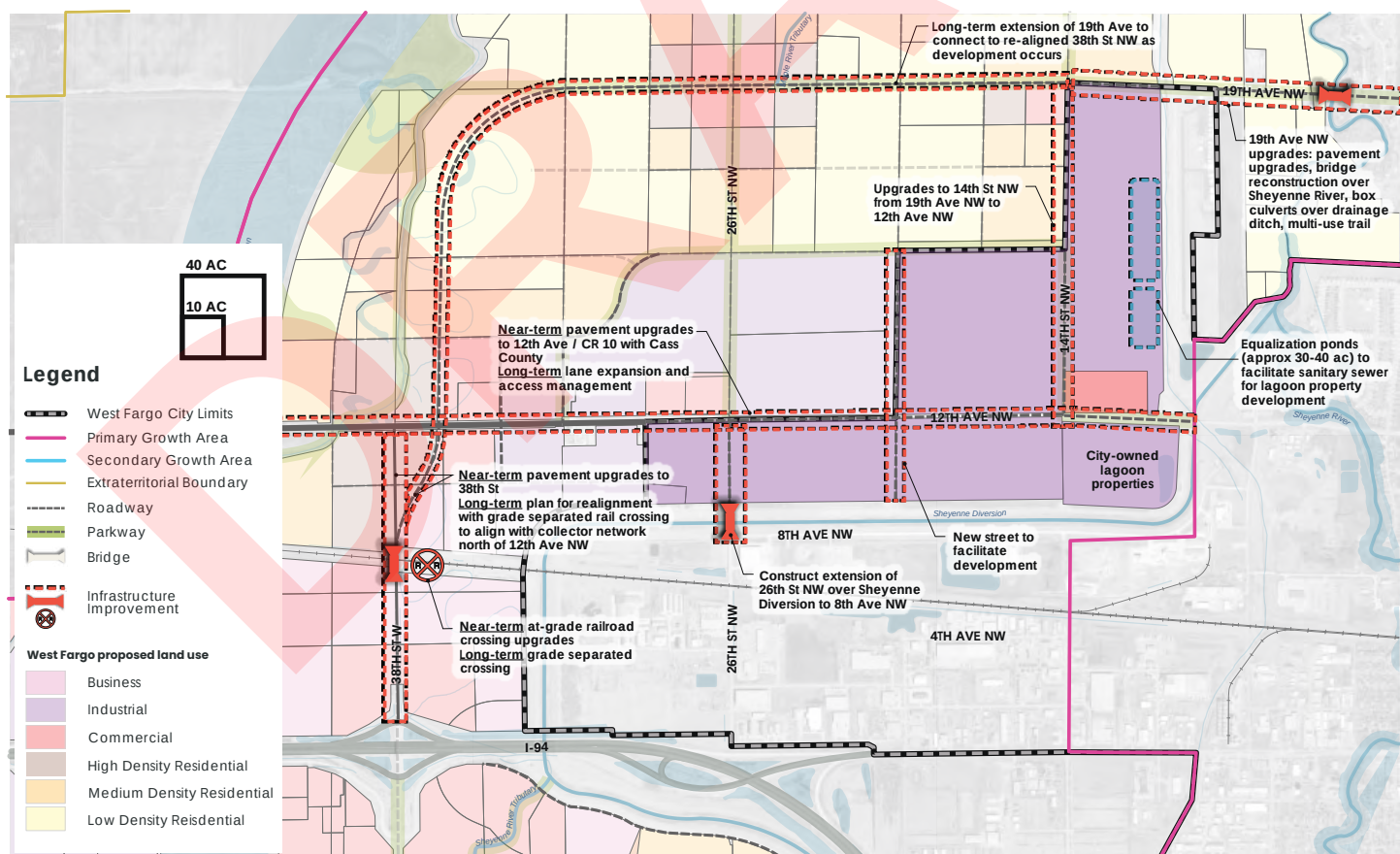


Figure 3.5 Lagoon Transportation and Infrastructure Improvements



Positioning the Lagoons Property for Development

Beyond roadway and infrastructure improvements, the City should take an assertive role in marketing the Lagoons properties as a premier development opportunity within the Fargo–Moorhead metropolitan region. Given the area’s strong economic growth, workforce base, and regional connectivity, the site is well-positioned to attract both regional and national developers. Consideration should be given to issuing a Request for Qualifications (RFQ) or an Expression of Interest (EOI) to the national development community to market the property collectively to a master developer.

To accelerate momentum and align with the strengths of the Fargo region, the City should pursue the following strategies:

1

STRENGTHEN TRANSPORTATION & REGIONAL CONNECTIVITY

Enhance 38th Street North and 12th Avenue North to establish a prominent gateway and seamless access to the site. Improvements should emphasize connectivity to major regional corridors such as Interstate 29 and Interstate 94, reinforcing the site’s logistical advantages within eastern North Dakota and the upper Midwest.

2

ACHIEVE “SHOVEL-READY” STATUS

Complete geotechnical investigations and assemble comprehensive site documentation, including:

- Topography and soils analysis
- Utility capacity (water, sewer, electric, natural gas, and high-speed fiber)
- Environmental assessments

Streamline zoning, permitting, and approval processes to minimize risk and shorten development timelines. A certified shovel-ready site positions Fargo competitively in regional and national site selection processes.

3

ESTABLISH A STRONG BRAND & MARKETING PLATFORM

Develop a cohesive identity for the Lagoons properties that aligns with West Fargo’s reputation for innovation, business friendliness, and quality of life. Marketing materials should include:

- A dedicated development website
- Professional renderings and conceptual site plans
- Interactive mapping and drone footage
- Downloadable technical specifications for brokers and site selectors

An elevated digital presence ensures accessibility to decision-makers evaluating North Dakota opportunities.

4

IDENTIFY THE MARKET POTENTIAL

Conduct targeted market analysis to identify industries that align with West Fargo's economic strengths, such as:

- Advanced manufacturing
- Ag-tech and value-added agriculture
- Logistics and distribution
- Technology and data-driven businesses

Leverage proximity to major transportation routes, regional workforce availability, and access to research institutions to define a compelling value proposition.

5

EXPAND BROKER & SITE SELECTOR OUTREACH

Actively engage commercial real estate brokers, site selection consultants, and development firms operating in the Midwest and nationally. Support outreach with:

- Targeted digital campaigns
- Industry-focused marketing
- Participation in regional and national trade events

Proactive engagement ensures the Lagoons properties are consistently presented in competitive site searches.

6

PROMOTE COMPETITIVE INCENTIVES

Clearly document and promote available local and state development incentives, including:

- Tax Increment Financing (TIF)
- Property tax abatements
- Infrastructure cost-sharing
- Expedited permitting

Transparent incentive packages enhance project feasibility and demonstrate West Fargo's pro-business environment.

7

ALIGN REGIONAL STAKEHOLDERS

Coordinate with local economic development organizations, utility providers, workforce agencies, and business leaders to present a unified regional approach. Collaboration reinforces investor confidence and underscores West Fargo's supportive development climate.

8

EMPHASIZE QUALITY OF LIFE & WORKFORCE ASSETS

Highlight the Fargo-Moorhead region's strong workforce pipeline, affordable housing options, healthcare access, retail amenities, and educational institutions. Demonstrating the area's livability and talent retention advantages strengthens the overall appeal to employers seeking long-term growth opportunities.



PRECEDENT IMAGES:



Alternate Future Land Use Options



Fire Station/Public Safety Building Could be Integrated With the Landfill Site

INERT LANDFILL DISCUSSION

The City's current landfill is nearing capacity and has roughly 5-7 years of capacity left at the current location, and the city needs to find another location soon to begin the permitting process that can take up to 5 years. The Public Works Department is actively working to find a replacement site within the lagoon property. Cell number 8 in the southeast corner of the lagoon property could provide approximately 30 years of storage. At this location, the city would not need to find additional land, and there would be enough land left over on the site to provide a transfer station and a potential future use such as a Fire/Public Safety facility. With the location of the Public Works facility across the street on the north side of 12th Ave N, there is synergy with the operations and overall campus.

However, in lieu of the landfill option, the potential exists to develop the site with industrial uses to further the tax base of the community. These tax benefits would continue to provide these benefits to the community for the long-term, while any revenue generation from the landfill has roughly a 30-year life span. Balancing the immediate needs for the inert landfill relocation with the potential long-term tax benefits needs to be considered. The following is a high-level summary of a cost benefit analysis of the inert landfill vs. industrial development.



Figure 3.6 Inert Landfill Site Plan Diagram

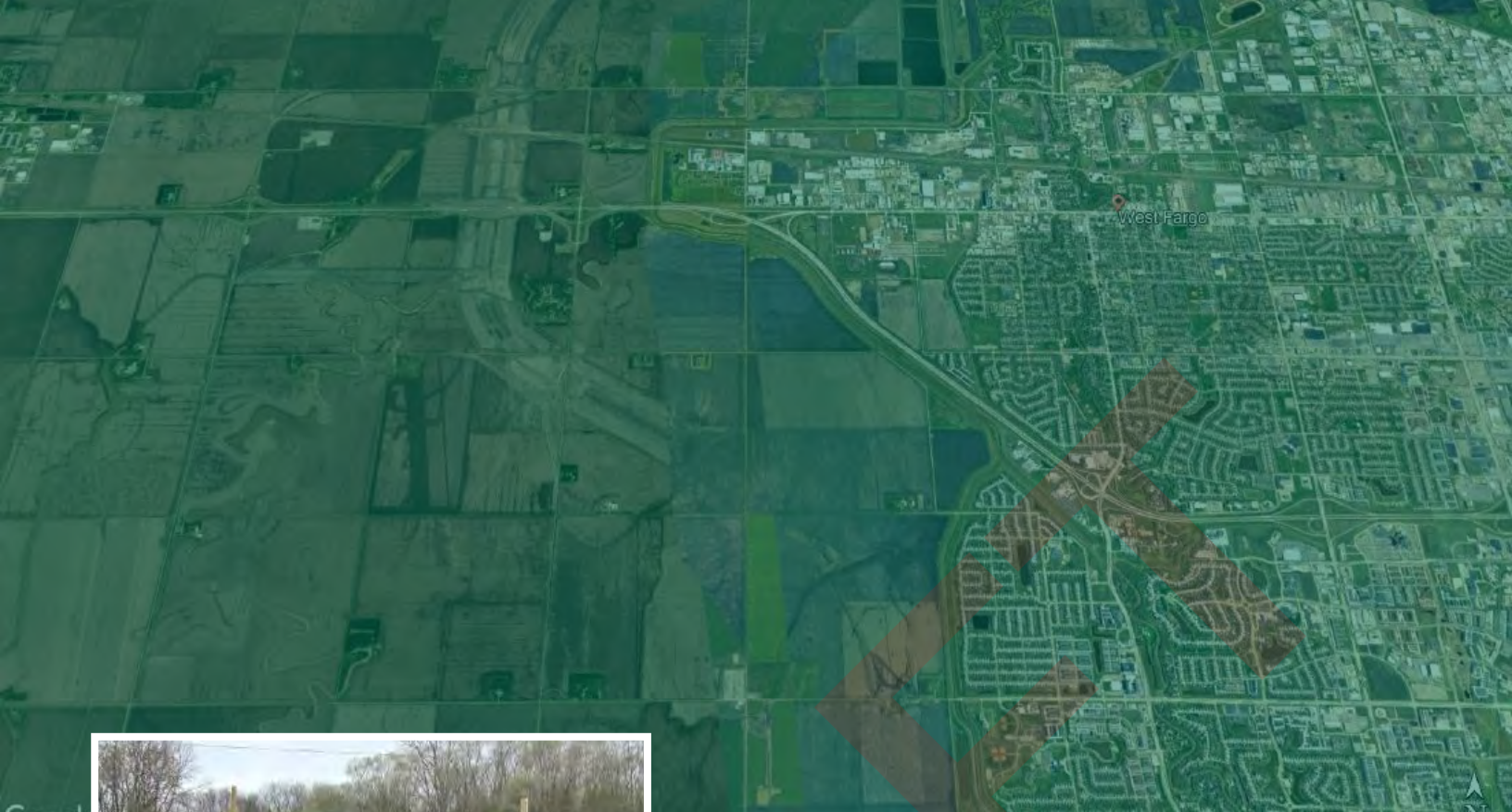
DEVELOPMENT PROGRAM OUTLINE

		25-Year Totals
Industrial		
Square Feet Constructed		348,480
Floor Area Ratio (FAR)		.2
Land Area Developed - Acres		40
Estimated Market Value Added, by Year		\$25,215,945
Property Tax to City Payable by Subject Property		\$100,233
Sales Tax to City Payable by Growth Area Properties		-
Estimated Utility Revenues		\$6,321,020
Estimated Hookup Fee Revenue		\$445,291
Estimated Assessment Revenue		\$100,233
Estimated Permit, Utility and Tax Revenue to City		\$6,996,778

This model estimates 30 acres of development in years 1-10, and the remaining 10 acres in 11-20

Table 3.2 Anticipated revenue to the City if property is developed industrial

The table above illustrates the anticipated revenue to the City over the next 25 years if the 40 acre site is developed as industrial. This value is largely driven by utility revenues. Conversely the \$7 million could be an "opportunity cost" or the value foregone by the City if the site is used as an inert landfill and cannot be utilized for development.



Sheyenne Diversion Crossing Needed



Equalization Ponds/Basin Needed

SW 94 AREA

While the Southwest 94 area may feel like the next logical location for development, this area is heavily challenged for development due to sanitary sewer and transportation issues. In order to offset peak flows in the sanitary sewer force main system, a large equalization pond would need to be created to manage grey water during heavy rain events to offset existing sump pump usage. Additionally, the intersection at 26th Ave W. and 170th Ave SE/Sheyenne St. is already at capacity at peak times and additional traffic cannot be directed through this intersection. This means alternative transportation routes would be needed which would include a new box culvert crossing of the Sheyenne Diversion at Christianson Drive and improvements to the full length of existing Christenson Dr. and 15th St. N to provide multiple ways of egress for traffic flow and fire safety. However, only so much capacity is available for development based on average daily trips. At approximately 10,000 ADT the intersection at Christenson Dr. and Sheyenne St. fails.

Beyond the transportation and sanitary sewer issues the Cass County Electric Cooperative has indicated it will take significant upgrades to their existing distribution system to service this area. Additionally, West Fargo Public Schools as indicated additional growth in this area will put pressure on existing schools and will create redistricting for high school and middle school students and create additional busing demands to send students north to West Fargo High School.



All residential areas in the growth area should support a percentage of mixed density with pockets of higher density at higher traffic volume roadways and creating open space linkages via stormwater conveyance networks.

PARKS & RECREATION

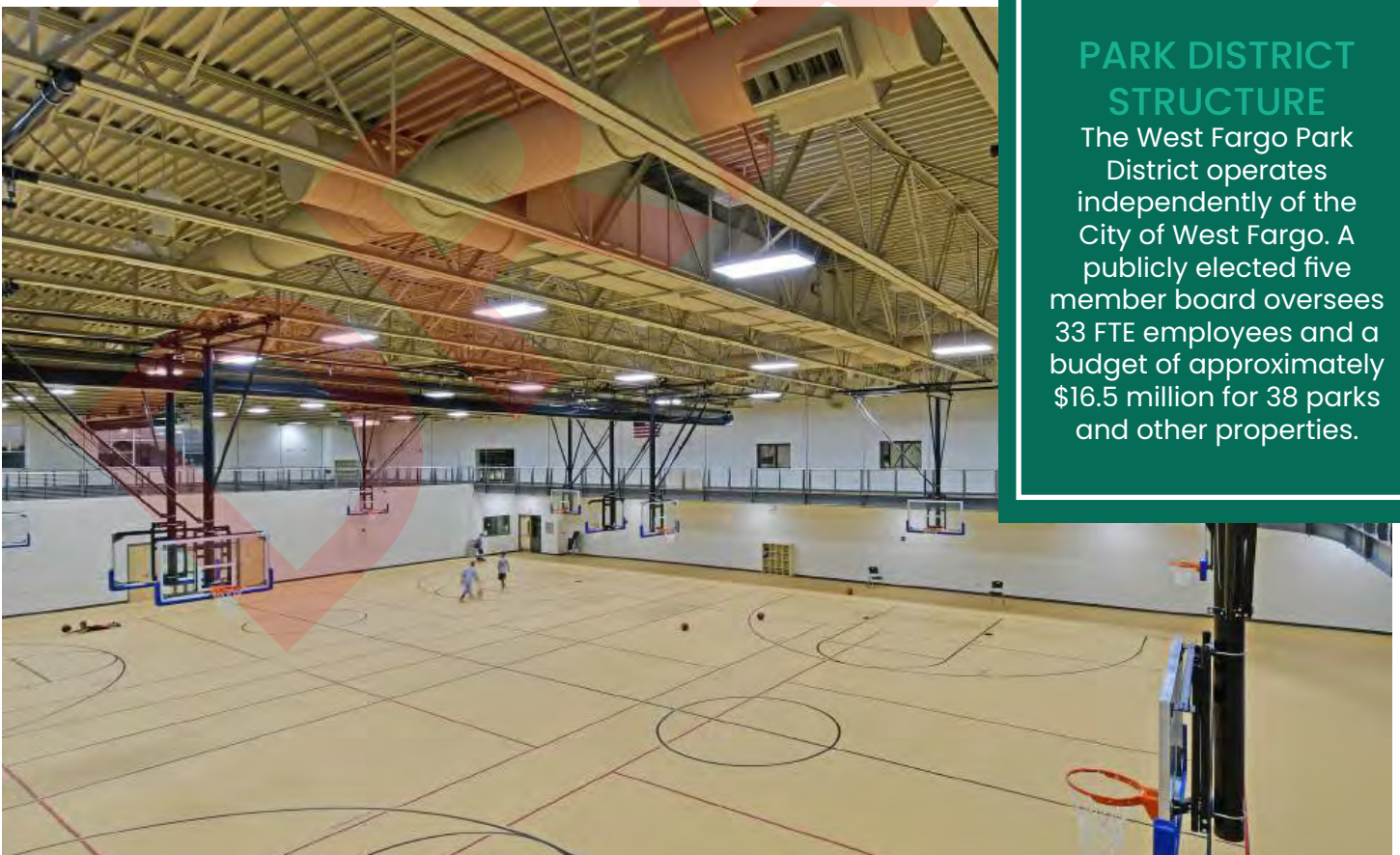
INTRODUCTION

West Fargo is a growing community with more and more people calling the city home, from young families to retirees. The park system plays a very important role in the city, providing unmatched recreation and play opportunities that enhance the quality of life for residents and make the community attractive to those choosing where to live in the region.

New neighborhoods in the growth area will need new parks. 20,000 new residents will put additional demand on community facilities like the Rustad Center and Veterans Arena. Athletics will continue to grow necessitating new fields. And the growth area and diversions will also offer unique opportunities to provide linear recreation that is not usually achievable for most communities. At the same time this is happening, the current system will continue to mature, requiring additional maintenance and replacements of features.

PARK DISTRICT STRUCTURE

The West Fargo Park District operates independently of the City of West Fargo. A publicly elected five member board oversees 33 FTE employees and a budget of approximately \$16.5 million for 38 parks and other properties.



STRATEGY FOR PARKS & OPEN SPACE NETWORK

The West Fargo Growth Area represents an enormous opportunity to strengthen the recreation network in West Fargo and provide amenities that elevate the quality of life for local residents. It is also important to note that the City will be adding drastically to the population, which will in turn put more demand on the existing facilities. As population growth occurs, the Park District needs to continue evaluating the need for new parks and recreation facilities. As the City expands into the growth area, it will be important to consider the entire system, both within the new parts of town as well as the entire district.

This plan envisions a series of parks along a secondary roadway network of “Parkway” streets. Parkways are internal to a neighborhood and are expected to receive a higher level of landscaping, streetscape, and amenities. They should also incorporate bicycle and pedestrian amenities.

Neighborhood parks should be in neighborhoods, not on larger arterial roadways. They are likely 2-8 acres in size and should have basic amenities such as playgrounds, gathering/picnic areas, and open playfield space.

Denser urban settings may call for pocket parks, while larger community scale parks should be located to take advantage of natural resources, and preferably be located along larger transportation corridors to allow for easy access from across the City.

In addition to parkways and along arterials, trails should be co-located with stormwater or natural drainage alignments. This will create a network of off-street, experiential corridors that enhance the trail network connectivity and enjoyability.

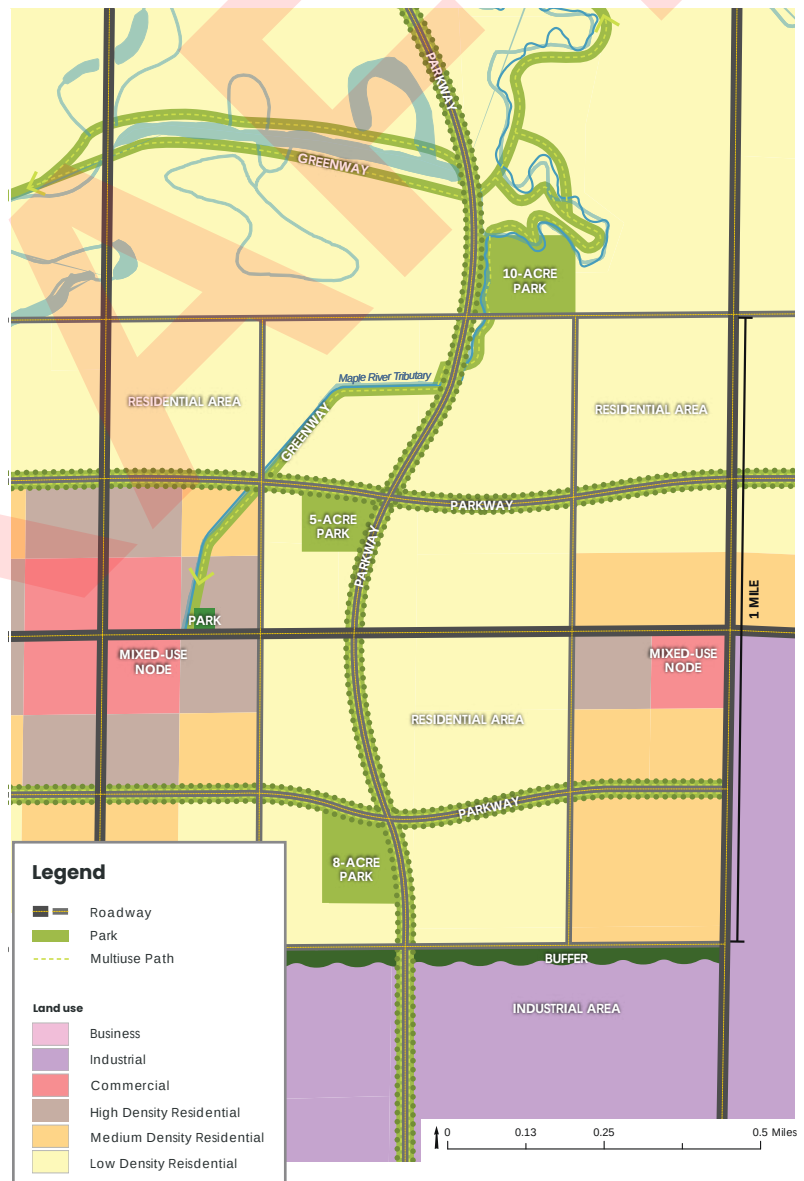


Figure 4.1 Park Neighborhood Integration Diagram

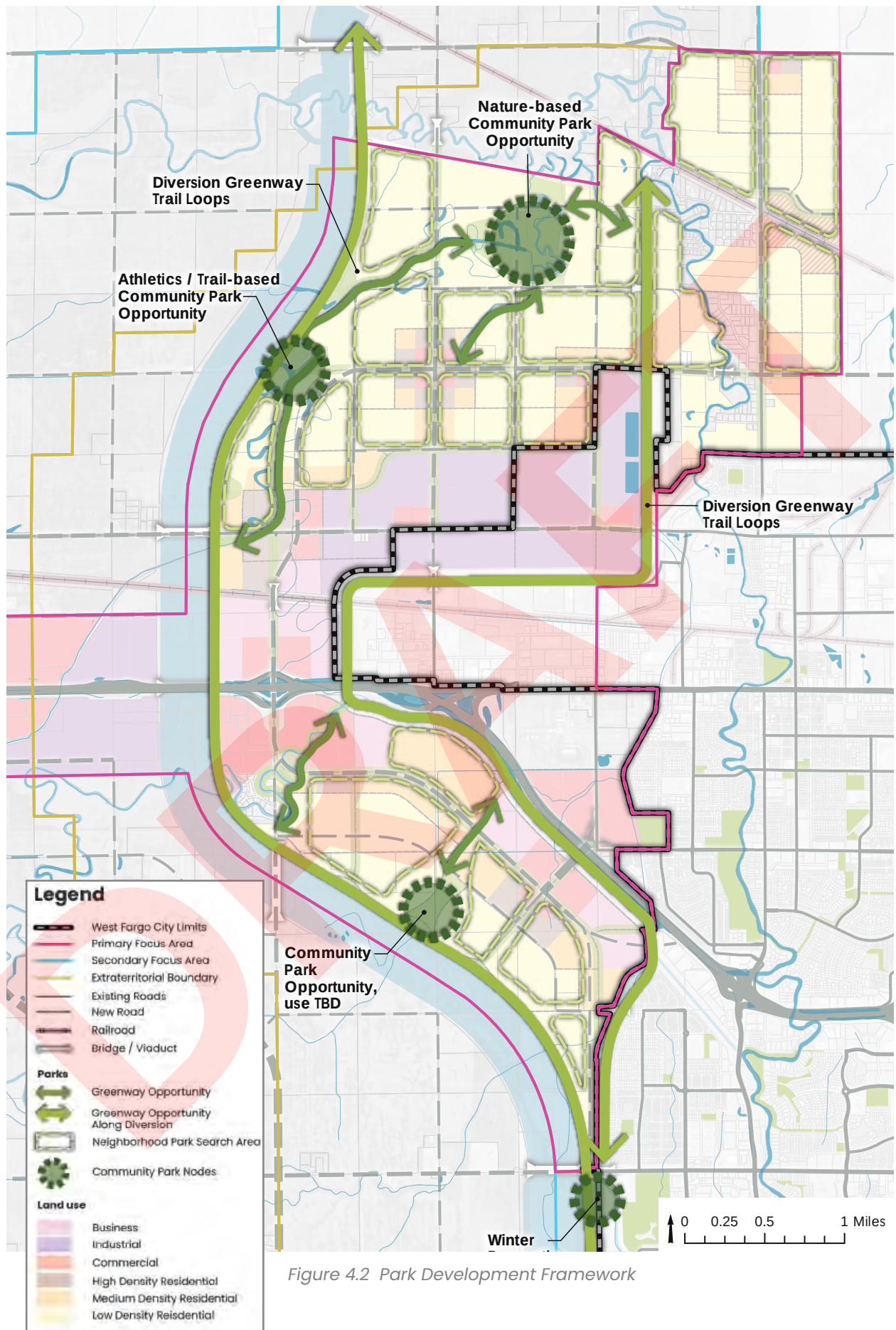


Figure 4.2 Park Development Framework



PARK TYPES



POCKET PARKS

Pocket parks are typically much smaller than a neighborhood park, and meet a specific need. They are typically incorporated into denser development, and may have a targeted audience (tots, elderly, etc.). While smaller they may require a higher level of investment.

