

Casselton 2045

City of Casselton Comprehensive
& Transportation Plan



This page left intentionally blank





Casselton 2045

City of Casselton Comprehensive
& Transportation Plan

Approved by City Council:
June XX, 2019

RESOLUTION NO.

A RESOLUTION OF THE CITY OF CASSELTON, NORTH DAKOTA APPROVING AND ADOPTING CASSELTON 2045, THE 2018 COMPREHENSIVE PLAN FOR THE CITY OF CASSELTON

WHEREAS, the City of Casselton is a municipal corporation organized and existing under the laws of North Dakota; and

WHEREAS, the City of Casselton previously adopted a Comprehensive Plan in 2000; and

WHEREAS, pursuant to North Dakota Century Code (40-48) municipalities are granted the authority to create and adopt a Comprehensive Plan to address and guide future development, planning activities, municipal infrastructure improvements, and other associated dynamics; and

WHEREAS, the City of Casselton has prepared an updated Comprehensive Plan which includes the following important elements: a comprehensive community profile, a future land use plan, and a transportation framework; and

WHEREAS, the City of Casselton has actively sought public input into the planning process and has issued draft plans and associated documentation to the public to allow for adequate time for review, consideration, and comment.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CASSELTON, NORTH DAKOTA that the 2018 Comprehensive Plan is hereby adopted as a long range planning document, together with the future land use plan (map) and all other maps and descriptive matter contained within; and

BE IT FURTHER RESOLVED, that staff and officials are hereby authorized to take necessary actions to implement the Comprehensive Plan.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF CASSELTON this ___ day of _____, 2019.

Mayor, City of Casselton

Attest

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the North Dakota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided by the Minnesota Department of Transportation and through local contributions from the governments of Fargo, West Fargo, Horace, and Cass County in North Dakota; and Moorhead, Dilworth, and Clay County in Minnesota. The United States Government and the States of North Dakota and Minnesota assume no liability for the contents or use thereof.

This document does not constitute a standard, specification, or regulation. The United States Government, the States of North Dakota and Minnesota, and the Fargo-Moorhead Metropolitan Council of Governments do not endorse products or manufacturers. Trade or manufacturers' names may appear herein only because they are considered essential to the objective of this document.

The contents of this document reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the policies of the state and federal Departments of Transportation.

Acknowledgements

Casselton City Council

Lee Anderson, Mayor
Evan Anderson, Member
Kent Buss, Member
Joan Carvell, Member
Charlie Francis, Member
Char Gust, Member
Mike Eberhardt, Member
Fred Wrangler, Member

Planning & Zoning Commission

Troy Klevgard, Member
Steve Link, Member
Ed McConnell, Member
Doug Moderow, Member
Chris Prochnow, Member
Mike Rieniets, Member
Bob Waslien, Member
Bruce Wheeler, Member

Comprehensive Plan Study Review Committee

Evan Anderson, Planning & Zoning Commission
Lee Anderson, Mayor
Charlie Francis, City Council
Jesse Hagan, Job Development Authority
Jack Haines, School Board
Troy Klevgard, Planning & Zoning Commission
Steve Link, Planning & Zoning Commission
Ed McConnell, Planning & Zoning Commission
Doug Moderow, Planning & Zoning Commission
Chris Prochnow, Planning & Zoning Commission
Mike Rieniets, Planning & Zoning Commission
Jonathan Warrey, Park Board
Bob Waslien, Planning & Zoning Commission
Bruce Wheeler, Planning & Zoning Commission

City Administration

Becky Dunker, Administrative Assistant
Kevin Mayer, Public Works Director
Sheila Klevgard, Auditor

Participating Organizations

Casselton Business Association
Casselton Job Development Authority
Casselton Parks & Recreation
Central Cass School District #17

Casselton 2045 PREPARED BY
Fargo-Moorhead Metropolitan Council of Governments
FOR the City of Casselton