FEATURES

Each pocket park is unique, but examples of these types of parks include:

- Plazas
- Tot-lots
- Town Squares
- Art Parks

SIZE

Pocket parks may be between 1/2 an acre to 2 acres.

LOCATION

Pocket parks are typically located in denser environments. They should have good visibility from right-of-way and development.

PRECEDENT IMAGES:



PRECEDENT IMAGES:



NEIGHBORHOOD PARKS

Neighborhood parks are the building block of any park system. They provide the baseline recreation opportunities that should be available to all residents within walking distance. This means their distribution should be about every ½ mile.

FEATURES

All neighborhood parks should include at a minimum:

- Playground with features for all ages
- Small shelter/Picnic area
- Open playfield

Based on the parks, they may also include elements like

- Basketball or other sports courts
- Small parking Area
- Natural area
- Trails
- Single athletic field

SIZE

Neighborhood Parks should typically be in the 2-8 acre range. This may vary due to site constraints or conditions, adjacent land uses, and park program.

LOCATION

Neighborhood Parks should be walkable to residents of the neighborhoods they serve. This means incorporating them into neighborhoods, although they may also be located along greenways and parkways. If so, the design should provide adequate buffer between roadways and play areas. Parks should be connected with sidewalks and trails.

Preferred Neighborhood Park - Example

Size: 4 acres + 1/2 acre wetland

Street Frontage: On two roads (1)

Unbuildable Land: Does not impede the functioning of the park, trail provides views of wetland (2)

Trails: Create loops (3), connect to the cul-de-sac as well (4)

Playgrounds: large size, multiple age areas (5)

Courts: Basketball (6) & Pickleball (7)

Open Play Space: large enough to accommodate informal games (8)

Rest & Gathering: shelter (9) & picnic tables (10)

Safety: Good visibility, policeable

Parking: Lot (11)



Minimum Neighborhood Park - Example

Size: 2 acres + 1/2 acre wetland

Street Frontage: Longest length of frontage is on street (1)

Unbuildable Land: Does not impede the functioning of the park (2)

Trails: connect to the cul-de-sac and the street frontage (3)

Playgrounds: multiple age areas (4)

Courts: Basketball (5)

Open Play Space: large enough to accommodate informal games (6)

Rest & Gathering: picnic tables (7)

Safety: Good visibility, policeable

Parking: On-Street without having to cross street (8)



Unacceptable Neighborhood Park - Example

Size: 1 acres + 1/2 acre wetland

Street Frontage: None, "flag lot" orientation (1)

Unbuildable Land: creates challenges for the functioning of the park (2)

Trails: dead end (3)

Playgrounds: only one age area (4)

Courts: none

Open Play Space: not large enough to accommodate informal games (5)

Rest & Gathering: picnic tables are in low visibility area (6)

Safety: Poor visibility, difficult to police

Parking: None/minimal (7)



Figure 4.3 Neighborhood Park Examples – This figure illustrates the principles of what would be included in a preferred neighborhood park, an acceptable neighborhood park, and an example showing issues that would cause the West Fargo Park District to reject dedication of parkland. These should be considered examples. Included features and layouts will adjust to meet each park's unique context.

PRECEDENT IMAGES:



COMMUNITY PARKS

Community parks are the marquee parks that draw people from across West Fargo, and often beyond the City's boundaries. They often include features that are not feasible to provide in every neighborhood park, but are valuable to a park system. These can be specialized features like athletic fields, or higher end amenities like a splash pad or large picnic shelters. Natural features such as rivers, wetlands, and forests can also be incorporated into community parks.

FEATURES

Community Park features vary. Common examples include athletic facilities, larger picnic grounds, ice rinks, banks of courts, splash pads, destination playgrounds, and natural areas. They often require more support facilities than a neighborhood park as well, such as parking lots, restroom buildings, and drinking water. Because Community Parks often act as the de-facto neighborhood park for adjacent residents, these parks should also include typical neighborhood park features like a playground unless that need is met in a different, nearby facility.

SIZE

The size of Community Parks varies more than neighborhood parks as it depends on the features included in the facility. Typically these parks are more than 10 acres.

LOCATION

Community Parks should be located proximate to transportation corridors, both vehicular and bike/pedestrian. An exception to this may exist when the park is providing access to areas with notable natural resources.



FACILITIES

The West Fargo Park District has developed multiple facilities over the years to serve residents. These include Veterans Memorial Arena, Veterans Memorial Pool, and most recently the Rustad Recreation Center which has already been expanded and continues to operate near capacity. With the anticipated growth in the community, it is likely that the Park District will need to add new facilities in the next 25 years to meet the community's demand, particularly in the growth area. Because of the uniqueness of each facility, it is difficult to assign a particular size or specific features to any one of them. Their service area will likely be city-wide or even beyond. This does make it important to consider support facilities such as parking and concessions.

LOCATION

Most people will be driving to park facilities, meaning that they should be located along major transportation corridors, preferably with good visibility if it is also serving out-of-town guests and visitors. It often makes sense to co-locate these types of facilities with other businesses that can meet the other needs (food, gas, etc.) of facility users.

PRECEDENT IMAGES:



REGIONAL PARKS AND FACILITIES

The West Fargo Park District is not set up to manage large scale regional recreation destinations and features. It does not have the mission, staff, expertise, or funding mechanisms to provide that type of recreation. During the planning process, however, there was interest in larger scale recreation offerings like a state park or a regional trail greenway along the diversions. FMCOG does not typically focus on parks, and is not a likely owner/operator of a regional park/trail. It is worth noting that there are no state parks within an hour of the Fargo/Moorhead metro area. The diversion and lands coming out of the floodplain may be an opportunity for a state facility, and the Park District would support such an endeavor.



TRAILS

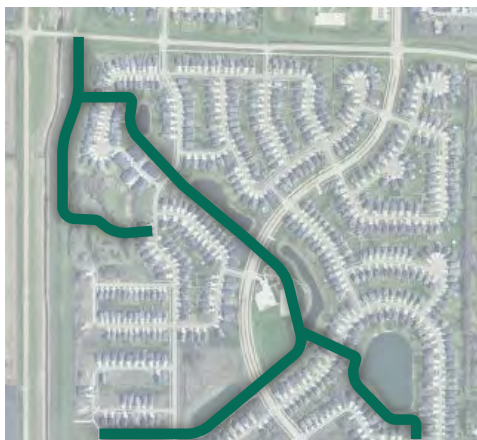


Figure 4.4 Trail and Neighborhood Integration Example

NETWORK

EXISTING TRAIL NETWORK

The trail network in West Fargo today has been well built out, especially in newer neighborhoods where trails, parks, and stormwater have all been layered into off-road corridors that make for an enjoyable, connected trail experience.

The primary challenge for the existing trails, and for future growth are crossings of main barriers, namely Interstate 94 and the river diversion projects. Improved crossings would help stitch different neighborhoods together via trail, and improve connectivity from homes to other important community destinations and employment centers.

With population growth anticipated to occur on the north side of the City, special efforts should be made to incorporate trails into the roadway network when built to cross Interstate 94, the railroad, and the Sheyenne Diversion. There are very few bicycle/pedestrian trails north of Main Street which will present a challenge for connecting the new neighborhoods in the north growth area.

RECREATIONAL VS. TRANSPORTATION USERS

Trail use generally falls into one of two categories – Recreational and Transportation.



Recreational Users:

Joggers, walkers, and people “out for a bike ride.” For these users, the experiential elements of the trail matter more. A winding trail through a natural area will be a better experience than a trail along an arterial roadway.

- Focus on experience
- Connections between natural areas and parks
- Longer stretches with fewer intersections

FACILITIES FOR THESE USERS ARE TYPICALLY PARK DISTRICT OWNED



Transportation Users:

Typically walking or riding a bike to replace a vehicular trip. Efficiency is the primary emphasis for transportation users.

- Direct connections between key destinations
- Enhanced safety at crossings and when sharing roads with vehicles
- Amenities at destinations (bike racks, storage, etc.)

FACILITIES FOR THESE USERS ARE TYPICALLY CITY, COUNTY, OR STATE OWNED

Ideally, the trail network should serve both sets of users, balancing recreation and experiences with connectivity and efficiency.

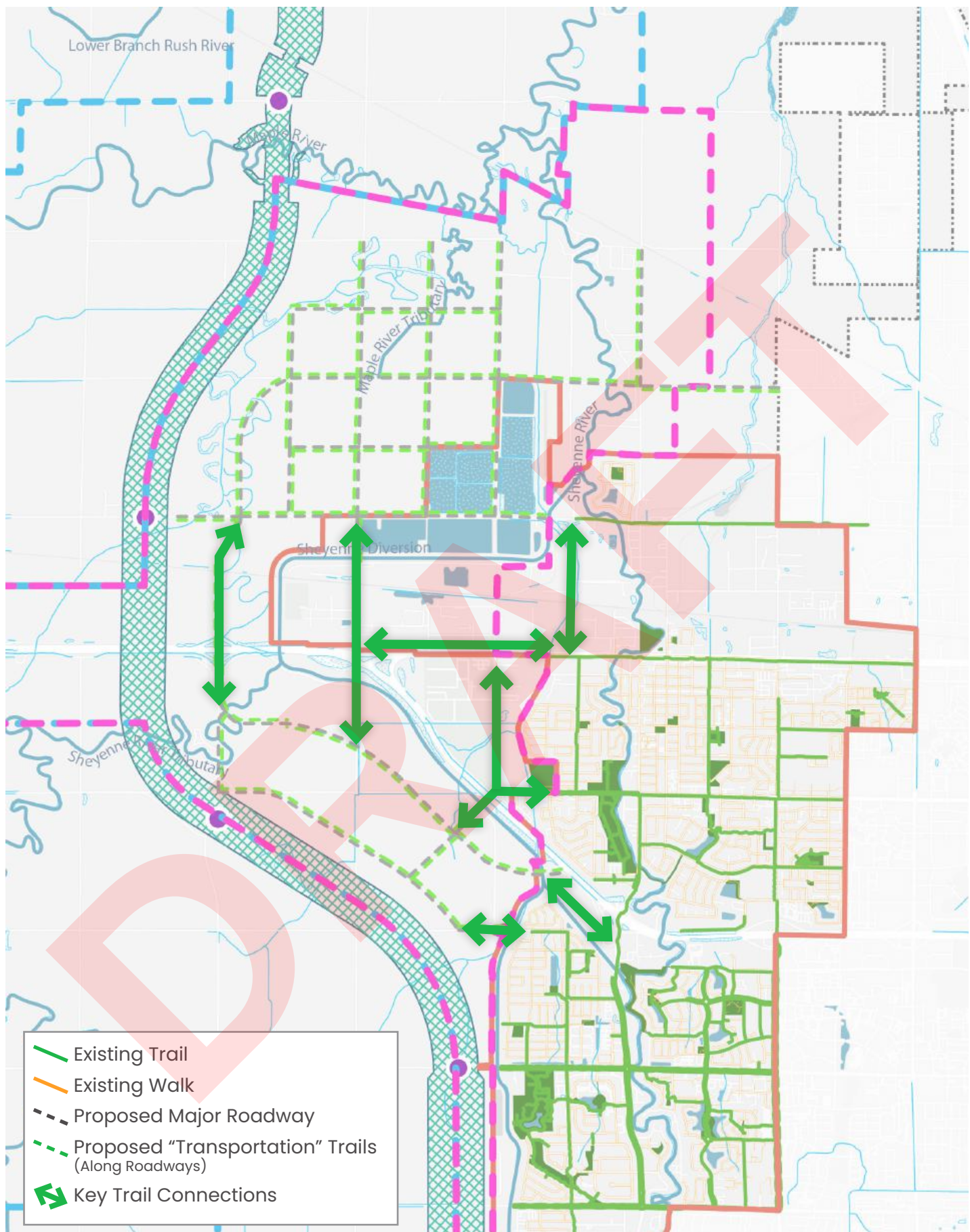


Figure 4.5 Trail Network Diagram



RIGHT-OF-WAY/ON-ROAD CONNECTIONS

Trails along existing or proposed roads are an efficient way to enhance or connect the trail network, particularly for those who use trails for transportation (vs. recreation). While the experience may not be as enjoyable, they are easier to construct and maintain. Care must be taken to ensure bicycle and pedestrian safety when they share a corridor with vehicular traffic. Additional roadway treatments may also be necessary at intersections.

Collector, Arterial, and Parkway roads should all incorporate paved trails. When preserving right-of-way during the development process, ensure there is adequate dimension to accommodate all vehicular and trail needs.

LOCAL OFF-ROAD CONNECTIONS

Trails that are not along roadways often make for a more enjoyable walking, running, and bicycling experience. They are also a safer option, especially for younger trail users who may not be as familiar with traffic laws and operations.

West Fargo already has an established pattern of layering in multiple, jointly beneficial uses to property. Many of the new neighborhoods have integrated trails and stormwater retention/treatment/conveyance. This pattern should be encouraged and continued with new development in the growth area. When property is being secured for trail use, it is important that the dimensions of the property have enough room for not just the trail, but also snow storage and maintenance.

There are also going to be opportunities for natural areas along smaller river, stream, and ditch sections that exist in the growth area today. These should be considered for future trail corridors.

DIVERSION LOOPS

FMCOG PLAN

As part of the diversion project, there was planning work done on a greenway trail along the diversion area. Funding shortfalls have to date made the plan difficult to implement, and it has not been built. The design of the diversion does allow for future construction of trail and amenities.

The existing Sheyenne Diversion will also provide an opportunity for trail connections. The Red River Diversion will reduce the water volumes in the Sheyenne Diversion, which may allow for other linear recreation to occur. Both of these opportunities are expected to be long term, as they are not yet funded, and no funding has been identified. Even in the long term, this initiative should be carried forward as a unique opportunity to create uninterrupted, four season recreational trails.

FUNDING, OWNERSHIP AND MAINTENANCE

It is not intended that the West Fargo Park District or the City would be responsible for funding or owning the diversion trails. These trails would be a regional/statewide draw, and as such, funding should be allocated from regional and statewide resources. The City and Park District both endorse the idea of these trails and would support their construction, but they are beyond the means of either entity to build and maintain.

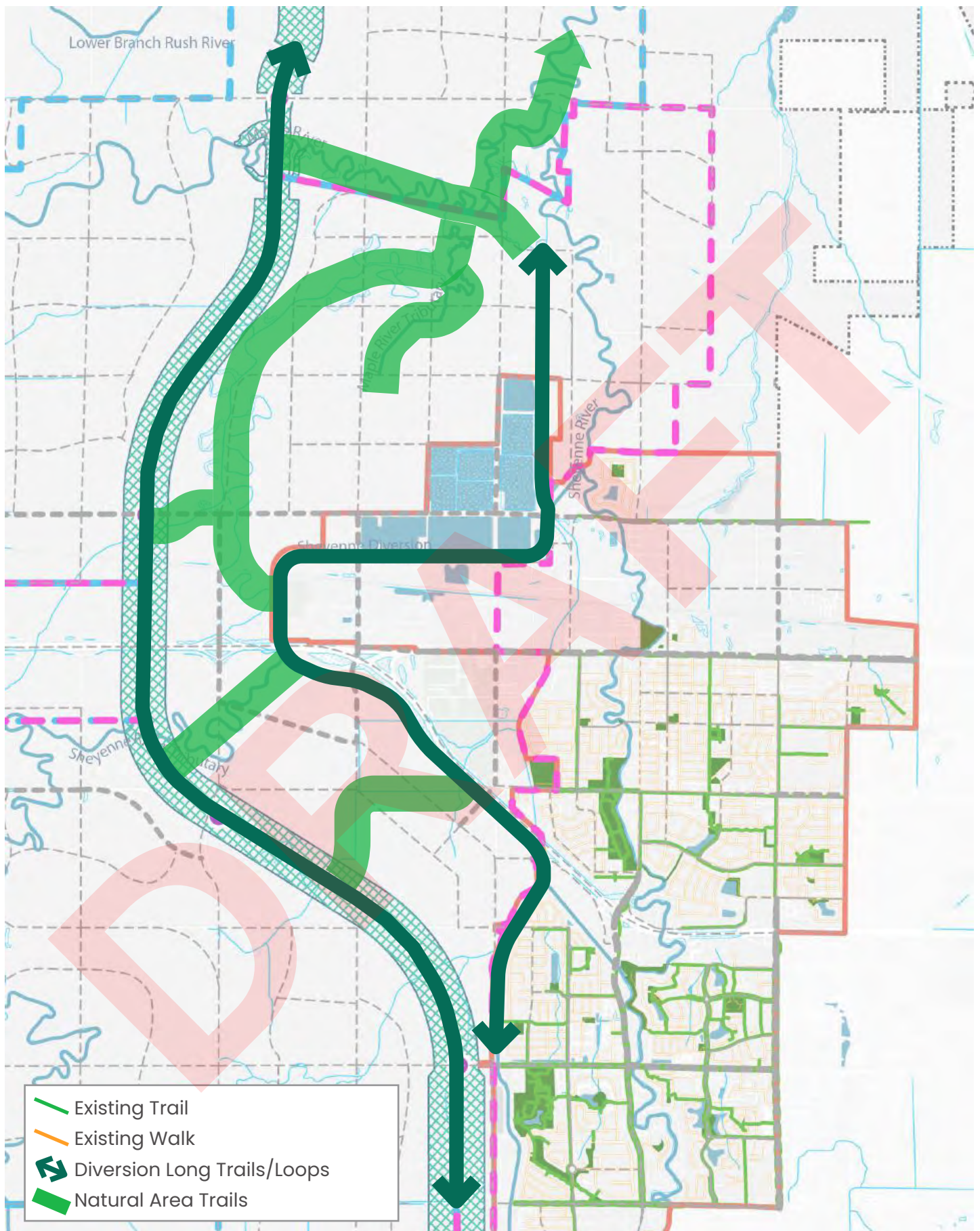


Figure 4.6 Trail Network Diagram

FUTURE OWNERSHIP CONSIDERATIONS

One of the issues with much of the trail network today is a patchwork of ownership. One trail segment may sit on City, Park District, residential, homeowners association, stormwater/drainage, and easement land. This makes it incredibly difficult to maintain the trails as responsibility is not always clear and not very efficient. It also creates confusion and lack of accountability when trails need to be replaced.

FUTURE MAINTENANCE CONSIDERATIONS

In addition to the ownership issues addressed above, it is important to consider how a trail will be maintained when accepting land. Some considerations for trail design to better support maintenance and function of the trail include:

8'-10' trail width, plus 4' minimum on either side of the trail. A preferred dimension would be 20' and no less than 16'. This is to allow for snow storage, reduce private encroachments, and give trail users buffer room if they go off the side of the trail.

A clear plowing plan that ensures there is adequate room for snow storage, and a clear pathway for a plow or brush truck to follow. This means no tight turns or dead ends. It also means providing "push through" routing where snow can be pushed into locations for storage without crossing into private property.



Figure 4.7 Avoid dead ends



Figure 4.8 Design logical plow routes



Figure 4.9 Ensure the property has room for snow storage on the sides and not just space for the trail surface itself

SYSTEM GROWTH

As the population grows, so too will the demands on the park system and the Park District. The following table provides an inventory of the existing parks and their features, and then extrapolates future need based on what it would take for the Park District to continue providing parks and features at the same rate based on population in the future.

	2025	Population Per	2050	Difference
Population	41,617		62,789	21,172
Total Parks	36	1,156	54	18
Neighborhood/Pocket Parks	24	1,734	36	12
Community Parks	12	3,468	18	6
Community Center (Not included in park count)	1			50% Increase in demand
Veterans Arena/ Indoor Rinks	1 Arena with 2 Rinks			50% Increase in demand
Playgrounds	31	1,342	47	16
Diamond Fields	18	2,312	27	9
Soccer Fields	12	3,468	18	6
Outdoor Ice Rinks	6	6,936	9	3
Pool	1			50% Increase in demand
Splash Pad	1			50% Increase in demand
Staffing FTE (Budget)	33	1,261	50	17
Total Budget (2025 Dollars)	\$15,308,480	\$368 per person	\$23,096,431	\$7,787,951

Table 4.1 Parks and population growth

The above table illustrates the need for additional parks that will be generated by population growth in West Fargo. Especially notable are an expected:

- 19 new parks
- 50% Increase in demand at community facilities like the Rustad Recreation Center, Veterans Pool, and Veterans Arena
- 16 new playgrounds (plus replacement of 31 current playgrounds over the next 25 years)
- 17 more FTE staff

When considering future fields, it is important to recognize that the West Fargo Park District's athletic facilities serve a wider population than just West Fargo Park District boundaries. Many teams and clubs are based on the school district's boundaries, meaning that some field demand is coming from outside the community. The below analysis looks at non-school fields across the school district in various cities. It determines the fields per capita for both diamond (baseball and softball) and rectangle (soccer, football, lacrosse). Projecting forward, the tables also illustrate the number of fields needed to maintain the current per capita rates.

	2025 Pop.	Percent	Diamond Fields	Percent	Change if based on pop	Rectangles	Percent	Change if Equal
Fargo*	35,152	41%	8	27%	4	2	14%	4
West Fargo	41,946	50%	18	60%	-3	12	86%	-5
Horace	5,089	6%	3	10%	-1	0	0%	1
Harwood	796	1%	1	3%	-1	0	0%	0
Reile's Acres	722	1%	0	0%	0	0	0%	0
Other	1,000	1%	0	0%	0	0	0%	0
Total	84,705		30			14		

*Includes the areas of Fargo within the West Fargo School District Boundaries

	Projected 2050 in WF District	Percent	Current Diamond Fields	To maintain current ratio 1/2823	Change Needed	Current Rectangle Fields	To maintain current ratio 1/6050	Change Needed
Fargo*	57,577	42%	8	20	12	2	10	8
West Fargo	62,789	46%	18	22	4	12	10	-2
Horace	13,615	10%	3	5	2	0	2	2
Harwood	1,195	1%	1	0.4	-1	0	0	0
Reile's Acres	1,220	1%	0	0.4	0	0	0	0
Other	500	0%	0	0	0	0	0	0
Total	136,896		30	48	18	14	23	9

*Includes the areas of Fargo within the West Fargo School District Boundaries

Table 4.2 Athletic fields comparison data



STRATEGY FOR FUNDING

DEDICATION

Park dedication is the mechanism by which a community can collect land and funds from a developer or someone else subdividing their land. Because the subdivision will increase the demand put upon the park system, Cities are allowed to collect land or fee to offset that impact. Funds must be spent on new or expanded park features (not maintenance or replacement) and there must be a connection (“nexus”) between the new development and where the funds are spent. This can include nearby neighborhood parks or parks meant to serve the entire community, but not neighborhood parks on the other side of West Fargo. In instances where a public park already exists, serving a new neighborhood, the emphasis should be on cash in lieu of land dedication. The City and Park District should avoid taking land that is not needed or that doubles up existing services. These properties require maintenance and eventual replacement and that can become an unneeded financial burden on the Park District and City.

Park dedication is the primary method for acquiring the land used for parks. Funds can also go towards design and construction of features in the park. When the City and Park District agree to accept land to fulfill park dedication requirements, it is important to make sure the land is useable for active recreation purposes. These requirements are further described in the Neighborhood Park section in this chapter.

GENERAL FUND

As the current park system ages, there will be more spending on replacement of existing features. This process has started in the older neighborhoods north of Interstate 94, and will be a growing expenditure as many of the newer neighborhoods south of the freeway age. Replacements will put an additional burden on the General Fund at the same time the City is growing to the west.

PROPERTY TAXES

Property taxes are the single largest source of funds for the Park District. The District has been cognizant of keeping tax rates low in past years and plans to continue this into the future. Funding from property taxes will continue to grow as there are more homes built and contributing. Property taxes can support the replacement of existing parks across the City.

SPECIAL ASSESSMENTS

Special Assessments are used by the Park District to pay for improvements that serve certain parts of the community. A neighborhood may be assessed for the buildout or replacements in their local park. The people paying the assessment should be the ones benefiting from the project. In new subdivisions, this has lead to situations where the level of a special assessment sets the expectations for quality and type of features in a park. It is important that the Park District maintains a baseline level for all parks, so that they are not left with sub-standard facilities requiring extra maintenance or frequent replacements in the future.

OTHER SOURCES

In addition to dedication, property taxes, and assessments, the Park District is able to utilize other sources to supplement their operations and other work.

COST RECOVERY

The Park District currently recoups some of the expenditures through cost recovery. These are fees collected through facility rentals, entry fees, and registrations for programming. By collecting these fees, the Park District's dollars go further and they can offer facilities and programs that they would not otherwise be able to provide.

INTERGOVERNMENTAL REVENUE

The West Fargo Park District receives funding from other governmental entities. This includes grant funds from the state, transfers from the City/County/School District, and other sources.

DONATIONS

The Park District is supported by the West Fargo Parks & Recreation Foundation. The foundation is a non-profit partner to the Park District that can facilitate and encourage donations and other gifts for the betterment of parks in West Fargo.

USES OF FUNDS

Currently, most of the Park District's funds are allocated to capital improvements and debt service, which is paying bonds that went to capital improvements like the Rustad Center and new park features.

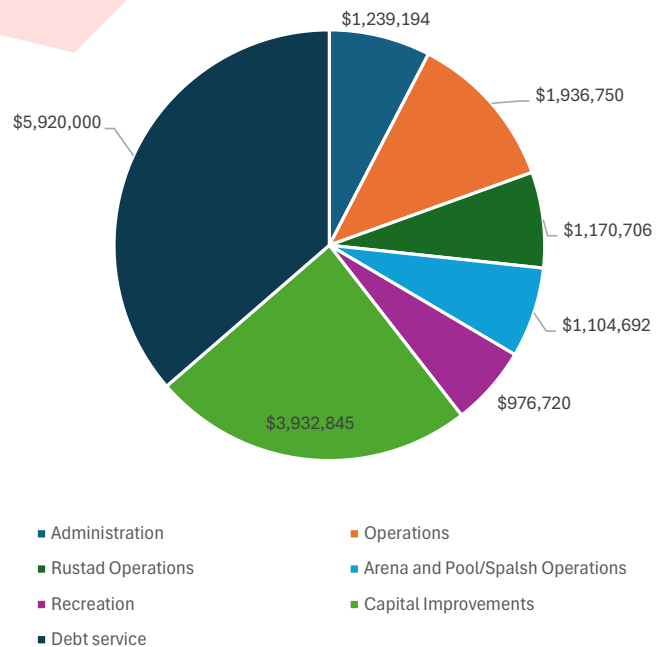


Figure 4.10 Use of Funds

STRATEGY FOR MAINTENANCE

While new parks may come from park dedication through the development process, maintaining them over the long term is a vital part of ensuring the park system remains a key community asset.

The Park District has already recognized the ongoing costs of maintaining the park system that exists today. Adding more parks will continue to increase staffing and equipment needs for the Park District. In order to ensure a financially sustainable park system for the future, the Park District will incorporate the strategies discussed below.

HIGH QUALITY MATERIALS AND DESIGNS

As noted above, when a new park is developed, it is often done through park dedication and special assessments on the new neighborhood. There may be an incentive for developers to focus on the “day one” appeal of the park. It is important that the City and the Park District require parks that are designed for maintainability and use reputable, commercial grade equipment for playgrounds, shelters, athletics, and site furnishings. These need to provide long lifespans under high-volume public use and meet stringent safety requirements. The Park District should continue to monitor existing equipment and if certain brands or types require more maintenance or more frequent replacement, they should not be accepted or included in future designs. Similarly, land that is accepted for park dedication should be easy to maintain. This means:

- Well defined access for maintenance vehicles and public safety vehicles
- Not accepting areas that are not well suited to long term development (i.e. likely to flood, poor soils, etc.)
- Not accepting areas that are difficult to police or ensure a safe park experience (no clear access, poor visibility, etc.)

ASSET MANAGEMENT

The Park District will integrate asset management into the park system for CIP planning and maintenance. There are programs like Cartegraph that can be utilized, or the District can develop their own tool to keep track of capital assets in the system. Understanding the value of the current parks and features, and the costs associated with maintaining and replacing them is exceptionally helpful as the District goes through Capital Investment Planning and sets operations budgets. It also helps address maintenance issues before they fail which can extend the lifespan of some features.



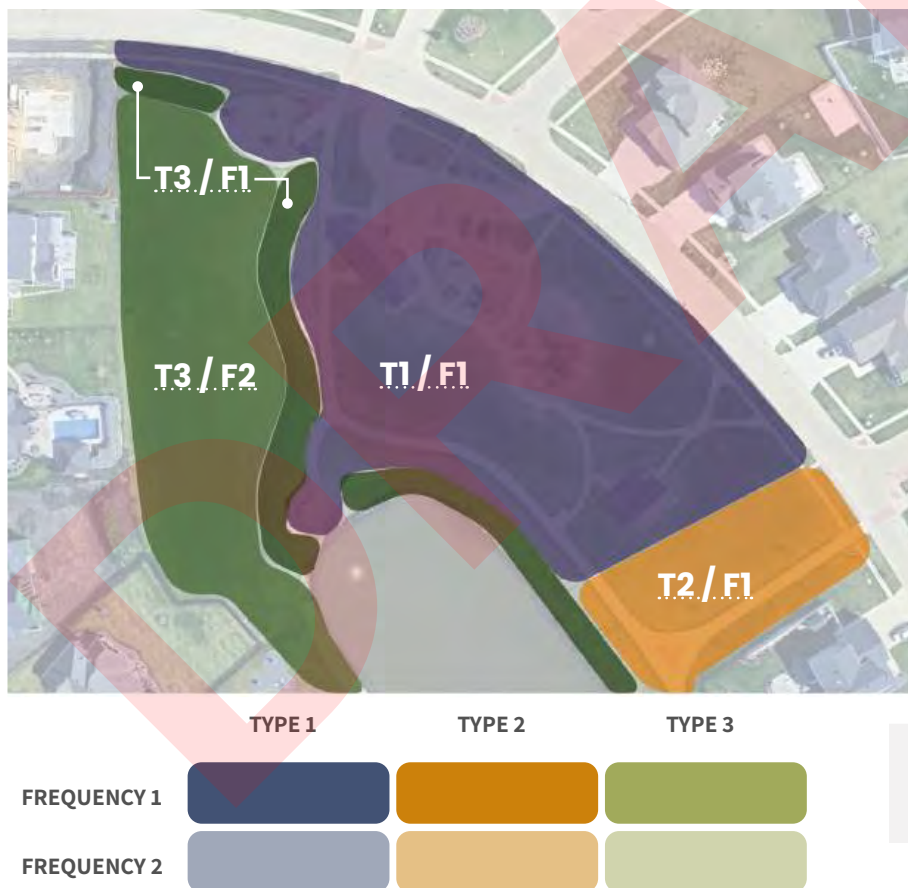
BALANCING LAND WITH FINANCIAL OBLIGATIONS AND BUILDOUT

Before accepting land or building out a park facility, the Park District should evaluate its financial capacity to take on more land, maintenance, and long term replacement obligations. In areas where walkable parks already exist in adjacent neighborhoods, the Park District should prioritize cash in lieu of land, rather than building more parks with overlapping service areas. Funds collected can either be spent in the same area, or on community scale facilities that will serve the entire park district including the new developments.

CONSIDER AND PLAN FOR DIFFERENT MAINTENANCE REGIMES IN DIFFERENT PARKS

Most of West Fargo's parkland is maintained at a similar standard. There may be opportunities to prioritize maintenance in certain areas, while shifting to an "as-needed" approach in other areas. The Park District will also explore naturalization of some areas and edges that could help reduce the maintenance demands of mowing all of the parkland. While prairie restorations and shoreland naturalization projects are not "maintenance free" as sometimes claimed, once established, they do require less maintenance and inputs than a typical park lawn, and can have improved ecological benefits including improved water quality and habitat.

One approach is to assign all parts of the park system a type and frequency for maintaining the parks.



PARK AREA TYPE

TYPE 1 - High profile areas with intensive public use that are highly visible.

TYPE 2 - Areas with medium to moderate public use.

TYPE 3 - Areas with low public use intended to remain naturalistic in character.

PARK SERVICE FREQUENCY

FREQUENCY 1 - Maintenance and monitoring tasks happen on a regular basis (weekly, monthly).

FREQUENCY 2 - Maintenance and monitoring tasks happen on a yearly basis or in response to a request (on-demand).

Figure 4.11 Park Types Diagram

STRATEGY FOR PARTNERSHIPS

The Park District understands that more can be done through partnership than by trying to provide all recreation for all residents.

PARTNERSHIPS WITH THE STATE/ FMCOG

The West Fargo Park District is not structured or funded to provide large scale, regional recreation for people from across the Fargo Moorhead Area. Big ideas like the Fargo-Moorhead Greenway on the Red River diversion would be transformative for recreation in the area, connecting multiple cities, providing a highly sought after trail network, and layering uses into existing publicly owned land. Similarly, there are not any North Dakota state parks near the Fargo Moorhead area. There may be opportunities to develop facilities at the edges of the growth area. The Park District is not able to bring these ideas to reality, but would enthusiastically support a regional or state led approach to developing large recreation offerings.

PARTNERSHIPS WITH THE SCHOOL DISTRICT

The Park District and School District often provide similar facilities (such as indoor ice, courts, and athletic fields). There is an opportunity for collaboration between these two entities so that there is not duplication of services. Challenges to creating partnerships include differing interests and priorities about use, different funding mechanisms for development of facilities, and different boundaries for the School and Park District. This can lead to discrepancies where park users are coming from outside the Park District boundaries. Any joint powers agreement must build on shared goals between the two entities, while clearly outlining funding, maintenance, replacement, use priorities, and user groups across boundaries.

PARTNERSHIPS WITH THE CITY

Currently the City and Park District work together when developments are proposed in the community to provide direction on park dedication and special assessments. The District and City should continue to collaborate to ensure parkland that is dedicated and built out will serve the residents of West Fargo.

PARTNERSHIPS WITH THE DIVERSION AUTHORITY

The Metro Flood Diversion Authority (MFDA) can be a partner in the land and development of trails along the corridor.

The MFDA also acquired extra acreage in the process of securing land for the diversion. MFDA member entities have right of first refusal to acquire the land from the MFDA. The Park District and City may consider land that becomes available for future public use and parkland.

PARTNERSHIPS WITH WATER RESOURCE DISTRICTS

Often there is an opportunity to layer trail corridors into drainageways when new neighborhoods are developed. The Park District should continue to coordinate on topics such as maintenance, land ownership, and planning for trail corridors. The Southeast WRD, Rush River WRD, and Maple River WRD all have jurisdiction in parts of the growth area and the Park District should be reaching out to all three to layer parks and trail corridors into the land needed to facilitate stormwater management.

PARTNERSHIPS FOR TRAIL CONNECTIONS

Trail corridors are difficult to develop as a single entity. Trail systems will be more complete and offer better connections if they are developed as a partnership with public entities. This may include right-of-way owned by the City, Cass County, or the State. Trails could occur on property along drainageways owned by various Water Resource Districts. Parks and Schools are both destinations for trail users, and helpful connections. The Red River and Sheyenne River diversions create incredible opportunities for trail corridors with minimal crossings or obstructions. Coordinating all these entities is no small task, but the potential benefit is enormous. Creating a cohesive network will require buy in from each group and taking action at appropriate times. The Park District should advocate on behalf of the trail network and ensure the conversation is being addressed in instances such as subdivision/site plan review, dedication, and funding conversations.



TRANSPORTATION

TRANSPORTATION NETWORK

OVERALL GROWTH AREA TRANSPORTATION NETWORK

The transportation system for the West Fargo Growth Area Plan was developed by referencing the recommendations from the previously completed Fargo 2050 Metropolitan Transportation Plan (MTP), the Northwest Transportation Plan, the West 94 Transportation Plan, and the Fargo/West Fargo Access Plan. These recommended transportation routes are blended with desired land use patterns to help inform critical large-scale infrastructure investments (i.e., future interchanges, grade-separated crossings of the rail line, and bridges over the FM and Sheyenne Diversions).

These past planning documents, blended with this plan's land use and infrastructure planning provided the framework for determining the corridor type that would best serve the planned development in the Growth Area. The West Fargo Growth Area Future Streets Map (Figure 5.1) highlights the network of arterial and collector roadways and serves as the future streets map for the West Fargo Growth Area pursuant to the North Dakota Century Code (NDCC) Chapter 40-48.



Northwest
Transportation
Plan

West 94
Transportation
Plan



Fargo 2050 Metropolitan
Transportation Plan (MPT)

PRECEDENT IMAGERY:



4-6 Lane Roadways



Mixed Use Arterials



2-3 Lane Collector Roadways



Improved At-Grade Railway Crossings



Grade Separated Trail Crossings

North of I-94, commercial and mixed-use arterials would be extended along 12th Ave NW and 19th Ave NW. These are ultimately four or six lane roadways with 150 to 175 feet of right of way. Mixed-use arterials were implemented in both the Southwest and North of I-94 growth areas. These would develop to three to five lane roadways. Like commercial arterials, they require 150 to 200 feet of right of way. Collector roadways increase connectivity between the residential, commercial, industrial, and business areas. These are two or three lane roadways, with the three-lane having a shared left turning lane. There are opportunities for on-street parking and bike lanes with this roadway classification. Collectors typically require 80 to 100 feet of right of way.

Roadway improvements in the growth area North of I-94 will mainly be turning gravel section line roads into paved arterials and collectors. One area of focus will be continuing 38th St NW from the Raymond interchange to 19th Ave NW. Since the FM diversion curves to the northeast adjacent to 38th St NW, the roadway will need to curve as well. Protecting this road right-of-way will be crucial during land development in this area.

Additionally, improving the railroad crossing north of the Raymond interchange will be vital to connecting the growth area node of 19th Ave NW and 26th St NW. Another challenging area during the development of this area will be crossing the Sheyenne diversion south of 12th Ave NW along 26th St NW. There will also be a railroad crossing that will need to be considered as traffic counts continue to rise along the corridor.

Unlike the growth area to the north, the area southwest of I-94 will mostly be new corridors, not following the existing gravel roads. The spine road and collector that parallels the FM diversion will both need the right-of-way protected during the development in this area. Additionally, planning for the interchange connecting 13th Ave W to the spine road should be considered before land development is approved.

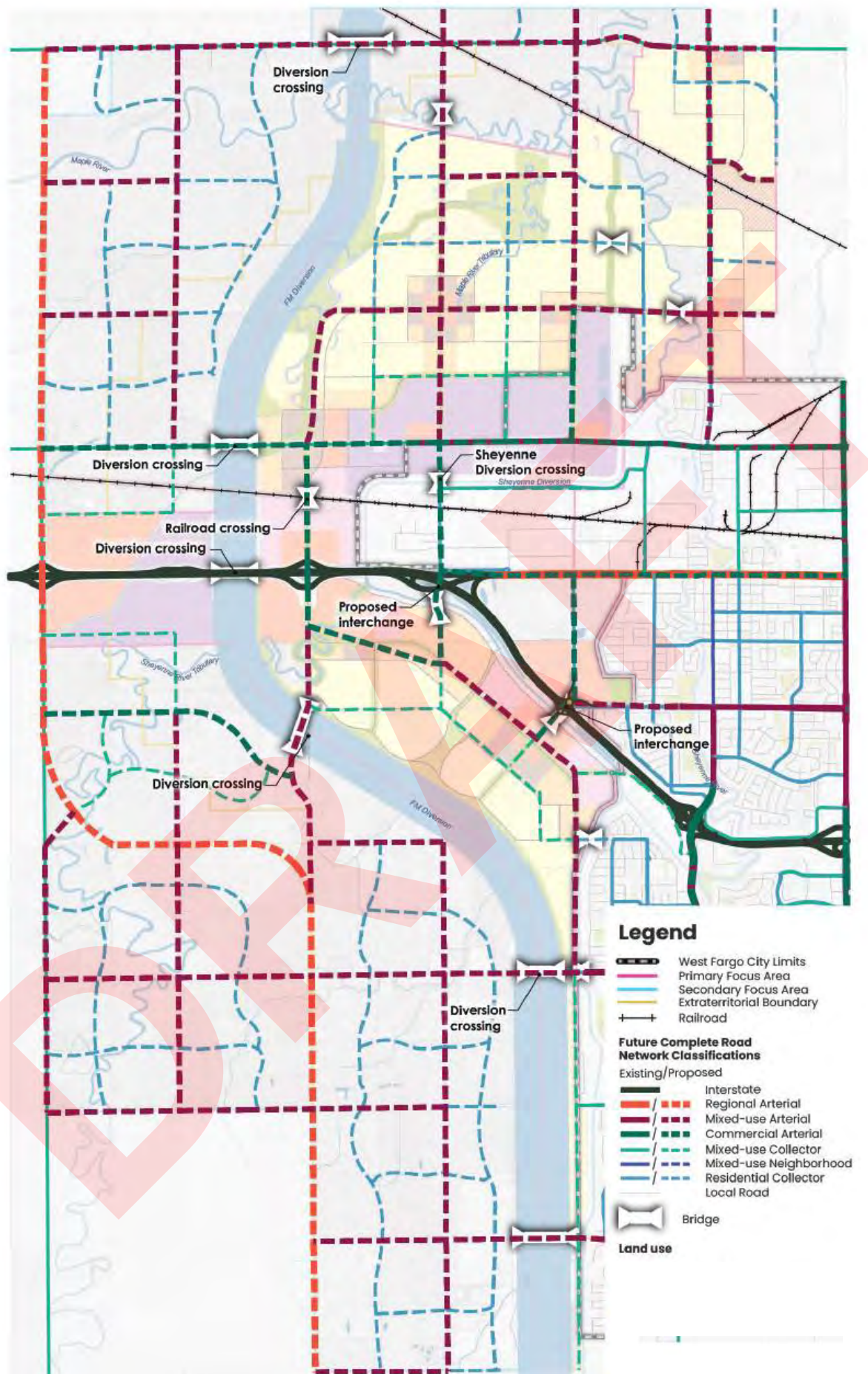


Figure 5.1 West Fargo Growth Area Future Streets Map



PRIMARY GROWTH AREA TRANSPORTATION NETWORK

For the primary growth area (where growth is anticipated over the next 25 years), commercial arterials are envisioned on 12th Ave NW along with a small section of 19th Ave NW. These are four or six lane roadways with a raised median dividing them. This raised median will be transitioned into left turning lanes at key intersections along the corridor. They require 150 to 175 feet of right of way, depending on existing right-of-way (ROW) along the roadway.

Mixed-use arterials were implemented in both the Southwest and North of I-94 growth areas. These are three and five lane sections with a shared left turning lane. Like commercial arterials, they require 150 to 175 feet of ROW depending on the existing conditions. Collectors were used throughout the growth area, increasing connectivity between the residential, commercial, industrial, and business areas. These are two or three lane roadways, with the three-lane having a shared use left turning lane. There are opportunities for on street parking and bike lanes with this roadway classification. Collectors typically require 100' of right of way. (See Figure 5.2)

ROADWAY CLASSIFICATION	LANES	RIGHT OF WAY	TRAFFIC SIGNALS	UNSIGNED FULL ACCESS	3/4 OR RIGHT-IN-RIGHT-OUT	DRIVEWAYS
Regional Arterial	4	200+	1/2 Mile	None	1-4 Mile	None
Commercial Arterial	4-6	150-200	1/4 Mile	None	400	None
Mixed-Use Arterial	3-5	150-200	600-800	300-400	200	None
Mixed-Use Collector	2-3	100-150	None	300-400	None	200
Residential Collector	2	100-150	None	300-400	None	50-100

Table 5.1 Table with Roadway Type, right-of-way allocations, typical section, access guidelines

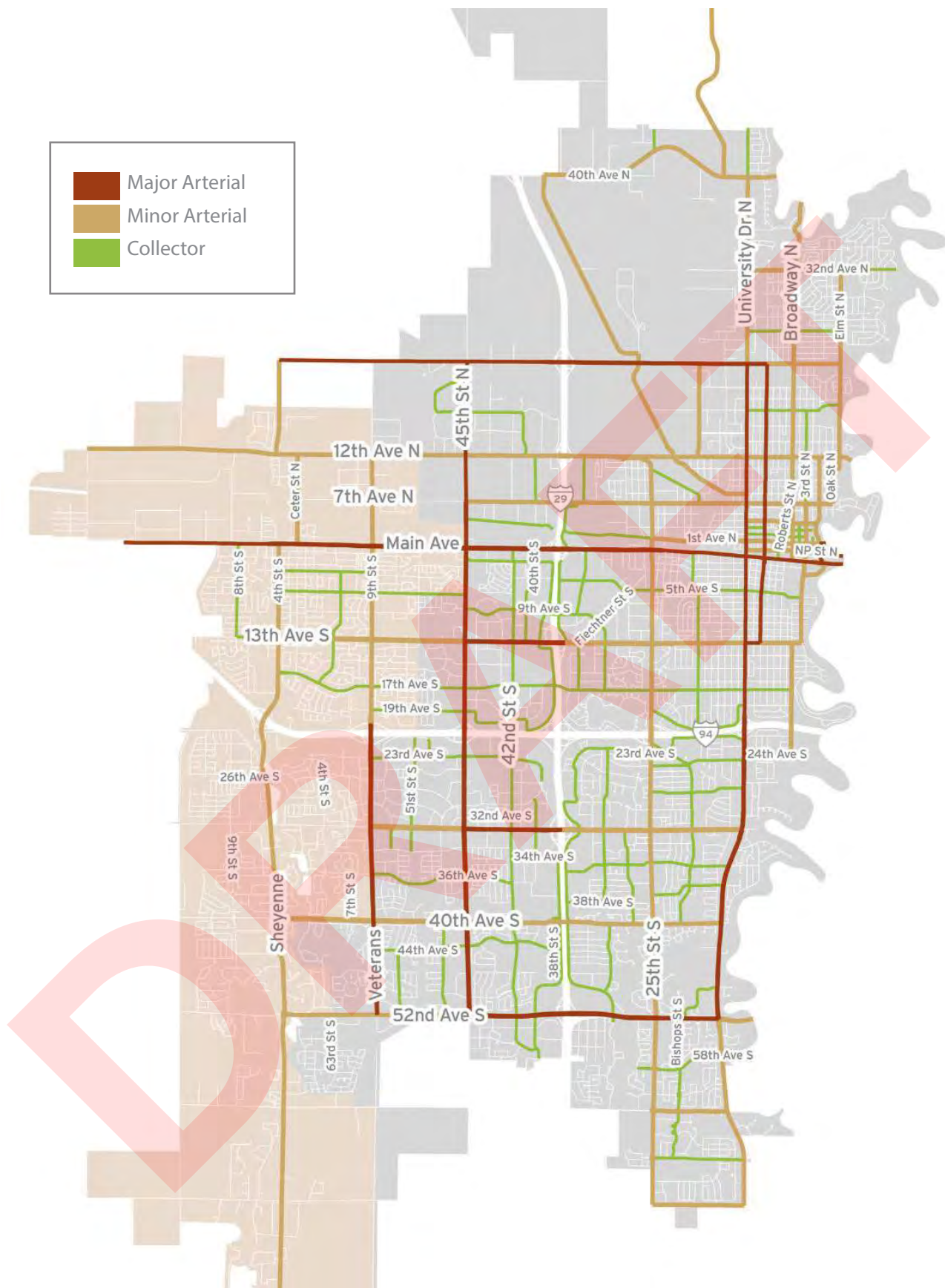


Figure 5.2 Roadway Classification (source: West Fargo Parking and Access Study)

ACCESS MANAGEMENT POLICY FOR ARTERIAL AND COLLECTOR ROADWAYS

The City should establish a clear access management policy to preserve the long-term capacity, safety, and efficiency of major transportation corridors. As the community grows, unmanaged access points and closely spaced intersections can reduce roadway performance, increase congestion, and create safety conflicts. Establishing consistent spacing standards and subdivision requirements will help guide development while protecting the function of arterial and collector roadways in West Fargo (see table 8.1).



CORRIDOR FUNCTION AND ACCESS SPACING

Arterial and collector roadways serve different roles in the transportation system and should be managed accordingly. Arterial roadways are intended to carry higher traffic volumes and provide mobility across the community. Direct access should be limited, with intersections typically spaced approximately $\frac{1}{2}$ mile apart where possible. In areas of higher development intensity, intersection spacing may be reduced to approximately $\frac{1}{4}$ mile, while private driveway access should be minimized and consolidated.

Collector roadways distribute traffic between local streets and arterials. Intersection spacing on collector roads should generally occur at approximately $\frac{1}{4}$ mile intervals, with limited driveway access and coordinated connections between developments. Local streets should connect to collectors rather than directly to arterials whenever feasible.



SUBDIVISION CONNECTIVITY REQUIREMENTS

To operationalize access management policies, the City should update its subdivision ordinance to require subdivision street networks that align with planned collector corridors and support future arterial intersection spacing. New developments should be designed to connect with adjacent properties and planned roadway extensions so that future intersections occur at appropriate intervals rather than being determined by individual development proposals.

Subdivision regulations should also encourage shared access, internal circulation between adjacent developments, and frontage or parallel streets along major corridors. These measures reduce the number of direct access points onto arterial roadways and improve corridor safety and efficiency.

CORRIDOR EVOLUTION AND LANE EXPANSION

Major roadways in developing areas often transition over time as traffic volumes increase. Arterial corridors may initially be constructed as three-lane roadways (two through lanes with a center turn lane) and later expand to four-lane or six-lane divided facilities as demand grows. Access management policies should anticipate these future expansions by reserving adequate right-of-way, limiting direct access points, and ensuring intersection spacing supports higher-capacity roadway designs.



LANDSCAPE BUFFERS AND LAND USE TRANSITIONS

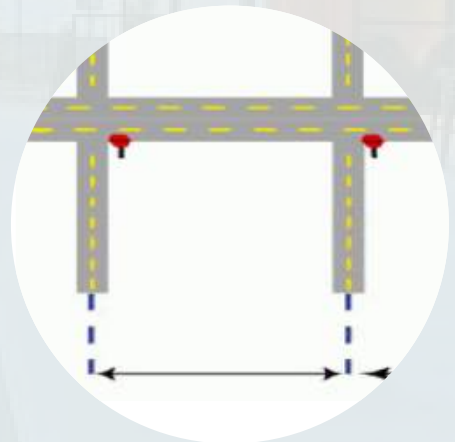
Major corridors frequently serve as boundaries between different land uses. Subdivision and zoning regulations should incorporate landscape buffering requirements along arterial and collector roadways, particularly where residential areas are located adjacent to commercial or industrial uses. These buffers can include landscaped setbacks, berms, fencing, or vegetation to reduce noise, improve visual quality, and create a more compatible transition between land uses.