Table of Contents

Acknowledgements	i		
Table of Contents	ii		
Preface	iii		
Quick Facts	v		
Forecast Projections	vii		
1 Project Background	1		
Community Overview	2		
Planning Process	4		
Review Process	5		
Outreach and Public Engagement	6		
Key Themes & Issues	8		
Vision Statement	9		
2 Community Profile	14		
Population & Households	15		
Income & Industry	19		
Education	22		
Health & Wellness	23		
Future Trends & Projections	23		
3 Housing	26		
Characteristics	27		
Conditions	27		
Value	27		
Tenure	29		
Vacancy Rates	29		
Rental Units	29		
Affordability	31		
Group Housing Quarters	32		
Financially-Assisted Housing	32		
Housing Demand	32		
Future Needs	33		
4 Land Use	36		
Existing Land Use	37		
Future Land Use	39		
Development Considerations	41		
5 Transportation	44		
Major Corridors & Roadway Classifications	45		
Traffic Volumes	45		
Crash Data	47		
Transit Services	47		
Bicycle & Pedestrian Network	47		
Access Management	49		
Corridor Preservation	50		
Rail & Freight Service	51		
Air Service	51		
6 Public Facilities & Utilities	54		
Public Safety & Emergency Services	55		
Educational Facilities & Resources	55		
Early Education & Childhood Services	55		
Government & Community Facilities	56		
Parks & Open Space	58		
Health & Wellness	60		
Sanitary Sewer Service	60		
Water Supply	60		
Stormwater Management	60		
Garbage, Recycling, & Yard Waste	61		
Telecommunications	61		
Electrical Service & Natural Gas Utilities	61		
Future Trends & Projections	61		
7 Agricultural, Natural, & Cultural Resources	64		
Agriculture	65		
Geology	66		
Soils	67		
Topography	67		
Surface Water	67		
Ground Water	67		
Wetlands and Floodplains	68		
Community Gardens	69		
Local Foods/Fresh Produce	69		
Casselton Summerfest	69		
North Dakota Governors	70		
8 Economic Development	74		
City & Regional Market Trends	75		
Economic Development Partnerships	75		
Finance Tools	76		
9 Community Character & Design	82		
Density	84		
Urban Design & Architecture	84		
Street Design & Block Patterns	85		
Corridors	88		
Gateways	89		
Sustainable Design	89		
Public Art	91		
10 City Recommendations	94		
11 Implementation Strategy	100		
Monitoring & Updating the Plan	101		
Annual Review & Reporting	101		
Actions	101		
Strategy Tables	102		

Preface

PURPOSE OF COMPREHENSIVE PLANNING

In essence, a comprehensive plan is an expression of the community's vision for the future and a strategic map to reach that vision. A comprehensive plan is required for any jurisdiction that intends to establish and maintain zoning regulations in the State. Comprehensive planning is an important tool for cities to guide future development of land and ensure a safe, pleasant, and economical environment for residential, commercial, industrial, and public activities. In addition, planning can help:

- Preserve important natural resources, agricultural land, and other open lands;
- Create the opportunity for residents to participate in guiding a community's future;
- Identify issues, stay ahead of trends, and accommodate change;
- Ensure that growth makes the community better, not just bigger;
- Foster sustainable economic growth;
- Provide an opportunity to consider future implications of today's decisions;
- Protect property rights and values; and
- Enable other public and private agencies to plan their activities in harmony with the city's plans.

For many cities, creating a comprehensive plan is the first step in adopting or revising zoning and subdivision regulations for the city. As a result, the comprehensive plan normally lays out a vision for the city's future land development and land use, dictating where growth should occur, the type of growth that is allowed in various areas of the city, and the density of such growth.

LEGAL BASIS FOR PLANNING

Municipal governments in the State of North Dakota procure authority to legislate land use control measures from the general municipal authority accorded in the Century Code.

North Dakota Century Code, Title 40, Chapter 47 (40-47) is the chapter regulating city zoning and states that a comprehensive plan is required for zoning:

“The regulations provided for in this chapter shall be made in accordance with a comprehensive plan and shall be designed to:

1. *Lessen congestion in the streets;*
2. *Provide for Emergency management. ‘Emergency management’ means a comprehensive integrated system at all levels of government and in the private sector which provides for the development and maintenance of an effective capability to mitigate, prepare for, respond to, and recover from known and unforeseen hazards or situations, caused by an act of nature or man, which may threaten, injure, damage, or destroy lives, property, or our environment;*
3. *Promote health and the general welfare;*
4. *Provide adequate light and air;*
5. *Prevent the overcrowding of land;*
6. *Avoid undue concentration of population; and*
7. *Facilitate adequate provisions for transportation, water, sewage, schools, parks, and other public requirements.*

The regulations shall be made with reasonable consideration as to the character of each district and its peculiar suitability for particular uses with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the city. The comprehensive plan shall be a statement in documented text, setting forth explicit goals, objectives, and policies, and standards of the jurisdiction to guide public and private development within its control.

North Dakota Century Code, Title 40, Chapter 48 (40-48) specifically grants power to a city to create and adopt a master plan, hereby referred to as a comprehensive plan, as follows:

“Any municipality, by an ordinance of its governing body, may establish an official master plan of the municipality. Such ordinance shall make it the duty of some appropriate official or employee of the municipality to file for record immediately, with the recorder of the county in which the area covered by the plan is situated, a certificate showing that the municipality has established an official master plan. Such plan shall be final and conclusive with respect to the location and width of streets, ways, plazas,

open spaces, and public easements, and the location of parks and playgrounds, and the establishment of public rights in lands shown thereon. The official master plan is declared to be established to conserve and promote the public health, safety, and general welfare of the municipality.”

LEGAL IMPACTS

Comprehensive plans do not directly impact property owners’ rights due to their non-regulatory components. The plan sets forth a vision and policy direction for the city. Community members, elected officials, and city staff should be familiar with the recommendations contained within the plan as it they set forth a course for local policies and decision making which can ultimately affect future land use decisions and regulations.