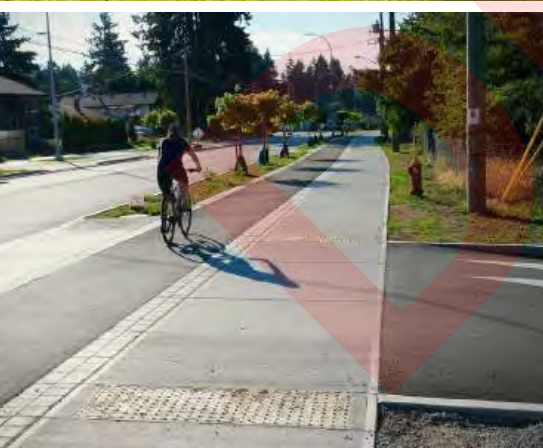
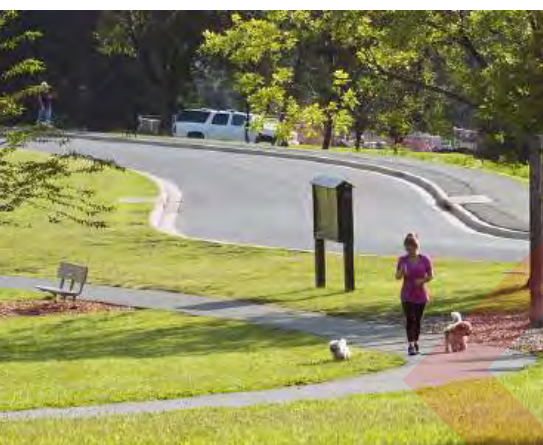
ORDINANCE IMPLEMENTATION

To implement these policies, the City should consider updating its subdivision ordinance to:

- Establish minimum intersection spacing standards for arterial and collector roadways.
- Require subdivision street layouts that preserve future collector connections and arterial intersection spacing.
- Encourage shared driveways and cross-access between adjacent developments along major corridors.
- Require frontage roads or parallel access streets where appropriate along arterials.
- Reserve adequate right-of-way to accommodate future roadway expansion.
- Include landscape buffering standards along major corridors where incompatible land uses occur.



These updates would provide clearer guidance to developers while ensuring that roadway corridors function safely and efficiently as the community continues to grow.



LOCAL ROADS

Local streets should be designed to create a connected street network that supports efficient movement within neighborhoods and provides logical connections to collector streets. Subdivisions should promote connectivity between adjacent developments, neighborhoods, parks, schools, and other local destinations to improve accessibility and distribute traffic more evenly throughout the street system.

Future subdivision regulations should encourage interconnected street patterns and limit the use of cul-de-sacs where practical. While cul-de-sacs may be appropriate in areas with environmental constraints, irregular site conditions, or other design limitations, they should generally be avoided when they reduce connectivity or create barriers to future street extensions. Where cul-de-sacs are used, opportunities for pedestrian or trail connections should be considered to maintain neighborhood connectivity.

TRAIL NETWORK INTEGRATION

The City should establish clear guidance for how off-street trails are planned and constructed as development occurs. Off-street trails should be located to support the community's planned trail network, with priority given to connections between parks, schools, neighborhoods, commercial areas, and major community destinations. Trails should also be considered along drainage corridors, greenways, and major roadway corridors where they can provide safe and continuous non-motorized travel routes. Ownership and maintenance of trail segments should be consistent, rather than the current situation where a single segment may be on City, Park District, Private, Stormwater, and/or Eased land. For the purposes of maintenance, ensure that dedicated trail corridors are wide enough to accommodate the trail, as well as a minimum of four feet on each side to store snow and allow for reaction zones before entering private property. It is also important that the trail corridors be designed to be plowed or brushed in a logical manner. This means having a place to push snow to and staying away from sharp turns and dead ends. Further study on the design and integration of stormwater, transportation, and park/trail facilities should be conducted by the City of West Fargo and the West Fargo Parks District.

During subdivision and site development review, the City may require developers to construct segments of off-street trails or provide easements when a planned trail corridor crosses or borders the property. Right-of-way or easement dedication for trails may be required when necessary to complete a planned trail connection, provide access between neighborhoods and public destinations, or preserve a corridor identified in the City's trail or park plans. This approach helps ensure that the trail network is built incrementally as development occurs while maintaining connectivity across the community.

RIGHT-OF-WAY DEDICATION

Right-of-way (ROW) dedication is the process of setting aside land for public streets during the subdivision and platting process. Under North Dakota Century Code Chapter 40-48, cities may require developers to dedicate land for streets when property is subdivided to ensure adequate space for current and future transportation needs.

Major roadways, such as arterials, are usually identified in advance and their locations are more clearly defined, often aligned with section lines. However, some future arterial streets will not follow traditional section line street alignments, such as the “Spine Road” in the SW 94 area. These locations are generally shown on the streets master plan, but the City of West Fargo will need to establish exact locations for these roads at some point in the future. Collector streets may be identified more generally and can be adjusted during the development process to better fit the design of individual projects and site conditions.

Collector streets should be located to provide efficient connections between local streets and arterial roadways while supporting a well-connected street network. Their alignment should consider surrounding land uses, site conditions, and future development patterns to ensure safe traffic flow and appropriate access. Collector roads should also be designed to accommodate multimodal travel, provide adequate sight distance and intersection spacing, and ensure sufficient right-of-way for roadway, utilities, drainage, and pedestrian facilities.



Pedestrian Facilities



Wayfinding for vehicles and Pedestrians



Multi-modal Design Example for Collector Streets

STREET MAINTENANCE

The responsibility of preserving and maintaining the transportation network will be primarily assigned to the City's Public Works Department. As new streets are built, existing roadways are improved, and county roadways are transferred to city jurisdiction, the resources needed for this effort will continue to increase.

The City Engineer is charged with developing a Routine Street Maintenance Plan according to city ordinance, and should coordinate this effort with Public Works. This plan should outline the scope, schedule, and budget for routine and periodic work.

Routine and periodic work is often referred to as preventive maintenance. It is a proactive strategy for extending the life of the roadway by applying cost-effective treatments before significant damage occurs. Routine maintenance includes work types that should be anticipated, budgeted, and scheduled on a recurring (weekly, monthly, or annual) basis. Periodic repairs are more intense and less frequent repairs, which should be planned several years in advance. Periodic repairs may be required every 5-15 years, depending on the repair type. Emergency repairs required by unscheduled events, such as water main breaks, should also be anticipated and budgeted within the plan.

MAINTENANCE:

- Pavement marking and signing replacements
- Street sweeping and drain clearing
- Street light and traffic signal repairs
- Streetscape maintenance & weed control

NEW/RECONSTRUCT:

- Asphalt resurfacing, mill & overlay
- Concrete pavement repairs
- Bridge repairs
- Sidewalk/path improvements
- Major sign replacements and traffic signal upgrades
- New construction/roadway expansion

EMERGENCY REPAIRS:

- Water main breaks
- Pavement blow-ups or sinkholes
- Accident repairs
- Street light and traffic signal malfunction

The maintenance plan should consider short-range and long-range planning efforts. The short-range plan should identify routine maintenance activities, periodic repairs needed within the next 5 years, and the anticipated budget for emergency repairs.

Long-range planning should be included to identify periodic repairs that will be required within the next 5-20 years. Annual updates will be needed to reflect changes in projects, budget, or schedule, and new routes should be added to the plan. Additionally, an annual collection and review of data should be conducted to analyze changes in pavement condition, budget vs. spending, etc. This will promote a data-driven process to update and implement the plan.

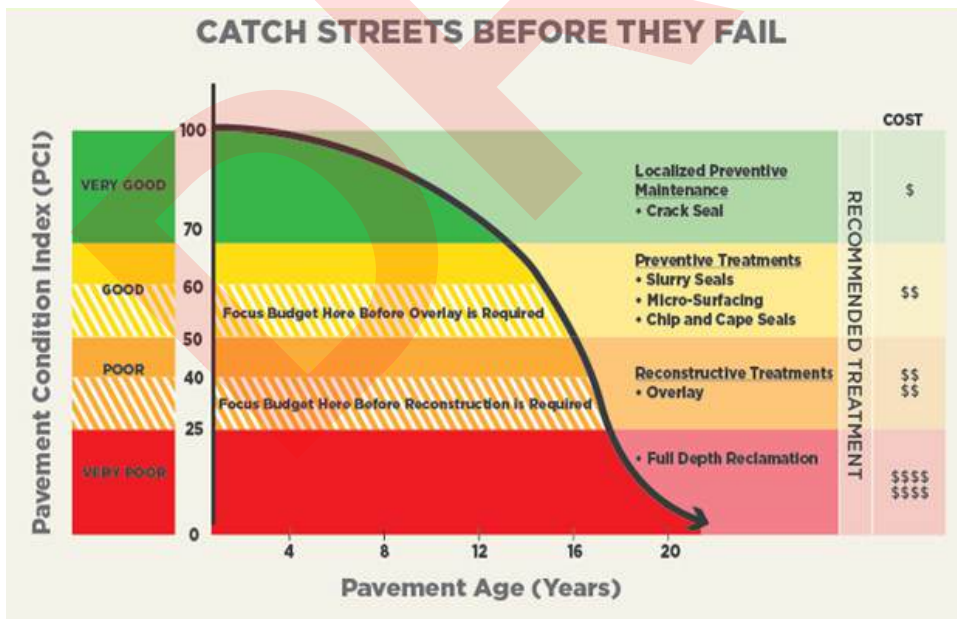


Figure 5.3 Pavement Preservation Illustration (credit:elkgrove.gov)

UTILITIES & INFRASTRUCTURE

SANITARY SEWER

Sanitary sewer services will be provided by the extension of the force main and lift station network with an ultimate connection to the city of Fargo. Development east of the Sheyenne River can connect directly to the City of Fargo, the lagoon properties and areas in the northwest will need to connect through SA-40 with equalization ponds to divide capacity in the short-term. Ultimately, the city will implement a network of lift stations at roughly ½ mile intervals. Sanitary sewer will extend west along 12th Ave, head south along the Sheyenne Diversion, and ultimately service the SW 94 area (see figure 6.1).

Sanitary sewer service will be provided to all growth areas via the construction of new lift stations, gravity sewers, and force mains that will connect to the existing City sanitary system with an ultimate connection to the City of Fargo. The City is currently transitioning from utilizing stabilization ponds to pumping all wastewater to the City of Fargo for treatment. The existing master lift station, SA-40, and several other portions of sanitary infrastructure are already at capacity, thus, infrastructure projects will need to be completed to expand capacity at existing facilities and in order connect the new developments to the wastewater collection system. Development east of the Sheyenne River

can connect directly to the City of Fargo and the property encompassing the existing lagoons and northwest growth areas will connect through SA-40 utilizing equalization ponds to divide capacity in the short-term. Approximately 30 to 40 acres of the existing stabilization ponds will remain as equalization basins to accommodate peak flows from new and existing developments before being pumped to Fargo.

Ultimately, the City will implement a network of lift stations at roughly ½ mile intervals to service future growth areas. Sanitary sewer will extend west along 12th Avenue, head south along the West Fargo Diversion, and ultimately service the Southwest 94 area. The City of Mapleton is constructing a 14-inch force main to convey existing and future wastewater flows to the City, with the project being completed in 2027. A portion of the force main overlaps with the growth areas and could provide service to areas that have the potential to develop soon. To convey both Mapleton and West Fargo wastewater flows, the force main size will need to be increased to a 24-inch diameter pipe. The upsizing of this shared force main would be the first step of many infrastructure upgrades allowing for growth area development in West Fargo.

WATER SERVICE

Water service will be provided by Cass Rural Water Users District and coordination will be needed with them to provide water service to the development areas as they occur. There are no concerns from Cass Rural Water about supplying water to the growth area, but more refined planning will be needed to water infrastructure planning to ensure adequate storage and flows for intended uses.

Currently, the City of West Fargo has numerous agreements in place with Cass Rural Water for existing development within both jurisdictions.

Additionally, the most recent Water Purchase Agreement notes that “The Parties agree and acknowledge that they will enter into future Water Service Cooperation Agreements for new developments located within the City’s municipal or extraterritorial boundaries but also within the District’s service area boundaries.”

As it relates to the “City Water Service Area Plan” described in North Dakota Century Code § 61-35-26.2, the City’s existing Water Purchase Agreement may check many of the necessary boxes for future planning and cooperation between the City and Cass Rural Water.

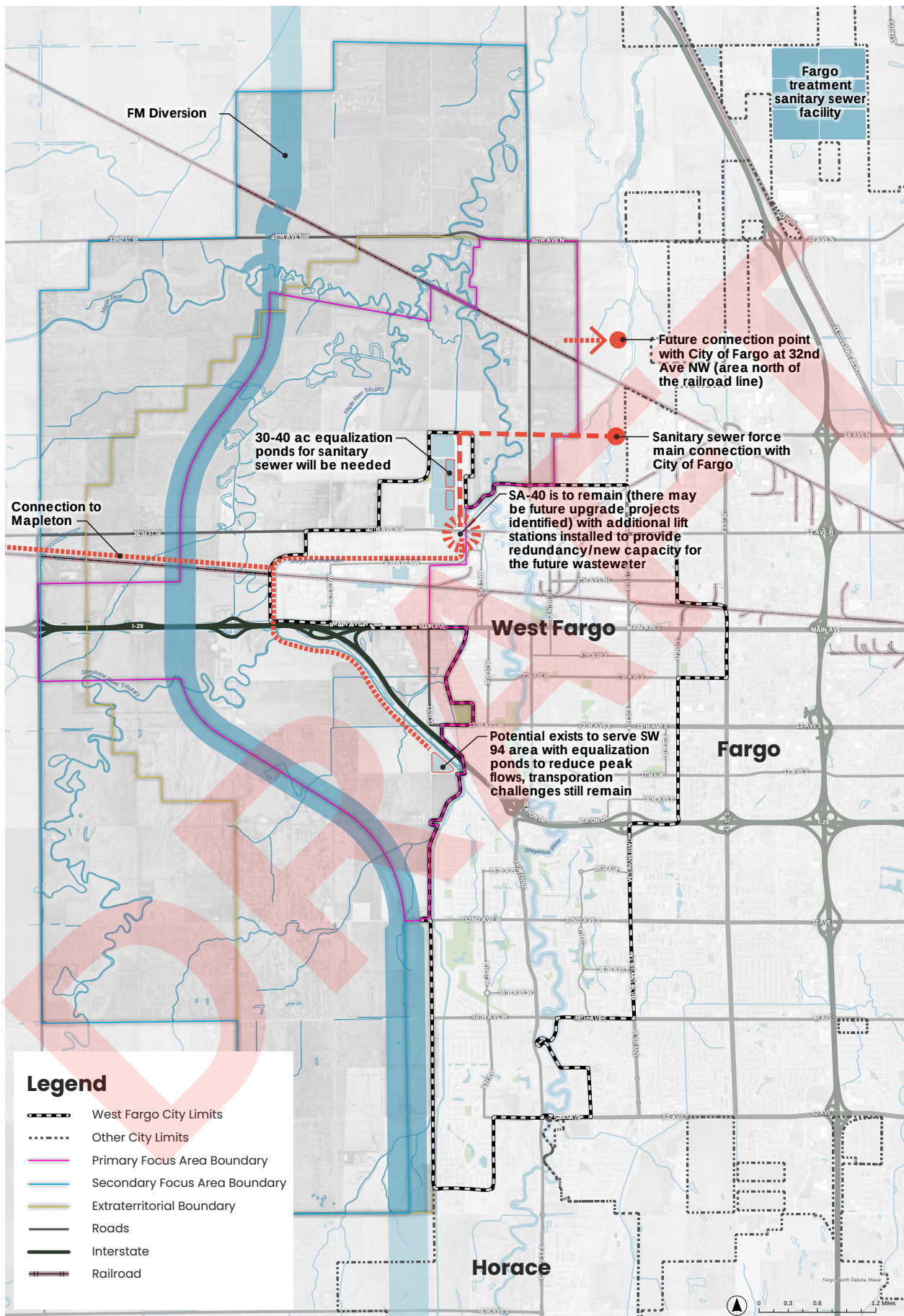


Figure 6.1 Sanitary Sewer and Water Issues and Opportunities



COMMUNITY SERVICES

As West Fargo plans for approximately 8,000+ acres of new residential, commercial, and industrial development over the next 25+ years, expansion of municipal services must be coordinated with land use, infrastructure, and fiscal planning. Public safety, public works, sanitation, and administrative capacity will need to be scaled strategically to ensure that service quality keeps pace with geographic growth and the increased population.

This growth will not simply add demand, it will also extend response time distances, expand infrastructure networks, increase regulatory complexity, and require new operational facilities. Proactive planning is essential to maintain service standards, critical response times, and fiscal sustainability.



FIRE AND EMERGENCY SERVICES

Geographic expansion north will increase response travel times from existing stations, especially due to the limited number of crossings of the rail line and Sheyenne Diversion. To maintain best-practice response time benchmarks, the City should evaluate the long-term need for an additional fire station strategically located to serve the industrial development along 12th Ave NW and the residential growth areas initially planned along the CR 17 corridor. Currently, the fire department is planning for a station on the Highway 10 corridor that will provide faster response time coverage to areas west of the Sheyenne River between Highway 10 and I-94, and with planned infrastructure projects such as the upgrade to 9th St. SE and the 26th St NW connection over the Sheyenne Diversion to 12th Ave NW, early phases of development should be adequately served for fire response. However, future growth in the northwest portion of the growth area may require additional facilities, such as the potential fire safety facility identified at the city-owned lagoon property.

Industrial expansion may also increase demand for specialized response capabilities, including hazardous materials preparedness and large-structure fire suppression capacity. Over time, this may necessitate additional apparatus, training investments, and staffing adjustments. Phased capital planning and facility studies should identify when service demand thresholds trigger the need for land acquisition, facility construction, and personnel expansion.



POLICE AND PUBLIC SAFETY

As residential growth expands along the CR 17 corridor and industrial activity increases in northwest along the 12th Ave NW, the West Fargo Police Department will face broader patrol areas, higher traffic volumes, and increased service calls. Maintaining response times and community policing standards will likely require incremental staffing increases aligned with the population growth.

Industrial development may also introduce additional traffic enforcement, commercial security coordination, and regulatory oversight needs. Technology investments such as communication systems and data infrastructure along with upgrades to the vehicle fleet should be programmed alongside personnel growth. Long-term facility capacity at the existing public safety building should also be evaluated to determine whether expansion or satellite facilities may be needed before 2040.

PUBLIC WORKS

Perhaps one of the most significant operational impacts of 8,000+ acres of growth will fall on Public Works as the growth of the city will extend water and sanitary sewer networks, stormwater infrastructure, streets, street lighting, and stretch the overall area for snow removal. With the harsh winters in West Fargo, snow and ice removal will require even more time and attention. Fleet size, storage facilities, salt/sand capacity, and staffing levels must increase proportionally with street mileage.

While the current public works facility is centrally located to the growth area, the city should continue to evaluate the long-term needs for an expanded or additional Public Works facility to reduce travel time and improve operational efficiency.



SANITATION AND SOLID WASTE SERVICES

Residential growth will directly increase solid waste collection volumes, while industrial expansion may introduce new waste streams. Route efficiency should be reevaluated periodically as the service area expands to maintain operational cost control. Fleet replacement planning should anticipate additional collection vehicles and potential expansion of maintenance space. If the City continues to provide sanitation services directly, staffing and equipment needs must be integrated into long-range financial modeling.



ADMINISTRATIVE AND SUPPORT SERVICES

Population and business growth will increase demand across all administrative functions including planning and zoning review, building inspections, engineering services, finance and utility billing, human resources, information technology, and legal services.

Development review workload will rise significantly during peak build-out years. Maintaining predictable permitting timelines will require staffing adjustments or streamlining processes. Investment in digital permitting systems, GIS integration, and workflow automation can help offset staffing pressure while improving customer service.

Over the next 25-year growth horizon, the City should periodically assess whether current administrative facilities can accommodate staff growth or whether phased expansion will be required.



PHASING AND FISCAL SUSTAINABILITY

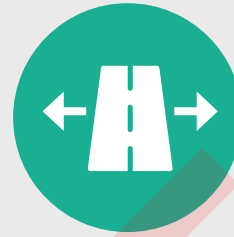
Service expansion should be aligned with measurable growth triggers such as:



Population
Thresholds



Building Permit
Volumes



Lane-mile
Expansion



Utility Customer
Counts



Emergency
Response Time
Metrics

A phased approach tied to the Capital Improvement Program will allow the City to anticipate when new facilities, fleet investments, or staffing increases are necessary. Where appropriate, development impact fees, special assessments, and cost-sharing mechanisms should be evaluated to ensure growth contributes proportionally to service expansion costs. Long-term financial modeling should incorporate both capital construction and recurring operational expenditures.

ON-GOING STRATEGIC CONSIDERATIONS

Over the next 25 years, West Fargo's service model must transition from serving a compact community primarily south of Main Avenue, to supporting a larger geographic footprint with more complex land uses. Industrial recruitment, residential expansion, and infrastructure investment must be coordinated with service capacity planning to avoid response degradation or operational strain.

By proactively identifying facility needs, staffing trajectories, fleet expansion, and administrative capacity requirements, the West Fargo can preserve service levels, maintain fiscal stability, and ensure that growth strengthens municipal operations.

Municipal service planning is not separate from land use planning; it is an essential component of responsible expansion. Thoughtful phasing and early capital forecasting will position West Fargo to maintain high service standards while accommodating continued growth through 2050 and beyond.

STORMWATER TREATMENT

Stormwater management within the growth area should prioritize a regional approach. Larger, strategically located detention basins can serve multiple developments, providing centralized stormwater treatment and storage. This approach increases development flexibility by reducing the need for each project to construct its own basin while also simplifying long-term operations and maintenance by limiting the number of smaller facilities the City must manage.

To support this strategy, the City should undertake a more detailed hydraulic and hydrologic analysis of sub-areas within the growth area. This analysis should evaluate proposed land uses, drainage patterns, and topographic conditions to determine the most efficient stormwater treatment approach. Given the area's minimal topographic relief, clay soils with limited infiltration capacity, and seasonal snowmelt conditions, stormwater infrastructure must preserve natural overland flow paths while incorporating larger regional storage areas.

As part of this planning effort, coordination with the West Fargo Parks District will be important to identify opportunities to integrate stormwater infrastructure with recreational amenities. Regional detention basins can support an expanded open space network by incorporating trail systems and park connections while also providing visual and environmental amenities for adjacent neighborhoods.

At a conceptual level, Figure 6.2 identifies several potential locations for regional stormwater basins based on available LIDAR topography and existing drainage channels. In many cases, these facilities could create enhanced open space features that increase the value of adjacent residential development while contributing to a connected system of parks and trails.

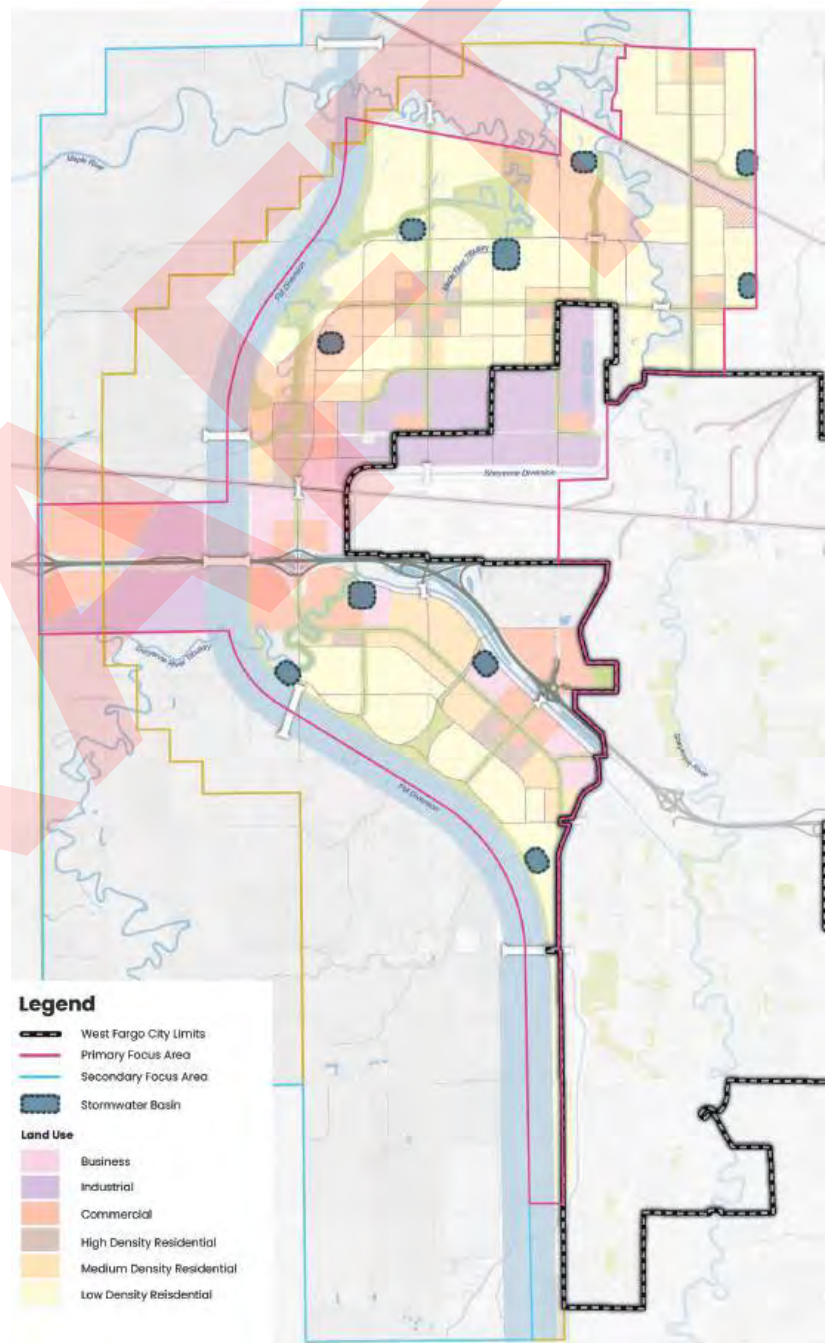


Figure 6.2 Potential Regional Stormwater Basins

PRECEDENT IMAGES:



The conceptual basin locations generally occur near the Maple River Tributary in the northwest portion of the study area and the Sheyenne Diversion in the southwest. Because these channels are significantly lower than the surrounding terrain, they offer efficient outlets for treated stormwater flows. This topographic relationship allows stormwater to be conveyed with minimal reliance on lift stations or force mains, reducing both construction and long-term maintenance costs associated with mechanical infrastructure.



Additional sub-regional basin opportunities are also identified near the County Road 17 near-term development area. These locations reflect existing drainage patterns, roadway and rail barriers, and municipal boundary considerations that influence feasible stormwater conveyance routes.



Planning stormwater infrastructure ahead of development will allow the City to establish a coordinated system rather than responding to individual subdivision proposals. Prior to annexation or rezoning, the City should conduct basin-level hydrologic modeling to identify regional detention footprints, define overland conveyance routes, and determine where easements or land acquisition may be necessary.



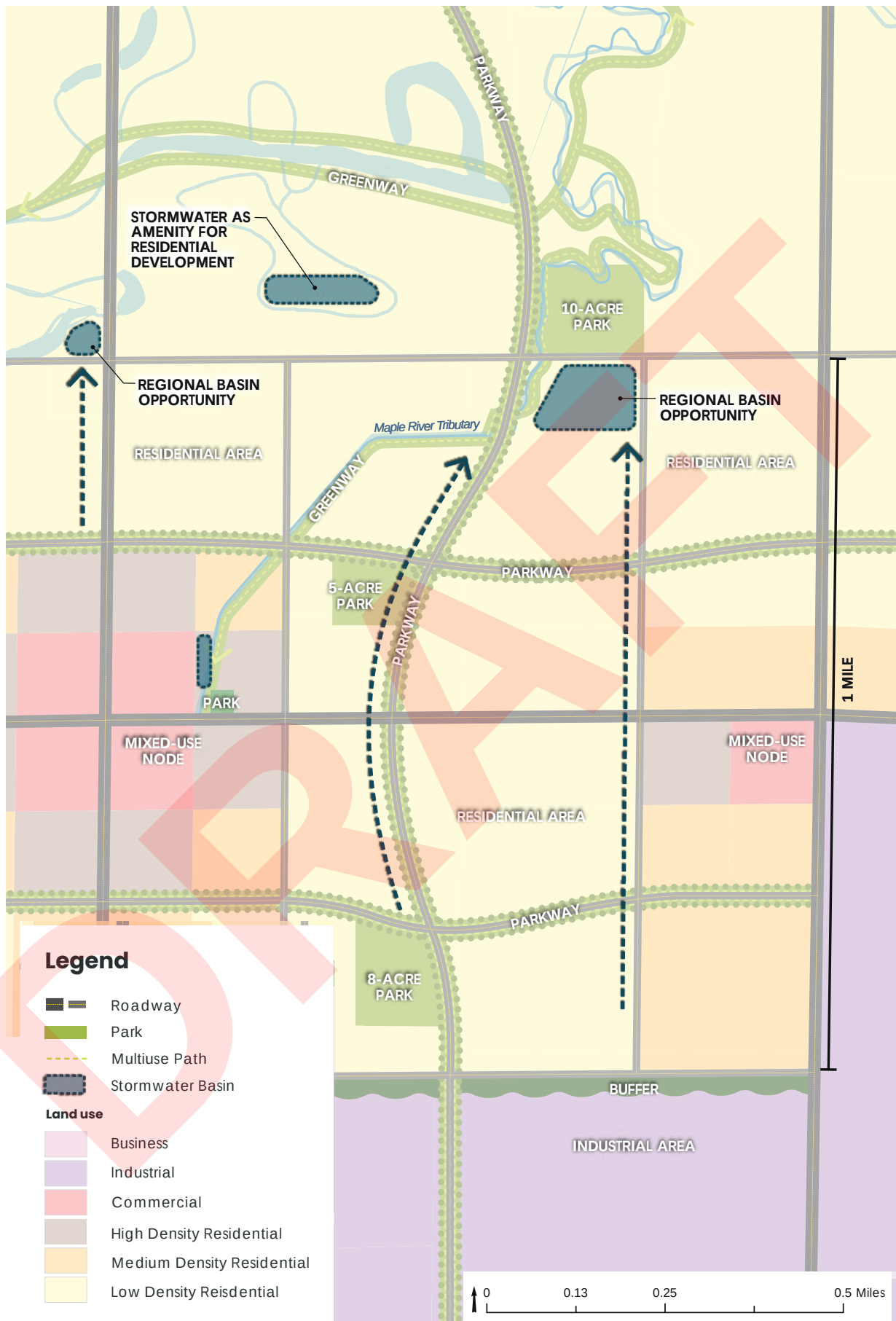


Figure 6.3 Integrated Open Space Network with Stormwater Treatment

POTENTIAL FUNDING STRATEGIES

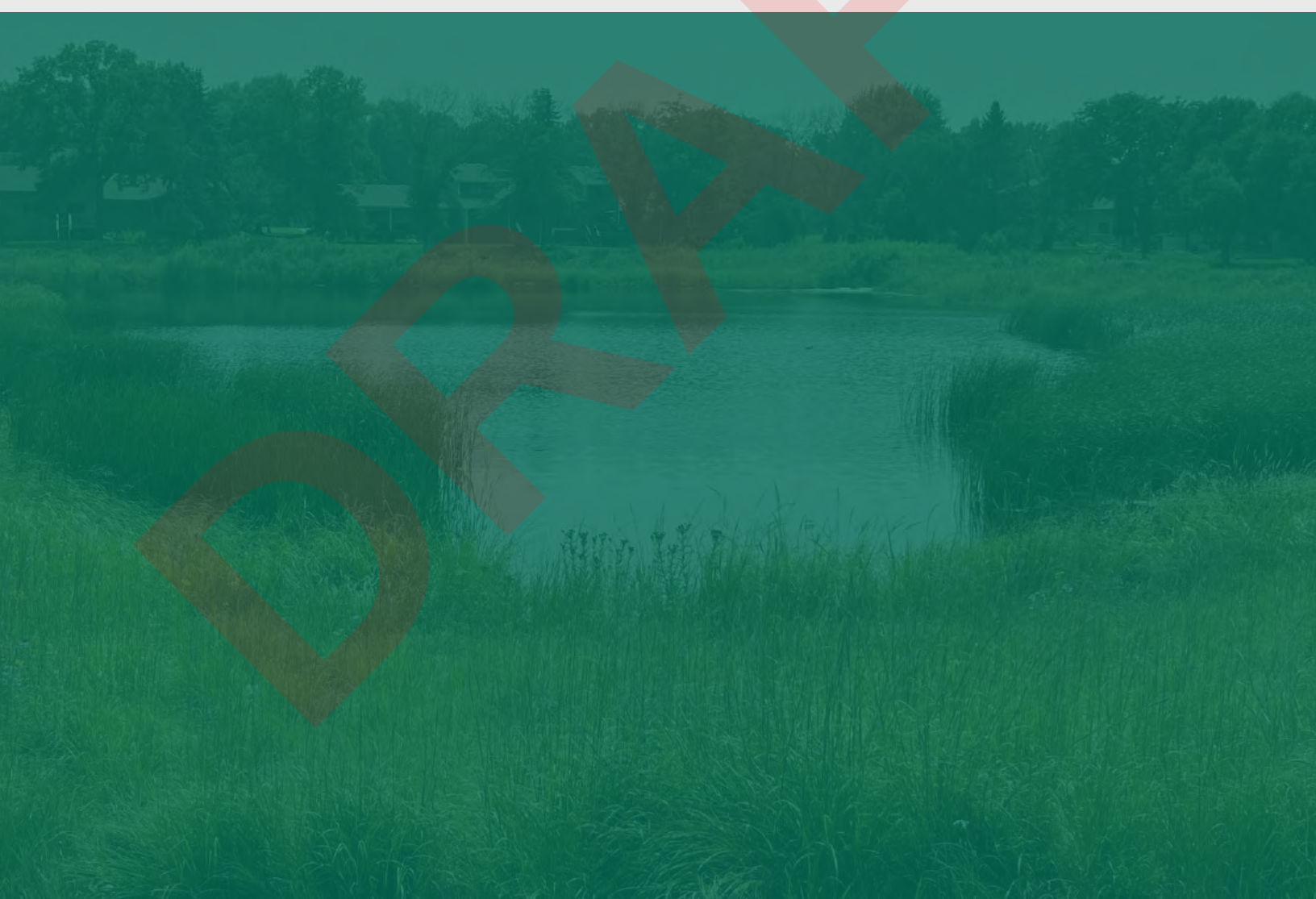
Regional detention basins, trunk conveyance corridors, lift stations, and outlet structures represent significant capital investments that benefit entire drainage basins rather than individual properties. One option the City could explore is a basin-based capital recovery fee assessed at the time of platting or building permit issuance.

The fee structure could be calculated based on factors such as:

- Developable acreage within each drainage basin
- Assumed impervious surface coverage at full build-out
- Modeled detention and conveyance capacity requirements
- Land acquisition and construction costs
- Engineering, administrative, and contingency costs

Additional strategies could include land dedication requirements for regional facilities or development credits for projects that construct portions of the planned stormwater infrastructure. Integration with the City's stormwater utility fee and Capital Improvement Program should also be considered to support long-term maintenance and future system upgrades.

A second potential approach is the use of an Equivalent Residential Unit (ERU) model. Under this framework, a standardized runoff value is assigned to a typical residential lot. Fees for non-residential development are then scaled based on impervious surface area, ensuring that properties generating greater runoff contribute proportionally to the infrastructure required to manage it.





FINANCIAL ANALYSIS SUMMARY OF GROWTH SCENARIOS

APPROACH

The purpose of this evaluation is to provide the City of West Fargo with a holistic, data-driven framework for decision making as it considers future growth scenarios. By integrating a range of fiscal, operating, and development factors, the approach aims to illuminate the full spectrum of impacts associated with different patterns of urban expansion. This comprehensive perspective ensures that City leaders have the necessary insights to balance community needs, financial sustainability, and infrastructure investment over the long term.

At the heart of the methodology are several key variables and drivers that shape both the costs and benefits of growth. The first major driver is land use and development forecasting. The model translates the scale and timing of new residential, commercial, and industrial development in Scenario A and Scenario B, into quantified forecasts for impacts on City revenues and expenditures. This forecasting is valuable for understanding how different development patterns will affect the City's fiscal health and service requirements over time.

Revenue generation is modeled through three primary channels. Development permit revenue, assessment revenue, and utility revenue are all tracked to capture the direct financial contributions of new growth. Property tax receipts are calculated based on projected increases in assessed value, reflecting the long-term fiscal benefits of expanding the tax base. Additionally, sales tax revenue is incorporated to account for retail as a subset of commercial activity within new development.

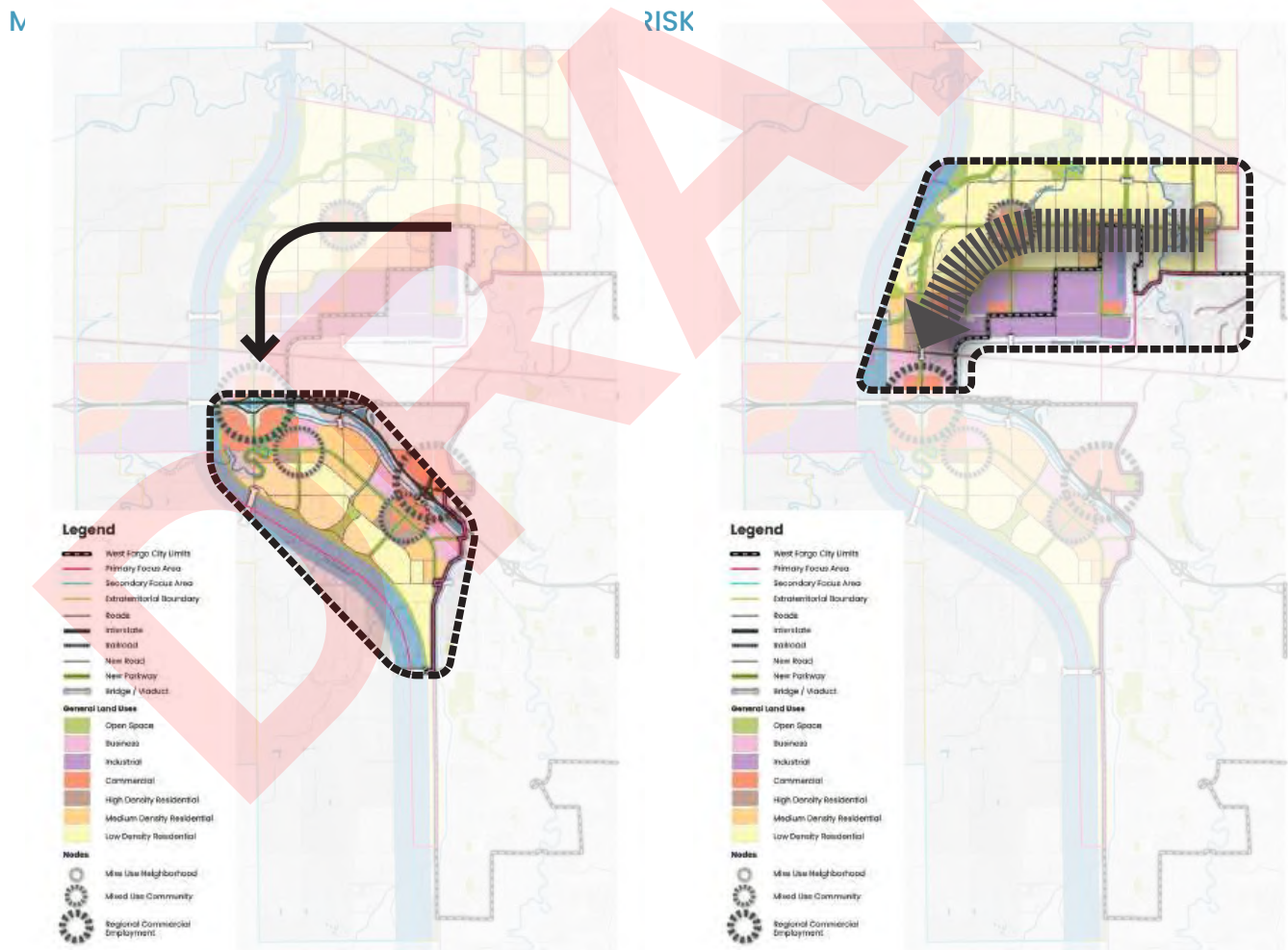
On the cost side, the evaluation carefully accounts for capital and operating expense associated with providing community services to a growing population and larger developed area. Both the City's enterprise fund and general fund costs are allocated using a per capita methodology developed in collaboration with City staff. This ensures that the model accurately reflects incremental costs of serving new residents and businesses, from utilities and sanitation to streets and public works administration. Infrastructure costs are a particular focus, with the model estimating the City's share of amortized, phased capital investments based on development patterns and engineering estimates provided by Apex Engineering. This allows for a realistic assessment of the financial obligations the City will incur as it expands infrastructure to support growth.

For each growth scenario, the model aggregates utility revenues, property and sales tax receipts, and other sources of income. We then project operating costs required to maintain and operate new infrastructure, as well as the capital costs associated with phased buildout. Maintenance costs are also included, capturing the ongoing repair and replacement expenses necessary to sustain infrastructure over time. By integrating these elements, the model provides a year-by-year estimate of the net benefit to the City, informing sequencing and scale of development required to cover both capital and operating costs.

Ultimately, this approach enables the City to evaluate the fiscal viability of different growth scenarios with precision and clarity. By modeling revenues and costs in tandem, and by grounding estimates in real-world engineering and financial data, the methodology supports informed decision making. City leaders can use these insights to plan for sustainable growth, prioritize investments, and ensure that new development contributes to the community's long-term well-being. The result is a transparent, adaptable framework that aligns fiscal planning with the City's strategic goals and operational realities.

SENSITIVITY

The model is designed to allow for changes in assumptions for 30+ assumptions for each of two land use development scenarios (Scenario A and Scenario B). In addition, the model allows users to change assumptions of how each of these 30+ variables may change, year to year over a period of 25 years. We have included a section below, exploring sensitivity of the fiscal analysis to certain changes in the phasing and quantity of the property development in the City's growth area.



The next phase of growth for the City of West Fargo is closely attached to infrastructure improvements of various kinds. Transportation, water, sewer and sanitary services will be required in the growth area to unlock development potential. In this study process, the City has approached its strategy for development with a close eye on associated infrastructure requirements. In addition, a focus of the project has been to facilitate growth as efficiently as possible through careful sequencing of new infrastructure.

Scenario A and Scenario B each require substantial infrastructure investment on the City's part. In current dollars, if installed today the City estimates that infrastructure required for buildout of Scenario A to total \$250 million, and for Scenario B to be \$150 million. However, the transportation, water, sewer and sanitary elements will be constructed in a sequence to provide for absorption of developable land into the marketplace, and allow the City and community partners to plan and facilitate supportive assets like schools and parks.

Scenario A also front loads the public investment in the anticipation that private development will back-fill and cover the bonding costs. This leaves the City in a much riskier position if rates of development slow or stop. In scenario A, it also means the City is operating with a deficit in this area each year for approximately a decade. In early years, the City will be paying out approximately \$4-\$7 million dollars annually, even after tax/permit/utility revenues, largely driven by debt service to cover the bonding costs of the infrastructure. Based on financial modeling, the City will not be breaking even on a yearly basis until year 10. On a cumulative basis, the City is not "in the black" until year 16.

Because Scenario B minimizes the up-front costs of infrastructure, revenues to the City lead the way ahead of operating and debt service costs. Modeling shows modest positive returns to the City for the first 5 years, growing to over \$4 million in year ten. On a cumulative basis, the net to the City is anticipated around \$18 million after the first decade.

BENEFIT/COST ASSESSMENT		1	2	3	4	5	6	7	8	9	10	
Scenario A		25-Year Totals										
	Estimated Permit, Utility and Tax Revenue to City - All Uses	961,713,496		2,027,961	2,851,062	3,691,481	4,549,699	8,363,802	11,333,775	14,375,525	17,491,133	20,682,741
	Estimated Utility Operating Costs to City Based on Population Growth	400,600,868	349,821	699,642	1,049,463	1,399,284	1,749,105	3,204,212	4,659,318	6,114,425	7,569,531	9,024,638
	Capital Costs (Principal and Interest) Payable	193,774,423	5,736,537	5,736,537	5,736,537	5,736,537	5,736,537	6,971,577	6,971,577	6,971,577	6,971,577	6,971,577
	Maintenance Liability	134,625,911	2,163,000	2,163,000	2,163,000	2,163,000	2,163,000	3,757,060	3,757,060	3,757,060	3,757,060	3,757,060
	Net	232,712,295	(7,027,645)	(6,571,218)	(6,097,938)	(5,607,340)	(5,098,943)	(5,569,046)	(4,054,180)	(2,467,536)	(807,035)	929,467
	Cumulative		(7,027,645)	(13,598,863)	(19,696,801)	(25,304,140)	(30,403,083)	(35,972,130)	(40,026,310)	(42,493,846)	(43,300,881)	(42,371,414)
Scenario B		25-Year Totals										
	Estimated Permit, Utility and Tax Revenue to City - All Uses	889,892,998	861,553	1,456,965	2,078,137	2,711,536	3,372,367	5,772,658	7,736,651	9,734,637	11,834,508	13,971,067
	Estimated Utility Operating Costs to City Based on Population Growth	397,146,075	363,467	726,933	1,099,083	1,471,233	1,852,067	3,052,871	4,288,409	5,523,947	6,794,219	8,064,491
	Capital Costs (Principal and Interest) Payable	148,439,458	-	-	-	-	-	332,511	332,511	332,511	332,511	332,511
	Maintenance Liability	83,625,570	-	-	-	-	-	1,253,755	1,253,755	1,253,755	1,253,755	1,253,755
	Net	260,681,895	498,087	730,032	979,054	1,240,303	1,520,301	1,133,521	1,861,976	2,624,425	3,454,024	4,320,311
		Cumulative	498,087	1,228,118	2,207,172	3,447,476	4,967,776	6,101,298	7,963,274	10,587,699	14,041,722	18,362,034

Figure 7.1 Benefit/Cost Assessment with 10 year cash-flow issues identified. If development occurs at a slower pace than anticipated, the differences become even more pronounced and challenging for Scenario A.

Even with slower rates of development in Scenario B than Scenario A, the cumulative difference between the two scenarios show Scenario B as \$60 million better than Scenario A after the first decade. This is before considering that development rates may be slower than anticipated. Stress testing shows that if development is reduced, the financial impacts on the City are even more pronounced in Scenario A, while Scenario B keeps the City at a neutral or positive net position, annually and cumulatively through the first decade.



Of the model's estimates, based on past provision of federal highway programs, the federal government could fund 90% (an estimated \$81 million in current dollars) of the 13th Avenue interchange project included in each scenario. This specific improvement is contemplated to occur earlier in Scenario A, in approximately 15 years, representing a key to unlocking development potential south of I-94 and east of the Cheyenne diversion. If in the future, federal highway funding programs do not maintain the 90/10 split provided to states and local units of government in the past, Scenario A presents a substantial risk to the City's fiscal health and future development.

Scenario B also contemplates construction of the 13th Avenue interchange, but in approximately 25 years, and following infrastructure and planned growth to take place north of I-94. As a result, less of Scenario B as a whole is contingent on the development of the interchange, and on federal funding to deliver it.

IMPORTANT CONTEXT

The fiscal model has been developed alongside two contextual elements for City decision making. The first is that City staff estimates the value of current reconstruction needs in the already-developed portion of the City, to be \$500 million. The fiscal model indicates that based on the array of key assumptions for the growth area, that the net benefit over 25 years could extend to the range of \$240 million to \$315 million. The City is prioritizing a development plan that generates revenue for the purpose of meeting these accumulating capital needs for the already-developed area, but under the growth assumptions used by the consultant team, the net benefit over 25 years will not fully provide for the current reconstruction need.

Second, the consultant team has outlined how flood mitigation investments are moving the flood plain boundary across Cass County with the outcome of substantial increase in the quantity of developable land. While in recent decades, West Fargo comprised a significant proportion (and thereby competitive advantage) of land located outside of floodplain areas, the Fargo-Moorhead Area Diversion will dilute this advantage to some degree for the City. After the anticipated adoption of new floodplain boundaries in 2029 or 2030, the market for land and real estate in the region will be more competitive for players in West Fargo than it has been in the past due to increased viable land supply.

METHODOLOGY

DEVELOPMENT MODELING

Both Scenario A and Scenario B are built on a robust, multi-layered methodology designed to simulate the physical and fiscal outcomes of urban growth over a 25 year period. The foundation of the model is a land development outline prepared by the consultant team, which specifies annual increments for single-family housing, multifamily housing, commercial, and industrial land uses. For each category, the model incorporates user-input variables such as the number of

units constructed, average square footage per unit, average lot size, and median property values, all based on local market data. These variables are not only tracked annually but also aggregated to provide 25-year totals, enabling a long-term perspective on growth.

The methodology extends beyond simple unit counts by calculating derived metrics that reflect the spatial and economic footprint of development. For example, the model computes the total square footage constructed each year, the land area developed (in both square feet and acres), and the cumulative market value added by new construction. These calculations are performed for each land use type, allowing for granular analysis of how different development patterns affect the city's physical landscape and tax base.

FISCAL ANALYSIS

A central feature of the methodology is an integrated approach to fiscal analysis. Both scenarios estimate city revenues from multiple sources, including property taxes, utility fees, hook up fees, permit fees, and sales taxes. The property tax calculations are based on a standardized city mill rate, applied to the assessed value of new development. Utility revenues are projected using per-unit or per-square-foot rates, which are adjusted annually to account for inflation and changes in service demand. Hook up fees have been incorporated on a per acre basis, using current rates as a starting point and increasing annually. Permit and sales tax revenues are similarly modeled using historical data and projected growth rates.

On the expenditure side, the methodology details infrastructure capital costs associated with major projects such as lift stations, interchanges, and railroad crossings. Each project's cost is amortized over a 20-year period, reflecting typical municipal financing practices. The model also accounts for ongoing maintenance liabilities and utility operating costs, which are linked to population growth and the expansion of service areas. These costs are projected annually and cumulatively, providing a comprehensive view of the city's financial obligations over time.

To ensure fiscal realism, the model incorporates present value calculations for both revenues

and costs, using a discount rate that reflects the cost of borrowing based on the city's current bond rating. This allows for accurate comparison of long-term fiscal impacts, recognizing the time value of money.

POPULATION AND SERVICE DEMAND PROJECTIONS

Population growth is a key driver in both scenarios, and the methodology models this by linking housing production to estimated household sizes for single-family and multifamily units. Cumulative population growth is calculated annually, and these figures are used to project utility costs and general fund expenditures using a per capita method. Enterprise fund accounts (including sanitation, sewer, water, vector control, and forestry) are modeled with per capita costs that scale with population, while general fund accounts (streets, street lights, right of way, public works administration, fleet and facility) are similarly projected.

This approach ensures that the model captures the dynamic relationship between development, population growth, and service demand. As new housing units are constructed and occupied, the city's costs for utilities, maintenance, and public services increase, and these are balanced against the revenues generated by new development.

BENEFIT/COST ASSESSMENT AND SCENARIO COMPARISON

The methodology culminates in a benefit/cost assessment, which compares total estimated city revenues to infrastructure and operating costs for each scenario. Net fiscal impact is calculated for a 25 year horizon, providing clear metrics for decision-makers. Both scenarios use identical formulas and assumptions for these calculations, ensuring parity for comparison.

The model has allowed the consultant team to adjust inputs, test alternative scenarios, and gauge sensitivity of outcomes to changes in development patterns or financial parameters. The shared methodology supports evidence-based planning, enabling city leaders to evaluate the trade-offs between different growth strategies and make informed choices about future investments.



SUMMARY

The methodology used in both Scenario A and Scenario B is a comprehensive, data-driven framework that integrates development modeling, fiscal analysis, population projections, and benefit/cost assessment. By applying consistent assumptions and formulas across both scenarios, the model provides a reliable basis for comparing alternative growth strategies and understanding their long-term impacts on city finances and infrastructure.

OUTCOMES OVERVIEW: 25 YEAR TERM

ELEMENT	SCENARIO A	SCENARIO B
DEVELOPMENT PROGRAM		
SINGLE FAMILY UNITS	11,140	11,300
MULTI-FAMILY UNITS	4,225	5,485
COMMERCIAL SQUARE FEET	7,300,000	6,830,000
INDUSTRIAL SQUARE FEET	7,100,000	8,180,000
ESTIMATED PERMIT, UTILITY, AND TAX REVENUES FROM THE CITY	\$961,710,000	\$889,900,000
ESTIMATED UTILITY OPERATING COSTS TO THE CITY	\$400,600,000	\$397,000,000
AMORTIZED CAPITAL COSTS PAYABLE, YEARS 1-25	\$193,774,000	\$148,439,000
MAINTENANCE LIABILITY	\$134,626,000	\$83,625,000
NET	\$232,710,000	\$260,836,000
PRESENT VALUE OF NET BENEFIT	\$69,527,000	\$105,287,000

Table 7.1 25 Year Term Outcomes Table - Over 25 years, Scenario B performs better than Scenario A, and with less risk and fewer cash flow challenges in the first decade as discussed in previous pages.

POLICY CONSIDERATIONS AND STRATEGIC RECOMMENDATIONS

To support infrastructure delivery while maintaining development competitiveness, the City should evaluate and clarify its overall approach to exactions and related funding tools. A clear, defensible framework provides predictability for developers while ensuring growth contributes proportionately to public infrastructure needs.

The growth area plan offers the following considerations for the city:

LAND DEDICATION

The City of West Fargo and the west Fargo Parks District should continue to require the developer to dedicate or deed land for stormwater ponds and park land, just as they provide land for the necessary street right-of-way.

FEE-IN-LIEU OF LAND DEDICATION

The City should consider formalizing policy guidance governing the use of fee-in-lieu contributions. Currently, the scope and geographic application of these funds are not well defined. While maintaining flexibility can be beneficial, establishing baseline policy direction would:

- Provide greater predictability and transparency for developers
- Clarify eligible expenditures (e.g., parks, open space, trails, regional infrastructure)
- Define geographic applicability (on-site, adjacent, or broader service-area improvements)
- Ensure alignment with adopted comprehensive plans and capital improvement programs

Maintaining some administrative discretion may remain appropriate; however, clearer standards reduce ambiguity and strengthen legal defensibility.

IMPACT FEES, HOOK-UP FEES & ALTERNATIVE FUNDING TOOLS

The City should evaluate the feasibility of implementing or refining development-related fees to equitably allocate growth-related infrastructure costs.

- **Impact Fees:** Assess whether roadway, utility, park, or public safety impact fees are appropriate to offset capital improvements attributable to new development. Any such program should be supported by a legally defensible nexus study demonstrating proportionality and structured to remain regionally competitive.
- **Utility Hook-Up / Capacity Fees:** Review water, sewer, and stormwater connection fees to ensure they accurately reflect system expansion costs while remaining predictable and transparent for developers.
- **Special Assessments or Improvement Districts:** Consider geographically targeted districts to finance localized infrastructure improvements that directly benefit specific properties.

COST-SHARING OR PUBLIC-PRIVATE PARTNERSHIPS:

For catalytic, large-scale, or strategically significant projects, negotiate development agreements that balance public infrastructure participation with private investment.

Establishing a clear, transparent, and consistently applied framework for exactions and infrastructure funding will ensure that public facilities keep pace with growth, while preserving the City's attractiveness as a competitive, development-ready community with a commitment to financial sustainability.





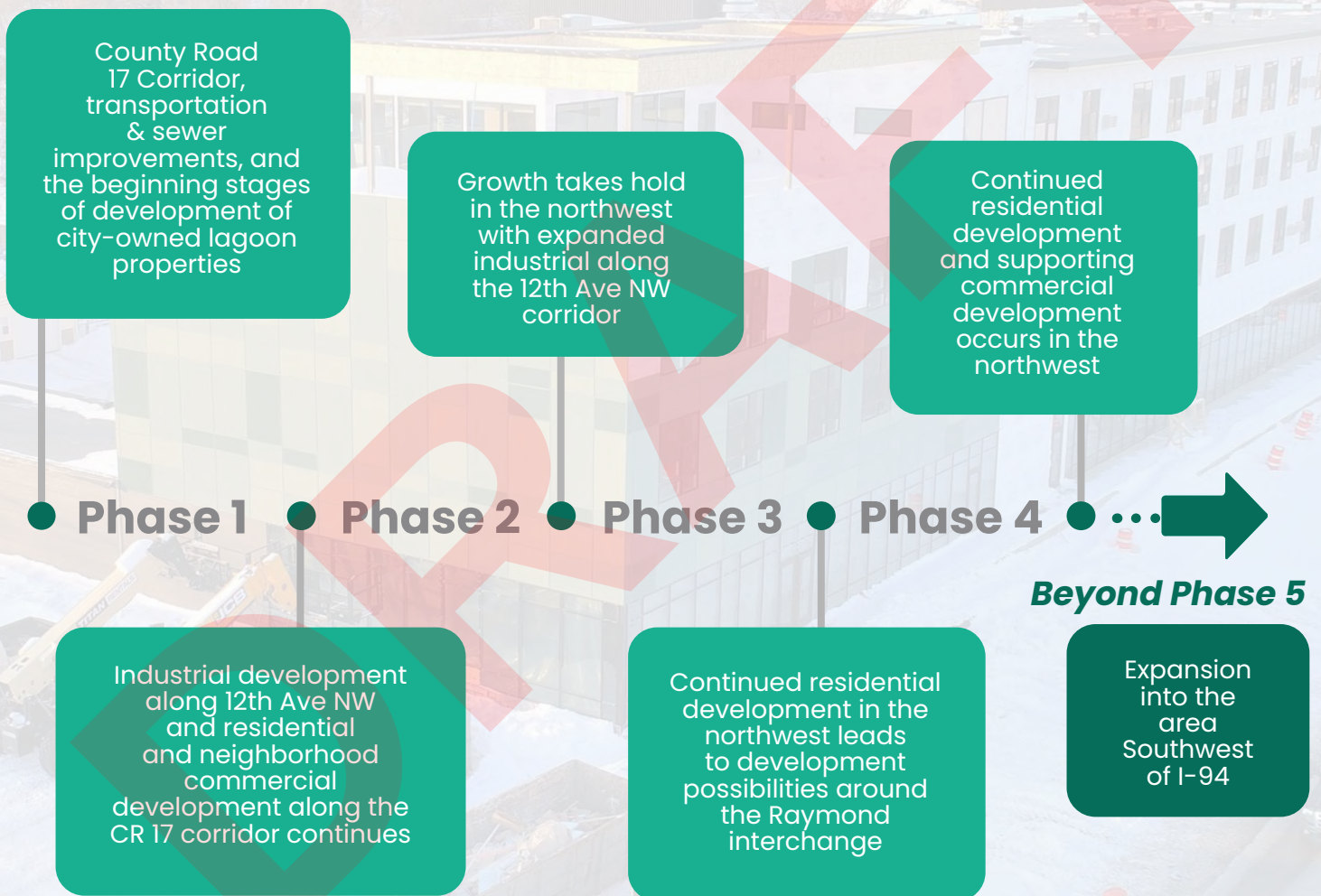
PHASING

PREFERRED PHASING FOR GROWTH

To guide future expansion, this plan has identified general growth sectors where annexation will be prioritized over time. Areas where infrastructure investments are planned or already underway are considered near-term growth areas, where annexation requests are more likely to be supported. Other areas are identified as longer-term growth areas, where annexation may occur only after certain conditions are met, such as the extension of municipal infrastructure, completion of key roadway improvements, or the timing of surrounding development.



The following pages illustrate a likely potential sequence of development phases for the growth area. These phases of development are broken down into 5-year increments to help illustrate how the growth area could evolve over time. These scenarios have been developed based on historical market absorption in the Fargo-Moorhead metro area, reflect anticipated market demand, and recognize a balance of incremental investment in key infrastructure upgrades to the transportation network and sanitary sewer system. In general, these phased growth areas provide a framework for evaluating annexation requests and helps the City communicate when development outside designated growth areas may be premature.



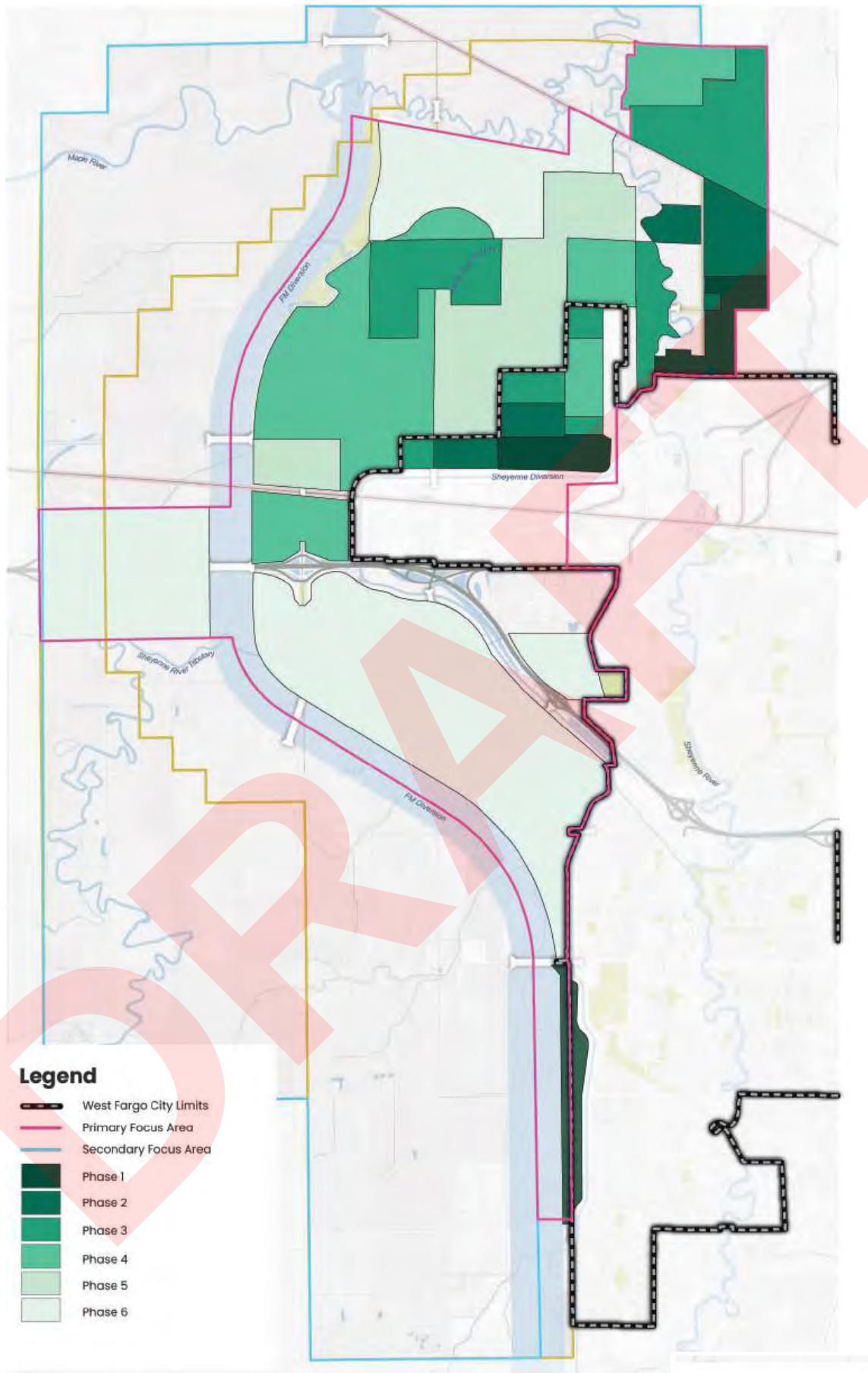


Figure 8.1 Future Annexation Map and Phasing

★ PHASE 1

- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 5+

The first of two key infrastructure improvements by 2030 is an initial phase of a mixed-use arterial connecting the Raymond interchange to 12th Ave NW. This connection will turn an existing two-lane gravel road into a paved section providing enhanced access to the city-owned lagoon properties for industrial and commercial development opportunities. Secondly, the commercial arterial along 19th Ave N is extended west from the 57th St intersection in Fargo to the County Road 17 N intersection. Similarly, this will upgrade a gravel road to a paved roadway section. This will improve access to residential land use areas from the east along with kickstarting capacity improvements to the sanitary sewer system. The lagoon properties will require equalization ponds to initiate development along 12th Avenue, while development east of the Sheyenne River can connect directly to the City of Fargo. Ultimately, this initial phase will allow for industrial development at the city-owned lagoon properties and residential development along the CR 17 corridor.

PRECEDENT IMAGES:



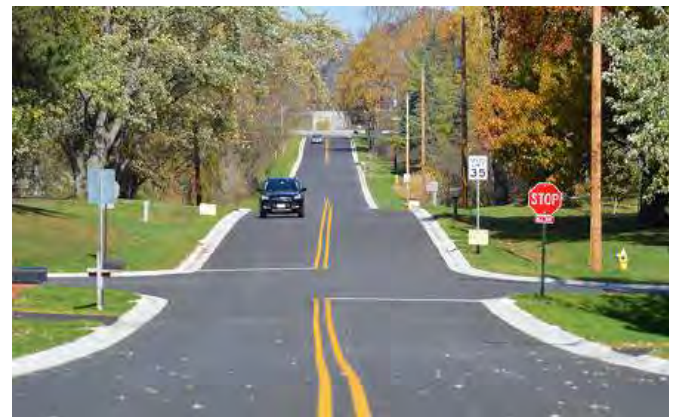
Industrial development at city-owned lagoon properties



Equalization ponds at the Lagoon Properties



Residential development along the CR 17 corridor



Roadway upgrades to 19th Ave, 38th Street,

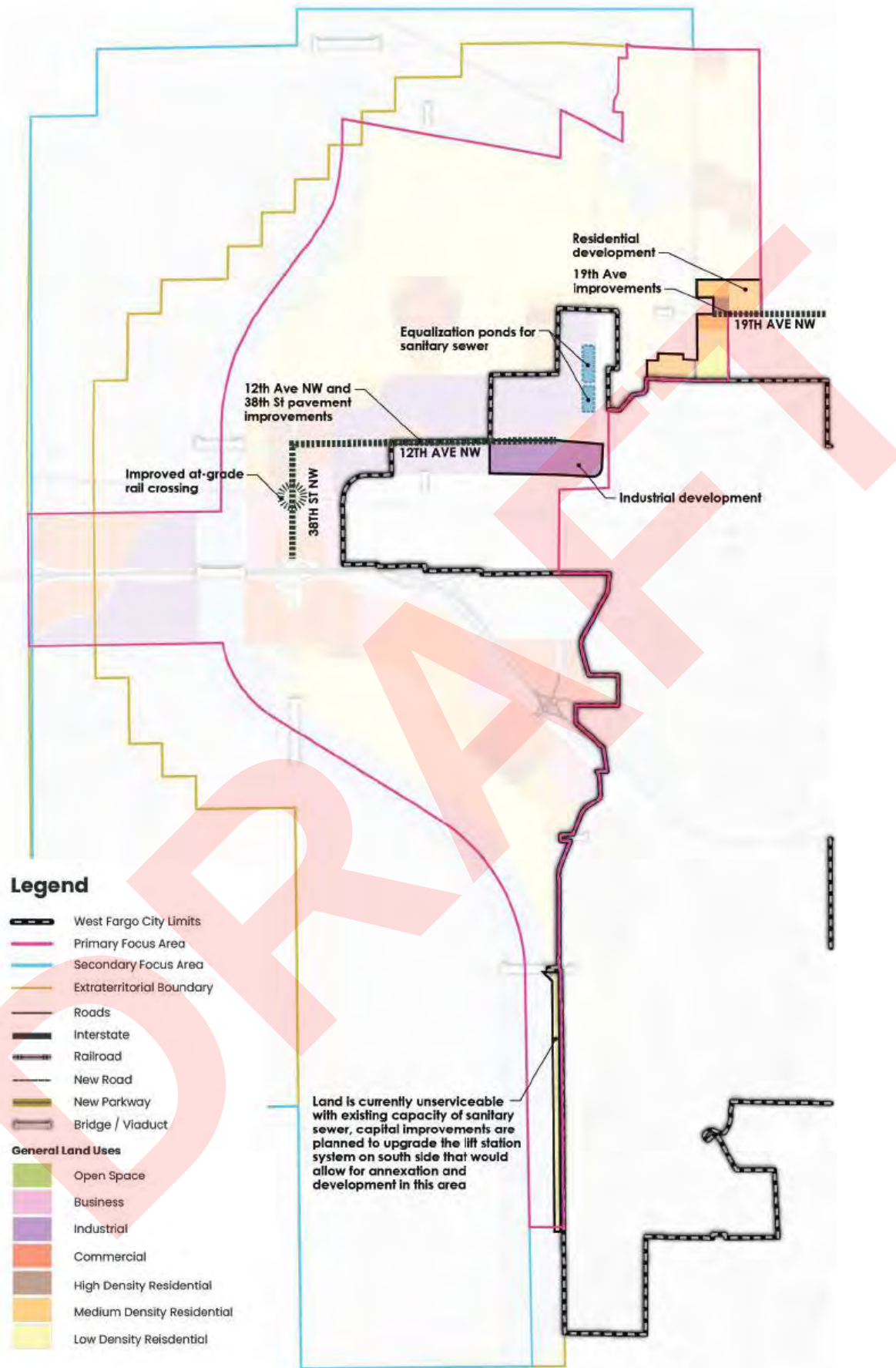


Figure 8.2 Phase 1 Phasing Diagram

● Phase 1

★ PHASE 2

● Phase 3

● Phase 4

● Phase 5

● Phase 5+

Coming into 2035, industrial and residential development continues along 12th Ave NW and County Road 17 N. A Mixed-use arterial replaces the existing two-lane section along County Road 17 N from 19th Ave NW to 32nd Ave NW. 12th Ave NW sees improvements from the Sheyenne Diversion to 26th St NW to a commercial arterial. Both additions are deemed to be low priority due to favorable existing conditions, but should be monitored based on the pace of suburban development.

The final improvement of Phase 2 is an arterial road connecting 12th Ave NW to 8th Ave NW along 26th St NW. This would require a bridge or box culvert to span the roadway across the Sheyenne Diversion, improving interstate access to the area. Extension of sanitary services occur along 12th Ave NW for expanded industrial and business park development, and north along CR 17 towards CR 20 for residential and neighborhood commercial development.

PRECEDENT IMAGES:



Expanded business park & industrial uses



Continued residential development (medium density)



26th Street connection over Sheyenne Diversion



Neighborhood commercial

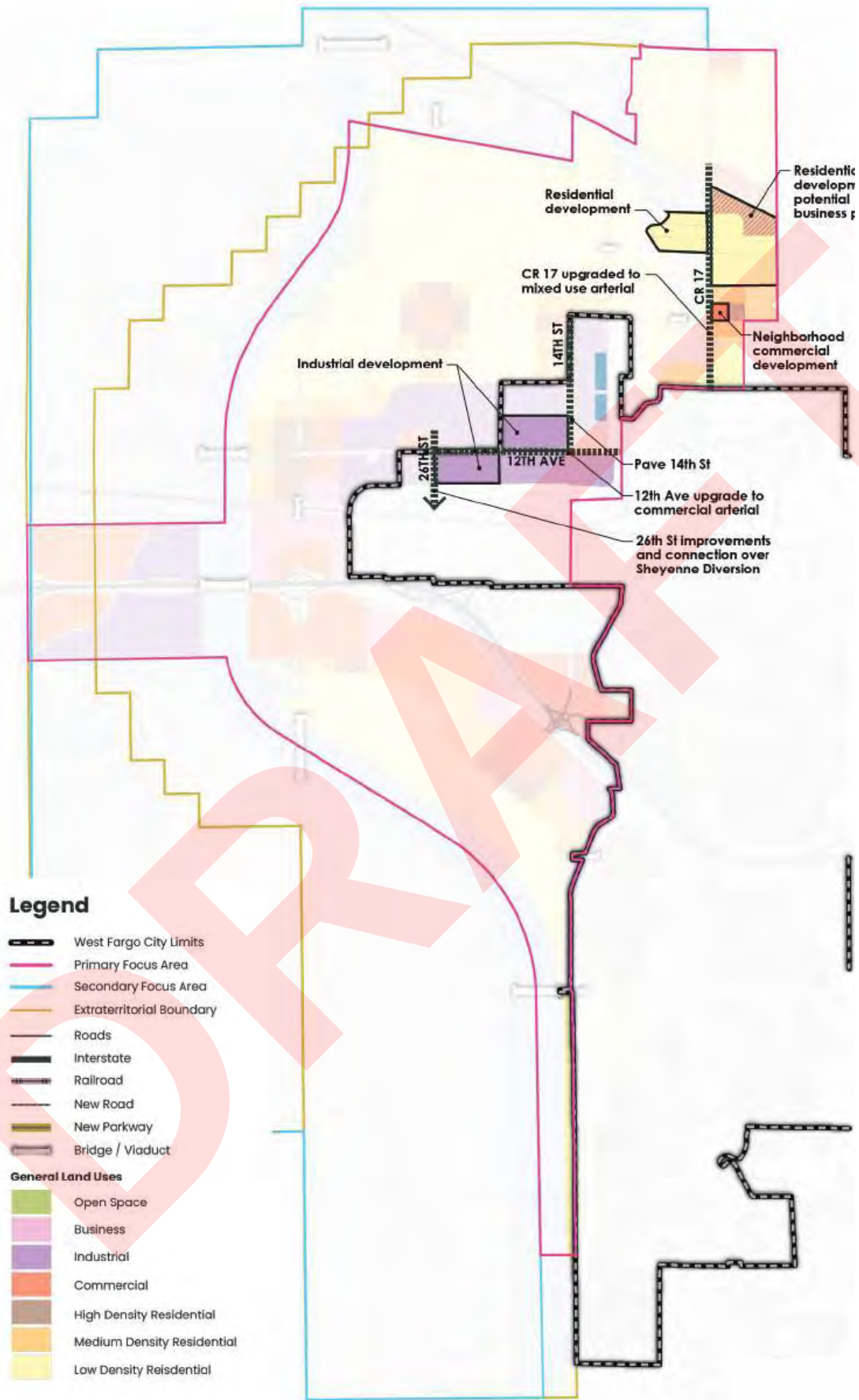


Figure 8.3 Phase 2 Phasing Diagram

● Phase 1

● Phase 2

★ PHASE 3

● Phase 4

● Phase 5

● Phase 5+

By the year 2040 the major focus for improvement and development centers around the intersection of 26th St NW and 19th Ave NW. Along 19th Ave NW from County Road 17 N to a half mile West of 26th St NW, the existing gravel road is transitioned to a mixed-use arterial with two lanes to start, then transitioning to four lanes over time. This is seen as a high priority due to existing conditions, extending utilities, and adjacent residential development. Additional improvements occur along 26th St NW from 12th Ave NW to 32nd Ave NW. Similarly, this turns existing gravel sections into paved arterials, connecting the residential areas down to 12th Ave N and ultimately I-94. Sanitary sewer is expanded to this area as the introduction of residential development occurs here. Areas for regional stormwater treatment and parks and greenways should be implemented as well.

PRECEDENT IMAGES:



Roadway improvements



Mixed residential development



Medium density residential



Park improvements

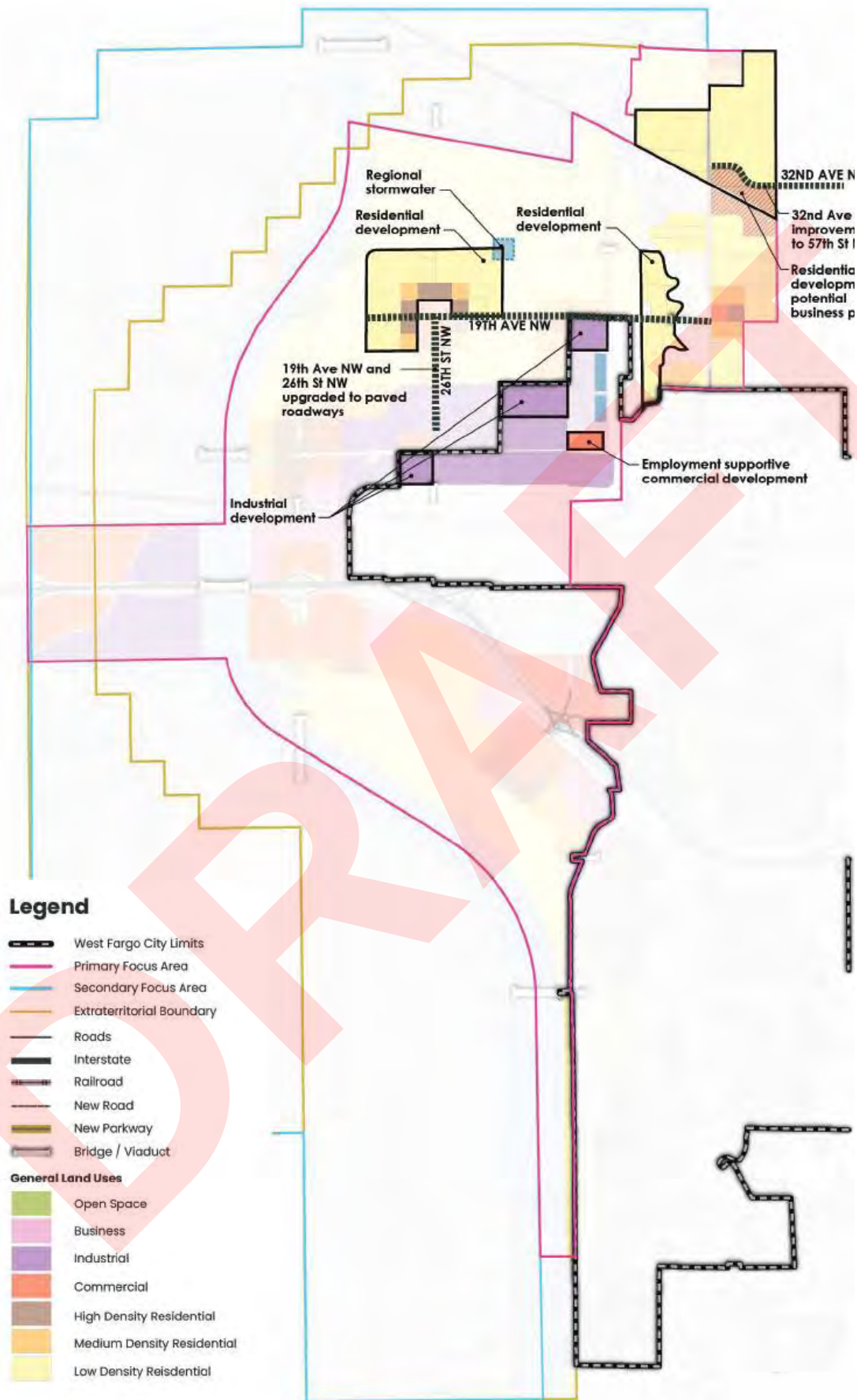


Figure 8.4 Phase 3 Phasing Diagram

● Phase 1

● Phase 2

● Phase 3

★ PHASE 4

● Phase 5

● Phase 5+

As West Fargo approaches 2045, connecting the new growth to the Raymond interchange is the main focus. 38th St NW sees major improvements from the Raymond interchange up to 19th Ave NW. This upgrades two lane roads to four lane and combined with a railroad overpass, connects the main residential development area in the northwest to I-94. This also spurs commercial and business development at the interchange.

A major challenge with these improvements will be the railroad crossing between I-94 and 12th Ave NW. 12th Ave NW sees improvements as well from 26th St NW to the FM diversion. This will provide a connection to 38th St NW as well as 12th Ave NW bridge over the FM diversion. Opportunities for regional commercial may ripen at this point as more residential rooftops are developed in the northwest area. Some potential exists for supporting neighborhood commercial as well.

PRECEDENT IMAGES:



Rail overpass



Regional commercial development



Corporate business sites



Continued residential development

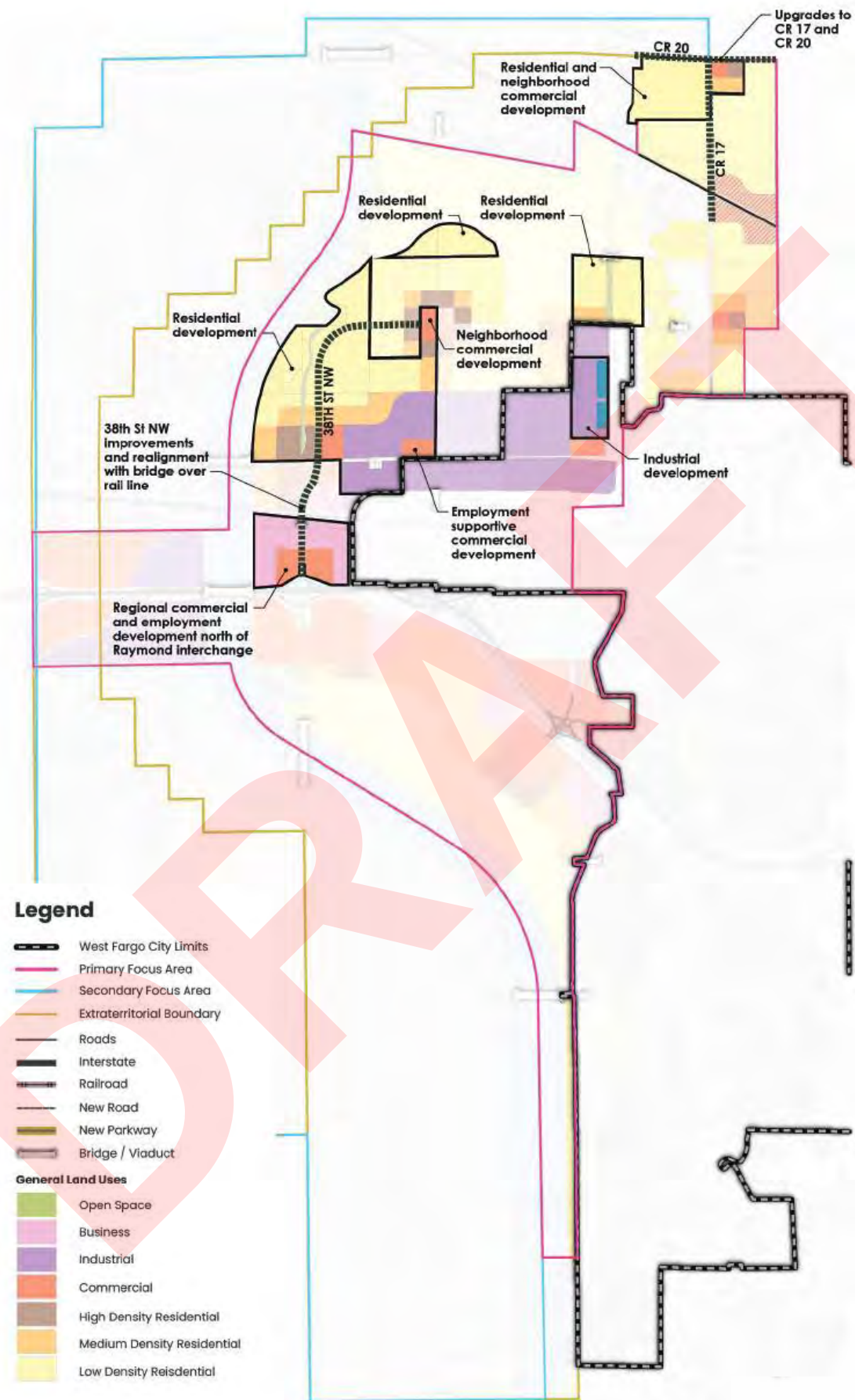


Figure 8.5 Phase 4 Phasing Diagram

● Phase 1

● Phase 2

● Phase 3

● Phase 4

★ PHASE 5

● Phase 5+

By 2050, residential and industrial development continues to expand North of I-94. Collector streets are added at various locations to increase connectivity between residential areas from 12th Ave NW and 19th Ave NW. These are all newly created roads besides one collector on 14th St NW North of 19th Ave NW. Sanitary sewer continues to expand to support the residential development and areas of higher density and commercials begin to backfill at key nodes.

PRECEDENT IMAGES:



Neighborhood commercial



Single family development



High Density Residential



Medium density residential

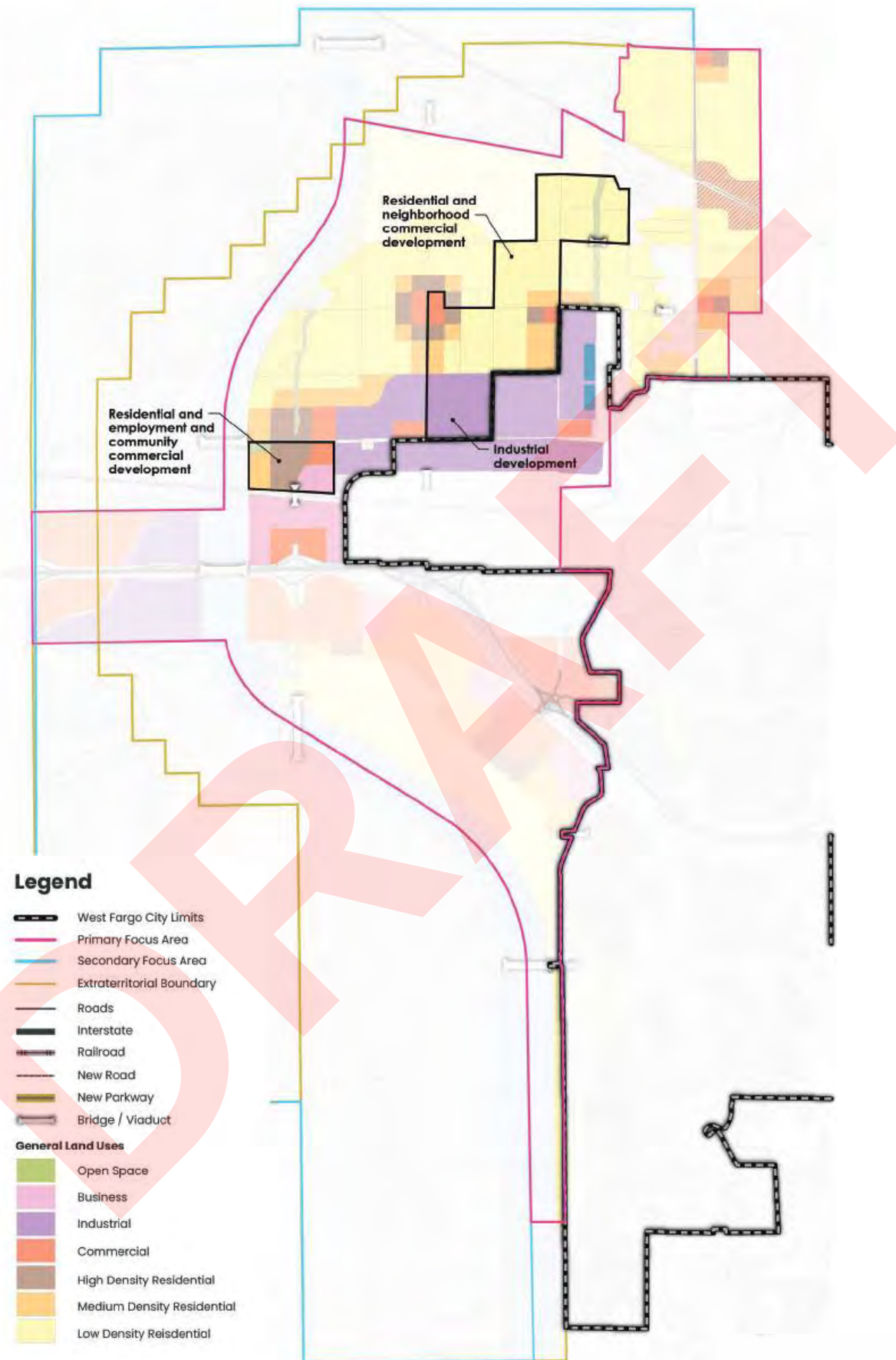


Figure 8.6 Phase 5 Phasing Diagram

● Phase 1

● Phase 2

● Phase 3

● Phase 4

● Phase 5

★ PHASE 5+

Phase 5 and beyond sees expansion into the area Southwest of I-94. The spine road is built, collector roads area added to feed residential expansion, and the overpass is constructed to connect 13th Ave W to this newly expanded area. Additional collectors are added North of I-94 to increase connectivity from 12th Ave NW to 32nd Ave NW. Also, a commercial arterial is added along 14th St NW from 12th Ave NW to 19th Ave NW. This turns an existing gravel road into a paved section, helping to feed into the industrial and residential growth in the area.

PRECEDENT IMAGES:



New interchange at 13th Ave W



Spine Road



Regional Commercial



Residential development

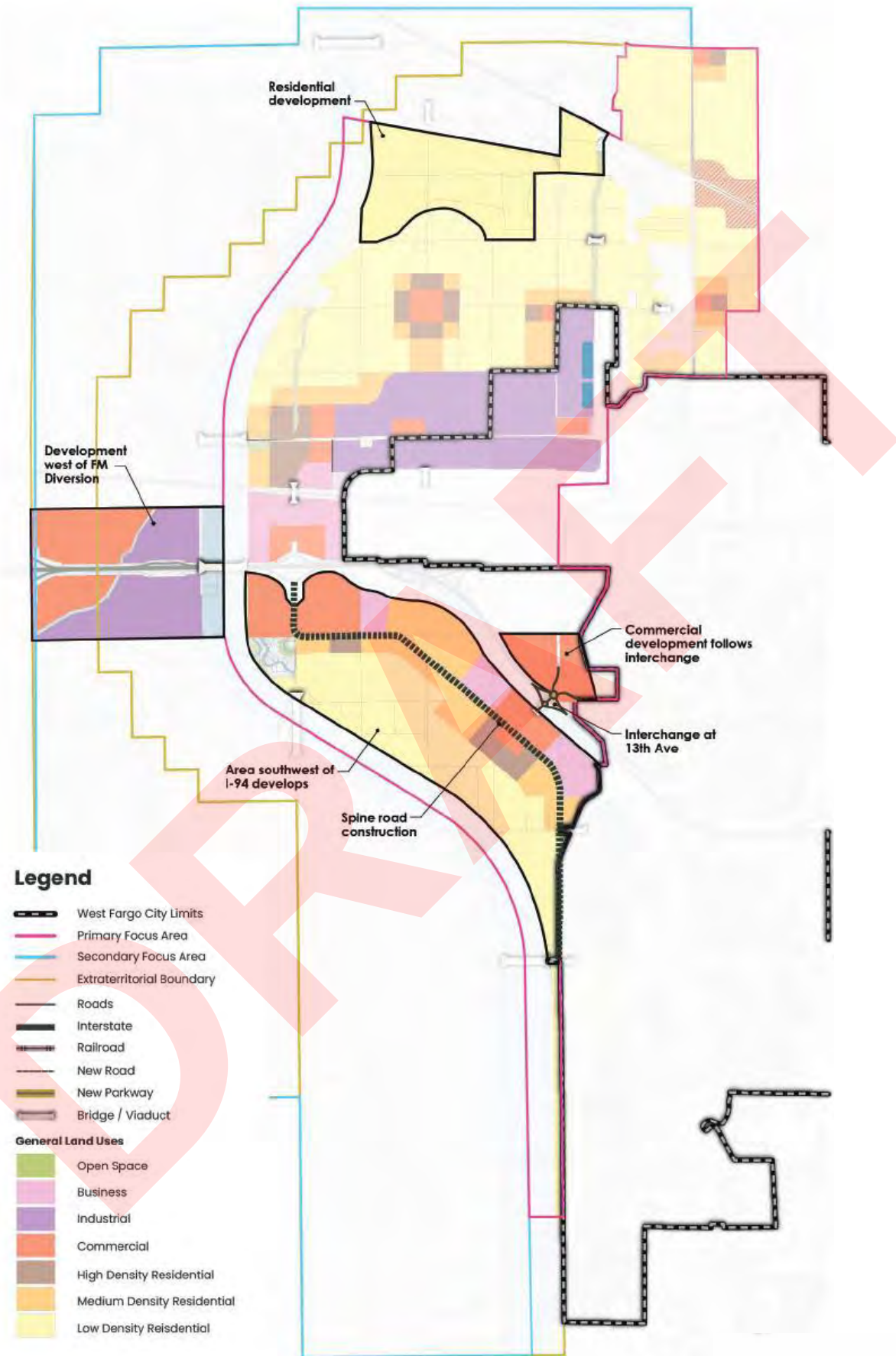


Figure 8.7 Phase 5+ Phasing Diagram



ANNEXATION

ANNEXATION STRATEGY FOR GROWTH AREA

As development occurs in the West Fargo Growth Area, annexation should occur in a deliberate and coordinated manner that aligns with the City's infrastructure planning, fiscal capacity, and long-term development goals. Establishing clear expectations for annexation will provide greater certainty for landowners and developers while helping the City expand in a logical and serviceable pattern.

Annexation should generally follow the preferred phasing sequence identified in the Phasing section. As development occurs in the growth area, continued investigations into next phases of development should be examined on a 1-2 year basis.

ANNEXATION PROCESS

Annexation within the growth area may occur through two primary methods:

- 1 ANNEXATION BY RESOLUTION OF THE CITY COMMISSION.**
In this process, the City prepares a preliminary annexation plat and adopts a resolution describing the property proposed for annexation. The City Commission then conducts a public hearing. If written protests represent less than one-quarter of the property owners within the affected area, the property may be annexed into the City following the hearing process.
- 2 ANNEXATION BY PROPERTY OWNER PETITION.**
Property owners may also initiate annexation by submitting a petition to the City. Landowners work with City staff to prepare an annexation plat and supporting materials. Notice of annexation is provided to the affected township, and a draft annexation ordinance is prepared. The City Commission then holds a public hearing on the petition. If revisions are necessary, they may be addressed prior to the second reading and final approval of the annexation ordinance.

CRITERIA FOR ANNEXATION

Annexation requests should be evaluated using several considerations to ensure orderly and sustainable growth including:

CONSISTENCY WITH LONG-TERM PLANNING AND PHASING

Annexation should generally occur within areas identified phasing areas in this growth area plan and the general sequencing maps on pages 105-117.

INFRASTRUCTURE AVAILABILITY

The City should consider and evaluate whether municipal services including sanitary sewer, water, regional stormwater management, and transportation infrastructure can be reasonably extended to serve the area.

LAND USE COMPATIBILITY

Proposed annexations should be compatible with the proposed land uses identified in the Growth Area Plan, adjacent or surrounding development patterns, and the City's Comprehensive Plan.

LOGICAL MUNICIPAL BOUNDARIES

Annexations should create logical and efficient municipal boundaries and avoid irregular jurisdictional lines or isolated pockets of unincorporated land.

RELATIONSHIP TO THE CAPITAL IMPROVEMENT PLAN (CIP)

Annexation decisions should be coordinated with the City's capital planning process to ensure that infrastructure investments are made strategically. In priority growth areas, the City may pursue infrastructure projects that support planned development and extend municipal services in an efficient manner. In other areas, infrastructure extensions may occur primarily in response to development proposals or through development agreements with landowners. Coordinating annexation with capital planning helps ensure that infrastructure investments are aligned with growth patterns and that municipal resources are used effectively.

RURAL RESIDENCES AND UNINCORPORATED AREAS

Some existing rural residences within the growth area may prefer to remain outside the City for as long as possible. In some cases, small, unincorporated areas may remain if they do not interfere with infrastructure extensions, roadway connectivity, or future development patterns. However, the City may consider initiating annexation when unincorporated areas create service inefficiencies, limit infrastructure planning, or become surrounded by urban development.

The rural residential neighborhoods along the Sheyenne River and near 38th St. W voiced their desire to remain as rural estates and preserve the current rural character of their large-lot neighborhoods. While the City recognizes the property owner's desires, the City should take steps to plan for public infrastructure connections in the distant future.

EXTRATERRITORIAL ZONING

The City's extraterritorial zoning authority provides an opportunity to guide development in areas that are likely to be annexed in the future. This authority is to help ensure that development patterns, infrastructure planning, and land uses remain consistent with the City's long-term vision.

Coordination with Reed, Raymond and Mapleton Township should include approval discussions about expanding or altering the boundary to improve long-term planning outcomes. For example, Reed Township has expressed interest in having the City of West Fargo take over extraterritorial jurisdiction authority for township land in the growth area.

FISCAL CONSIDERATIONS

The City should evaluate whether future development within the annexed area will support the long-term costs of extending municipal services. Fiscal sustainability should be evaluated by considering the anticipated tax base generated by development, the cost of extending and maintaining municipal infrastructure and services, and the degree to which development contributes to infrastructure through special assessments, development agreements, or other funding mechanisms. The city should further explore requiring the applicant/developer or self performing a fiscal impact analysis for the proposed annexation area as part of the development review process.



IMPLEMENTATION

INTRODUCTION

This implementation chapter is intended to carry out the vision for the Growth Area Plan. Future actions and implementation of this plan should be measured, to a degree, against the ability to help achieve the vision. It is important to recognize the plan as a living and breathing document. The plan provides the flexibility to adapt to unforeseen changes. Changes may include new development products in the marketplace, shifts in the regional, national, or global economy, technological advances and political decisions that force us to rethink our vision from time to time. On a smaller scale, individual property owner decisions (or needs) also force change. Even smaller incremental changes must be carefully evaluated. Change will occur but should be done through a thoughtful and engaging process.



THE PARTNERS

Implementing the Growth Area Plan is a collective effort between the West Fargo City Commission, the various boards and commissions that advise the Commission and City Staff, along with the input of several “Implementation Partners,” all working towards the common vision expressed in the growth plan. The decisions that put the plan into action come from a variety of sources – both public and private – and from a variety of perspectives – policy, regulatory, fiscal, and strategic. This section identifies the general implementation partners and summarizes their role in the plan’s implementation all with the goal of improved collaboration.



THE CITY OF WEST FARGO

The City’s primary role in implementation of the plan will be through regulation of private development, programming capital expenditures for public improvement, establishing development-related policies and programs, and facilitating the study and planning of future opportunities or changes. In essence, the City is the “keeper of the vision,” through regulatory, program and policy actions that must reinforce a commitment to the plan. Through this commitment the City directs all the other implementation partners toward a common direction and builds support and expectations for outcomes called for in the plan. Inter-departmental collaboration across Administration, Economic Development, Engineering, Public Services (Fire/Police/Sanitation) Planning & Zoning and Public Works will be critical to ensuring sustainable development and city operations as the city grows.

AGENCY PARTNERS

Several agency partners will play a key role in shaping development in the growth area. As the growth area evolves, continued dialogue and communication with Cass County; Reed, Raymond, and Mapleton Townships; and adjacent cities of Fargo, Harwood, Horace, and Mapleton are important to understand growth objectives. Additionally, the West Fargo School District and the West Fargo Parks District are key partners with the city as growth occurs to ensure measured, and coordinate growth occurs. Annual coordination meetings with township representatives and planning staff with adjacent municipalities are recommended.



CASS COUNTY

Cass County is an important partner with the City of West Fargo for the development of the Growth Area. Knowing growth is likely to begin on the north side east of the Sheyenne River, improvements to County Road 17 from the current city limits to County Road 20 will be an important capital improvement project to plan for over the next five years. Additionally, with the City’s desire to develop the city-owned lagoon properties, County road 10 to the FM Diversion and 38th Street will be another needed improvement project.



CASS RURAL WATER DISTRICT

Clarity on growth locations will allow for supporting water service infrastructure provided by Cass Rural Water District. Working with Cass Rural Water to develop a 10-year plan for water service for these areas will be an important implementation step. Developing a City Water Service Area Plan should be conducted in the next few years for the lagoon properties and the development area east of the Sheyenne River.

TOWNSHIP COORDINATION AND EXTRATERRITORIAL ZONING

The City of West Fargo as extraterritorial city (ET) zoning authority with Reed, Raymond, and Mapleton Townships. As development projects are proposed and land outside of the city is annexed, coordination with these townships is important to update the ET boundaries with the townships. This process occurs every year with formal action by township boards and the West Fargo City Commission. Under areas of Joint ET authority it is important to identify and set criteria for acceptable and non-acceptable development, to limit issues with rural residential development in the future, particularly in areas that are outside of the floodplain or east of the FM Diversion.

COORDINATION WITH SCHOOL AND PARK DISTRICTS

WEST FARGO PUBLIC SCHOOLS

Coordination with West Fargo Public Schools through annual meetings to review anticipated growth and development projects will allow for improved distribution of school facilities for the overall community. The school district has indicated a need for another high school in the next 5-10 years to alleviate pressure on the existing district facilities. Coordinated efforts will allow the district to understand how growth will happen, transportation improvements that will be occurring and for the city to help guide the location of facilities to desired location, preserving key commercial and employment corridors in the future.

WEST FARGO PARKS DISTRICT

Coordinated planning with the West Fargo Parks District will help all the agency partners to better anticipate and guide developers' preferred locations for parks, developed integrated stormwater treatment and trail facilities, and right size the parks for future neighborhoods. Additionally, annual meetings to discuss long-range planning can help identify features to preserve, connections to make between developments, and potentially target larger parcels for future community facilities such as a north side community center or athletic complexes that take larger acreage.



DEVELOPMENT COMMUNITY

The development industry plays a key role in implementing physical aspects of the plan. The Growth Area Plan envisions a more sustainable growth pattern that may be more dense than conventional development. This will take a willingness and creativity in the marketplace to commit to investing in strategies that differ from today. However, this change must be viewed across areas (broader than any one project) and over time (incrementally, with smaller changes supporting bigger future changes). When these decisions are made under the collective and long-term vision of the plan, change can be more evident and more successful. It is not enough to internalize the goals of this plan within each individual development project. Rather, projects must be strung together by their relationship to the common public realm, where each new project contributes to the greater whole of the community's vision. To that end, the Growth Area Plan guides locations for mixed use nodes of increased density as well as allowing for increased density within the low-density residential land use areas.

LANDOWNERS

The desires and decisions of individual landowners in the growth area play a critical role in how and when development occurs in the Growth Area. Some properties are ready to develop right away, and as areas of land come out of the flood plan with the FM Diversion project, more landowners will be interested in development. Communicating the anticipated growth sequence to property owners will be important to relay overarching community goals of sustainable development and growth at a rate that does not outpace key infrastructure improvements that can create additional tax burden on West Fargo residents.

CITIZENS

This Growth Area Plan incorporates the vision of West Fargo's citizens, blending the overarching goals from the City's Comprehensive Plan with the practical application of sustainable growth desired in the plan. The continued involvement of the citizenry in the implementation process assures the continuing validity of the plan. Active involvement, either by volunteering for advisory committees and boards or through individual participation in the public review process, ensures that these issues continue to be at the forefront of decisions by all the implementation partners. Creating a 5-year staging area plan that can be updated annually should be considered to communicate anticipated development to the development community, landowners, and the residents of West Fargo at-large.



STRATEGIES AND ACTION STEPS

To be most effective, the plan must serve both near-term and long-term needs. This section of the Implementation Chapter is organized around a series of general strategies and more specific action steps.

STRATEGIES are continuous or ongoing and have no defined start or end point. Strategies emphasize utilization of the plan as an everyday planning tool.

ACTION STEPS are specific projects that have a defined start and end point and result in a tangible product or capital investment.

Collectively, the strategies and action steps make up a comprehensive “to do” list for the City of West Fargo as it relates to the Growth Area Plan.

GROWTH AREA PLAN STRATEGIES

1 STRATEGY 1 – REVIEW COMMUNITY DEVELOPMENT TOOLS AND PROGRAMS AND UPDATE OFFICIAL CONTROLS

REVIEW COMMUNITY DEVELOPMENT TOOLS AND PROGRAMS

Many of the tools available to the City of West Fargo for community planning and development are enabled by state laws such as zoning and subdivision ordinances, park dedication ordinances, infrastructure ordinances, and the ability to create or establish tax increment financing districts or use other financing mechanisms or environmental reviews. Other tools pertain to housing and economic development strategies such as:

- Promoting existing business growth and retention
- Promoting new business development and attraction
- Collaborating with educational institutions to develop a stronger workforce
- Implementing neighborhood focus on community development projects
- Focusing on promoting and attracting senior housing developers and developments

These are only a few of the important implementation tools available to cities. A key strategy for West Fargo is to regularly review state laws to stay abreast of changes that might favorably or adversely affect the City's ability to implement its plan. This can be done by subscribing to newsletters or e-mail blasts or being active participants in local chapters of national planning and development organizations or regional/statewide associations North Dakota Chapter of the American Planning Association (APA), North Dakota League of Cities, North Dakota Parks and Recreation Department, North Dakota Chapter of the American Public Works Association (APWA), etc.

- **Roles:** City Staff, Elected and Appointed Officials
- **Frequency:** Ongoing with periodic updates of trends and opportunities

The West Fargo City Code, which contains its Zoning and Subdivision Regulations, is the official regulatory tool to implement the Growth Area Plan. The Growth Area Plan provides the “nexus” between the City's Comprehensive Plan and the specific laws in the City's ordinances and allows implementation of ideas that help the City reach the goals that are outlined throughout the plan.

ZONING

Zoning within West Fargo is adopted according to North Dakota Code of Laws Chapter 40-47, and the City's subdivision and zoning regulations were last comprehensively reviewed/updated in the mid 1980s. Zoning should be in alignment with the Growth Area Plan and the Comprehensive Plan. This process to amend the zoning code and zoning map will require a public process. Minor changes to the zoning code and zoning map districts will be required following adoption of the comprehensive plan. These areas are addressed below:

Park Dedication

The subdivision ordinance contains provisions for park dedication. The Parks and Recreation section of the Growth Area Plan provides a long-term plan for future park and trail improvements that identify the needs for park dedication. Park dedication should be reviewed on an annual basis to reflect long-term capital improvement needs as guided by this plan.

Access Management

Functionality of major road corridors can be enhanced by the ability to regulate access onto roadways. The Fargo/ West Fargo Parking and Access Study has developed prototypes to help guide this implementation. Development of an access management ordinance strengthens the City's ability to implement and enforce access management strategies and key corridors of CR 17 and CR 10 / 12th Ave are key starting projects.

Zoning Map Amendments

The City's current Comprehensive Plan does not guide land uses, but the Growth Area Plan does. As areas within the Growth Area are annexed into the city, they will need to be rezoned accordingly through the rezoning process, which requires a public hearing.

Other Official Controls

The Growth Area Plan will need to be evaluated to ensure the official controls are aligned with one another. If changes to the official controls are needed, the City will proceed with the appropriate process required by state law. Other areas of focus include:

- Exploring and evaluating new zoning approaches to development along major transportation corridors and at key nodes (see land use framework diagram figure 3.2) from land use chapter (i.e., mixed-use zoning districts, design guideline overlay districts, access management standards, or others)
- Establishing a basis in the subdivision ordinance for preserving key greenway linkages between park and recreation facilities, institutional and commercial pedestrian destinations, and value natural resources such as The Sheyenne River, Maple River, and woodland stands, as well as the FM Diversion and Sheyenne Diversion and other drainage ditches.
- Provisions that incentivize mixed density residential projects, particularly within the low-density residential land use category
- Provisions that support biking and walking infrastructure better connecting private developments to the public trail and sidewalk facilities and key nodes and destinations.
- Provisions that support or encourage energy efficient building and site planning technologies.
- Provisions that encourage integration of storm water improvements with public and private site amenities.

- **Roles:** Staff, Planning Commission, Advisory Boards and Commissions
- **Frequency:** near term emphasis – on-going reviews on an annual or every two-year basis

STRATEGY 2 – DEVELOP A MONITORING SYSTEM AND METRICS TO MEASURE PROGRESS AND MAKE ADJUSTMENTS

CONDUCT REGULAR PLAN REVIEWS

West Fargo will continue to grow and change over the next 20–30 years. As this growth continues to occur, data will emerge through evaluation of development projects and planning analysis that will help with understanding the impacts on the community. The Growth Area Plan should be reviewed on a regular basis to assess progress on attaining the community's goals and objectives and to continue a dialogue about the community's future. The review should focus on both the successes and failures of the Growth Area Plan. The review should be informed by new and recent development projects, observations of change and technical analysis, emerging trends, and innovative technologies. GIS mapping should be maintained with a report of land absorption, land availability, and lot inventories to ensure adequate land is guided in support of housing diversity, commercial development, and employment. Annual adjustments to population, household and employment projections should be carefully evaluated and coordinated with the West Fargo School District, West Fargo Parks District, and the Fargo Moorhead Metro COG.

- **Roles:** Staff and Planning & Zoning Commission
- **Frequency:** Annual or once every two years

ESTABLISH GROWTH INDICATORS

Community indicators are an effective measurement tool to assess how the Growth Area is progressing towards the overall community goals and objectives identified throughout the plan. Agreeing upon a series of community indicators will require a public process. This is an ongoing (long-term) strategy that will provide the City of West Fargo with a wealth of information to help guide future decision making and track progress over a period of years. The list of community indicators can be quite lengthy and exhaustive. This is why the process is as important as the product. What gets measured and how it gets measured must be a product of a community leader and staff dialogue. The following list is a starting point of some indicators relevant to West Fargo. This list is developed based on past community input and recent planning trends:



Land Use Efficiency (as measured by):

- density of new residential development
- ratio of commercial building square feet to gross land area of new construction
- total acres of new development absorbed on an annual basis
- total acres of projects zoned as a Planned Unit Development vs traditional zoning categories
- total acres of commercial and industrial development



Park and Recreation

- participation in active recreation programs (for adult, senior and youth activities by season)
- dollar value of investments in existing parks
- hours spent on park maintenance
- number of new parks developed



Housing

- number of new affordable housing units developed
- number and value of permits pulled for new housing construction (by type-detached SF, attached MF, stacked MF)
- number of real estate transactions of owner-occupied housing
- vacancy rates new rental properties
- dollars invested in assisting with housing maintenance
- ratio of median family income in the city to median home sales price



Community Utilities & Infrastructure

- miles of new sanitary sewer pipes and number of lift stations
- volume of inflow and infiltration
- miles of new trunk water mains
- volume of unaccounted for public water usage
- per capita usage of water by land use
- measure of per capita utility debt outstanding



Transportation & Mobility

- lane miles of congested roadways (LOS E or F)
- number of traffic crashes by type
- number of lane miles of new roadways built (and dollar value)
- number of lane miles of streets reconstructed (and dollar value)
- number of lane miles per capita
- traffic volumes on major streets
- key infrastructure elements for connectivity including bridges, rail crossing upgrades, or viaducts and total construction value
- volume of transit ridership from the City and destinations
- number of cars per household
- miles of paths constructed by type (sidewalk or multi-purpose trails)
- miles of bike lanes constructed
- household trip patterns (bike, walk, drive, transit)
- percent of households within walking distance of key destinations
- pavement condition (IRI or PCI) of arterial and collector roadways



Economic Development:

- number of new businesses developed in the community
- number of new jobs created (private vs. public)
- number of existing businesses visited by City Staff or economic development agency
- vacancy rates of commercial and industrial space
- value of building permits for commercial and industrial uses
- unemployment rates
- valuation trends of commercial and industrial businesses
- size of local/regional labor force
- the ratio of jobs in West Fargo to the number of housing units

The City of West Fargo should establish a series of indicators to evaluate the progress and success of this plan. Establishing the indicators could be looked at as an Action step; however, the ongoing nature of reporting out and monitoring progress becomes the strategy.

- **Roles:** Staff, City Commission, Planning and Zoning Commission and Partner Agencies
- **Frequency:** Annually or once every two years

MONITOR PUBLIC FACILITY NEEDS

The growth and development of the City of West Fargo add pressure on government services through increased demands for building permits, community development resources, streets, utilities, stormwater, police and fire protection, park and recreation programming and general administrative responsibilities. Such demands require the City to develop public facilities that house such services. These include administration (City Hall), and police, fire, and public works. Currently, the bulk of the community's public facilities are sited south of Main Avenue and I-94 in various facilities spread throughout the city. Additional needs for fire and police protection will be needed on the north side of the city as the growth area fills in.

- **Role:** Staff, City Commission
- **Frequency:** Annual or as new growth demands new public facilities

3

STRATEGY 3 – PRESERVE TRANSPORTATION CORRIDORS

The transportation plan has identified a series of roadway improvements that are needed to meet local and regional needs over the next 20 years. Implementing these improvements could be one of the most challenging efforts as each one will have an associated infrastructure cost but at this time do not have a funding source associated with them. However, it is important to continue to plan for these improvements as infrastructure and land costs continue to rise. These rising costs also enhance the importance of right-of-way preservation.

The City's strategy for preserving right-of-way (ROW) for long-term transportation projects is to work collaboratively with property owners to ensure that development projects take into consideration both short- and long-term transportation needs. This may require the City taking a more proactive planning role, engaging regional agencies (Cass County and NDDOT) and affected landowners in more detailed master planning and system planning efforts. The "Spine Road" concept for the SW 94 areas and the long-term "Ring Road" concept are good examples of this kind of collaborative planning effort, particularly with landowners.

The Street Plan appendix of this document, when adopted by the Planning Commission, will serve to reserve the street locations for future ROW acquisitions in accordance with North Dakota Century Code. The Street Plan should be reviewed and updated by the Commission on a regular, and project-by-project basis. The City will continue to work with Cass County, NDDOT and the Fargo-Moorhead Metro COG to determine the appropriate planning and funding mechanisms for constructing roadway improvements.

- **Roles:** Staff
- **Frequency:** ongoing on a project-by-project basis

4

STRATEGY 4 – PLAN FOR PARKS, TRAILS, AND OPEN SPACE

As West Fargo continues to grow, continued park system planning efforts will be needed with a focus on building out a system of neighborhood parks, ensuring strong connectivity between neighborhoods through a robust trail network, and identifying opportunities for signature parks and recreation activities. Additional facilities (community center, athletic complexes) north of I-94 will be needed, or the expansion of existing facilities will also need to be considered going forward.

- **Role:** City Staff, West Fargo Park District
- **Frequency:** Annual or as new growth demands new neighborhood park master planning

STRATEGY 5 – EXPLORE CREATIONS OF REGIONAL STORMWATER BASINS

Successful implementation of a regional stormwater strategy will require coordination across regulatory frameworks, administrative processes, and long-term capital planning. The following strategies outline how stormwater infrastructure can be integrated into the City's development review and land use planning framework.

EXPLORE THE CREATION OF A STORMWATER OVERLAY DISTRICT

The City should explore the creation of a Stormwater Overlay District to ensure consistent application of regional drainage policies across the growth area. This overlay would function as a regulatory layer applied over underlying zoning classifications and would govern stormwater requirements where drainage considerations conflict with base zoning standards.

The overlay district could include mapped basin boundaries, designated regional detention sites, and protected primary drainage corridors. It would require basin-level hydrologic analysis prior to subdivision approval and establish performance standards consistent with the City's adopted regional modeling assumptions. Establishing this regulatory framework helps ensure that stormwater infrastructure constraints meaningfully inform development patterns.

INTEGRATE REGIONAL BASIN PLANNING WITH FUTURE LAND USE

Regional stormwater infrastructure should be closely aligned with the growth area's future land use and phasing strategy. Mapping basin footprints, trunk conveyance corridors, emergency overland flow routes, and areas likely to require lift stations can help guide development patterns and infrastructure investment.

By incorporating drainage infrastructure directly into long-range planning documents, the City can ensure that stormwater systems help shape urban form rather than reacting to subdivision layouts after approvals are granted. This proactive approach reduces costly redesigns and preserves key storage and conveyance areas before rising land values complicate acquisition.

Stormwater facilities should also be considered as part of the broader open space and park network. Regional basins can provide opportunities for trail connections, passive recreation, and visual amenities when designed as part of a coordinated open space system.

UPDATE AND ALIGN SUBDIVISION REGULATION

Subdivision regulations should be updated to reflect the regional stormwater strategy. Major plats should demonstrate consistency with adopted regional basin plans and provide basin-wide hydrologic modeling where necessary. Developers must identify ultimate drainage patterns and demonstrate that grading plans preserve regional flow paths and overflow routes.

Temporary stormwater management measures used during phased development must be consistent with the ultimate basin configuration and cannot compromise long-term system performance. Preliminary plat approval should only be granted once adequate regional stormwater capacity has been constructed, secured, or programmed within the City's Capital Improvement Program.

ANNEXATION AGREEMENTS

In areas where annexation occurs ahead of development, annexation agreements can help implement the regional stormwater strategy. These agreements can establish basin participation requirements, secure land for detention facilities and conveyance corridors, define interim stormwater standards, and ensure compliance with future basin model updates. This approach helps prevent fragmented drainage systems and speculative platting that could undermine the efficiency of the regional system.

INTEGRATION INTO DEVELOPMENT REVIEW

Stormwater considerations should be incorporated early in the development review process. Drainage planning should be addressed during concept plan review, zoning amendments, planned unit developments, and major site plan applications. Addressing stormwater infrastructure at the earliest stages allows system constraints to inform site design, density assumptions, and land use transitions. Early coordination reduces redesign costs and helps the City guide development outcomes more effectively.

ON-GOING INTERAGENCY COORDINATION

Regional drainage systems frequently extend beyond municipal boundaries and often discharge into facilities managed by county or state agencies. Continued coordination with Cass County drainage authorities, North Dakota water resource agencies, and neighboring jurisdictions within the Fargo–Moorhead metropolitan area will be important. This coordination is particularly critical in the Red River Valley, where flat terrain allows hydraulic impacts to extend across jurisdictional boundaries. Collaborative planning helps avoid redundant infrastructure investments and protects downstream systems.

ADAPTIVE MANAGEMENT AND PLAN UPDATES

Stormwater planning must remain adaptable as new rainfall data, development patterns, and infrastructure performance information become available. The City should periodically update basin models, reassess design assumptions, and review financial projections to ensure infrastructure investments remain aligned with future growth conditions. If development intensity or climate data significantly changes, basin sizing and cost recovery mechanisms may need to be adjusted to maintain system capacity through the 2050 planning horizon.

ADMINISTRATIVE CAPACITY

Effective implementation will also require sufficient administrative and technical capacity. The City must maintain adequate engineering resources to review basin modeling, grading plans, and stormwater system designs. A GIS-based inventory of stormwater assets will support tracking of regional facilities, easements, and maintenance responsibilities. Clear development review checklists and consistent inspection procedures will help ensure that adopted standards are applied uniformly.

Failure to plan for stormwater infrastructure at a regional scale could increase the risk of localized flooding, delay development, and potentially require costly emergency capital projects in the future. In flat landscapes such as West Fargo's, drainage problems are difficult and expensive to correct after development occurs. By planning stormwater systems at full build-out scale today, the City can reduce long-term risk, provide greater certainty for development, and protect public safety as the community continues to grow.

- **Role:** Staff, West Fargo Parks District, Adjacent Jurisdictions
- **Frequency:** Annual or as new growth demands new development

STRATEGY 6 – ONGOING COORDINATION WITH ADJACENT COMMUNITIES AND JURISDICTIONS

Successful implementation of the Growth Area Plan depends on proactive and sustained coordination with neighboring communities, overlapping jurisdictions, and key public service providers. The City of West Fargo should establish a formal coordination framework that brings together stakeholders, including the West Fargo Parks District, West Fargo Public Schools, adjacent municipalities, county agencies, and utility providers, to align land use decisions, infrastructure investments, and service delivery as growth occurs. This framework should include regular intergovernmental meetings, shared data and mapping resources, and clear communication protocols to ensure that planning decisions on one side of a jurisdictional boundary do not create unintended burdens or conflicts on the other. Early and ongoing engagement with these partners will be essential to identifying shared priorities, avoiding duplication of effort, and leveraging opportunities for cost-sharing on infrastructure and amenities that serve residents across boundaries.

As the City of West Fargo advances near-term implementation steps, staff should prioritize outreach to adjacent communities to share growth projections, discuss potential annexation areas, and identify locations where coordinated planning will yield the greatest mutual benefit. Formal coordination agreements or memoranda of understanding (MOUs) with key jurisdictions and districts, particularly West Fargo Public Schools and the West Fargo Parks District, should be pursued to document shared expectations around timing, capacity, and cost responsibilities tied to new development. This coordinated approach will not only strengthen relationships with neighboring partners but will also provide developers, residents, and investors with greater certainty about how and where growth will be accommodated over time.

- **Role:** City Staff, Adjacent City Staff, Broader Agency Staff
- **Frequency:** Annual

ACTION STEPS

The Growth Area Plan identifies a number of strategies and action items throughout the chapters of the plan that together have the potential to positively shape growth and change in West Fargo. Since resources are limited, it is unrealistic to assume that the City can undertake all of them simultaneously. Therefore, it will be necessary to focus on those that have the greatest potential to accomplish stated goals or those that respond to issues or problems that have been identified within the Growth Area Plan.

The Action Steps listed below should serve as the “to do list” for the City staff will lead this effort, and as over the next 24–48 months to prepare for future development. As the City Commission and its advisory boards develop annual goals in goal setting workshops, they should consult this list to monitor progress. As Action Steps are completed, the plan should be updated to refresh the Action Steps and, using the community indicators, establish new Action Steps. The Growth Area Plan should be formally adopted as an amendment to the City’s Comprehensive Plan in accordance with North Dakota Century Code Chapter 40–48. Adoption of the plan will establish the policy foundation needed to guide zoning decisions, infrastructure investments, and future development within the West Fargo Growth Area.

12–24 MONTH ACTION STEPS

The following narrative describes the priority action steps the City of West Fargo should undertake over the next 12 to 24 months. These efforts are focused on making the most effective use of limited time and resources and are organized around six core areas: code modernization, lagoon strategy, transportation, utilities, funding, and annexation. Taken together, these actions will establish a strong foundation for managed, fiscally responsible growth.

CONDUCT A COMPREHENSIVE CODE UPDATE

The first and most immediate priority is a thorough review and update of the City’s development codes. Outdated or misaligned code provisions can create friction in the development process, delay

project approvals, and undermine the City's ability to attract new investment. A modernized code framework should reflect the City's current growth ambitions and align with the land use patterns envisioned in this plan.

IMPLEMENT A STRATEGY FOR THE LAGOONS

The City's lagoon properties represent a significant development opportunity that requires deliberate, near-term decision-making. A comprehensive lagoon strategy should advance on two parallel tracks.

ADVANCING ECONOMIC DEVELOPMENT READINESS

The lagoon properties carry substantial potential as economic development assets. To unlock that potential, the city should work to strengthen transportation access and regional connectivity to and from the lagoon areas, ensuring that site accessibility is not a barrier to development interest. Simultaneously, the city should pursue "shovel-ready" certification or equivalent status for key sites. Completing the environmental, infrastructure, and platting work that gives prospective employers and developers the confidence to commit.

Attracting new development also requires a strong brand and marketing presence. The City should establish a clear and compelling identity for the lagoon development areas, supported by a targeted marketing platform that reaches the right audiences. This includes identifying the full market potential of the properties by understanding which industry sectors, business types, and investment scales are most likely to locate here. Then, actively expanding outreach to commercial real estate brokers and site selection consultants who serve those markets.

Competitive incentives will play an important role in site selection decisions. The city should clearly document and promote the incentive tools available to prospective businesses, while also aligning regional stakeholders, including county partners, economic development organizations, and state agencies around a shared vision for the area. Alongside economic assets, the city should actively communicate the quality of life and workforce advantages West Fargo and the region offer, as these factors weigh heavily in location decisions.

RESOLVING THE INERT LANDFILL QUESTION

Running concurrently with economic development planning, the City must finalize its decision regarding the potential use of a portion of the lagoon properties as an inert landfill site. This determination will shape how much of the lagoon land is available for development, on what timeline, and under what conditions. A clear decision, in either direction, is necessary before long-range planning for these parcels can be completed.

ADVANCE TRANSPORTATION PLANNING AND INFRASTRUCTURE COORDINATION

Transportation infrastructure is a prerequisite for development in West Fargo's growth areas, and the city must take proactive steps to ensure that utilities and roadways keep pace with growth. The Capital Improvement Program (CIP) should be reviewed and coordinated with an eye toward key corridors such as County Road 17, 19th Avenue, 12th Avenue, and 38th Street. Decisions on where infrastructure extensions and roadway improvements make the most sense in relation to this plan's focused development areas and the broader growth area framework will be key considerations with initial development.

Separately, planning for the 13th Avenue Interchange should advance during this period. This interchange represents a critical connection point for the City's long-term growth, and early engagement with state and regional transportation partners will be essential to keeping this project on a realistic timeline.

COORDINATE UTILITY PLANNING AND CAPACITY

Sound utility planning is foundational to responsible growth, and sanitary sewer and water service require particular attention in the near term.

WATER SERVICE

The city should actively coordinate with Cass Rural Water to plan for future water service within their service area as West Fargo grows. Key issues include the potential need for a new water tower and the achievement of adequate water pressure for fire protection, particularly in industrial areas where demand is higher and for insurance purposes. Several agreements are already in place between the City and Cass Rural Water, but continued expansion will likely require updates to those agreements and will have direct implications for Cass Rural Water's own system planning.

SANITARY SEWER

The city should implement the recommendations from the Moore Engineering Study to guide its approach to sanitary sewer service. This includes initiating the decommissioning of Cell No. 7 and the eventual reshaping of Cells No. 1 and 2 into a temporary 30–40-acre stabilization pond, which may remain in operation for 15 to 20 years depending on the pace of growth. The City should also plan for the future installation of an equalization (EQ) lift station sized to provide both capacity and redundancy for lift station SA-40.

Mapleton Connection

Additionally, the city should continue to pursue the upsizing of the existing 14-inch force main to a 24-inch force main as part of the Mapleton sanitary sewer force main connection to the City of West Fargo. This oversizing would enable sanitary sewer service to extend to the western portion of the Lagoon properties, the Raymond Interchange area and the areas south of I-94 (with the build out of an additional network of lift stations).

EVALUATE AND UPDATE DEVELOPMENT FUNDING STRATEGIES

The current approach to funding new development infrastructure warrants careful review. The city should explore whether hook-up fees, development impact fees, or other cost-recovery tools could more equitably distribute the cost of growth between existing taxpayers and new development. Any such changes should be explored thoughtfully, with attention to the competitive implications with adjacent jurisdictions.

The City's special assessment policy should also be reviewed and, where appropriate, adjusted. The city should continue to monitor how its assessment practices compare with those of neighboring jurisdictions to ensure West Fargo remains competitive while also financially sustainable.

Additionally, the city should consider requiring developers who seek annexation to provide a fiscal impact analysis as part of the development review process. This would give the city a clearer picture of the long-term cost and revenue implications of each annexation request before commitments are made.

STRENGTHEN THE ANNEXATION FRAMEWORK

As development pressure continues to push outward, the city needs a clear, consistent, and defensible annexation process. All existing annexation agreements should be reviewed and updated where necessary.

When the City receives an annexation request, it must have the tools in place to assess the fiscal implications of adding that land to the corporate limits. The City should adopt a policy that places the burden of proof on the developer or landowner seeking annexation, requiring them to demonstrate, through a fiscal impact analysis, that the proposed annexation will not create a long-term cost burden for the City. A phased approach to annexation, in which land is brought into the city incrementally as infrastructure is extended and development commitments are secured, should also be formalized as a standard practice.

Finally, the City should establish a clear policy position on rural residential development within and adjacent to growth areas. This includes defining whether rural residential uses will be permitted, under what conditions, and how such uses will be managed over time as urban development approaches. Clarity on this issue will reduce uncertainty for landowners, developers, and neighboring jurisdictions, and will help preserve the City's ability to develop land efficiently when the time comes.

These Action Steps represent the near-term priorities identified through the West Fargo Growth Area planning process. Progress on these items over the next 12 to 24 months will position the city to manage growth effectively, attract investment, and deliver services in a financially responsible manner.