PLAN AMENDMENTS & UPDATES

The City of Casselton may want to update the Comprehensive plan from time to time on an as-needed basis. North Dakota Century Code, Title 40, Chapter 48, Section 11 (40-48-11) states:

“Upon receipt of an attested copy of the master plan or of any part thereof after the adoption thereof by the planning commission, the governing body shall hold a public hearing thereon. At least ten days’ notice of such hearing shall be published in the official municipal newspaper. No change or addition to the master plan or any part of it as adopted by the planning commission shall be made by the governing body until the proposed change or addition shall have been referred to the planning commission for report thereon and an attested copy of the commission’s report is filed with the governing body. The failure of the planning commission to report within thirty days after the date of the request for the report by the governing body shall be deemed to be an approval by the commission of the additions or changes. If the additions or changes are disapproved by the commission, a two-thirds vote of the entire governing body shall be necessary to pass any ordinance overruling such disapproval.”

In addition, North Dakota Century Code, Title 40, Chapter 48, Section 16 (40-48-16) states:

“Whenever the governing body of the municipality may deem it for the public interest, it may change or add to the official master plan by laying out new streets, improvement, or conveniences mentioned in this chapter or by widening, enlarging, closing, or abandoning existing streets, improvements, or conveniences. At least ten days’ notice of a public hearing on any proposed action with reference to such change in the official master plan shall be published in the official newspaper of the municipality. Before any such addition or change is made, the matter shall be referred to the planning commission for report thereon as provided in section 40-48-11. Such additions and changes, when adopted by an ordinance of the governing body, shall become a part of the official master plan of the municipality and shall be deemed to be final and conclusive with respect to all matters shown thereon. The layout, widening, enlarging, closing, or abandoning of streets, plazas, open spaces, and parks or playgrounds by the municipality under provisions of the laws of this state other than those contained in this chapter shall be deemed to be a change or addition to the official master plan and shall be subject to all the provisions of this chapter.”



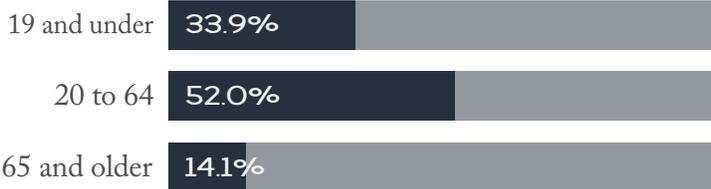
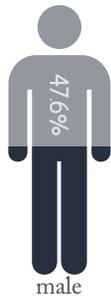
Fig. 1.0 | Looking West Along 1st Street South & Front Street

Today

Population

2016 population : 2,500

median age : 34.4



Education



less than a high school degree



high school graduate or GED



some college, no degree



associate's degree



bachelor's degree



graduate or professional degree



901 total students



Elementary



Middle School



High School

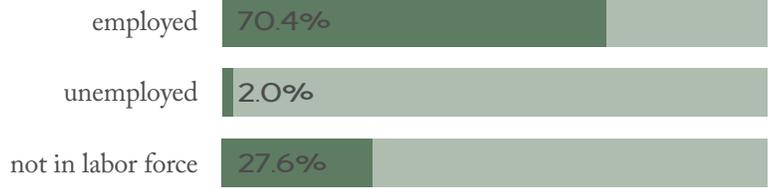
Central Cass Enrollment



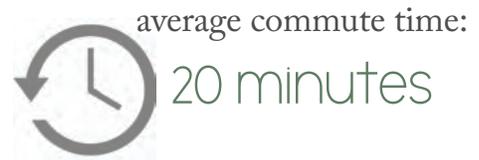
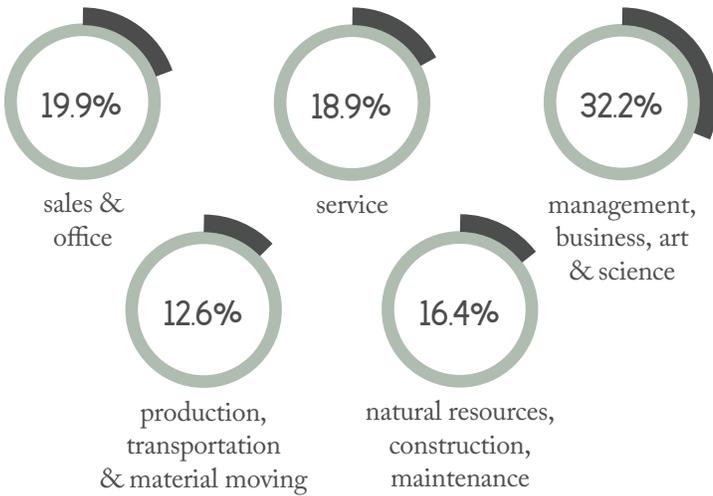
Employment

median household income : \$66,223

poverty rate : 5.7%



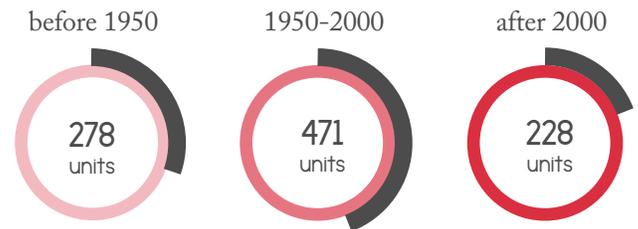
occupations



Housing



housing structure built



median home value :

\$168,100

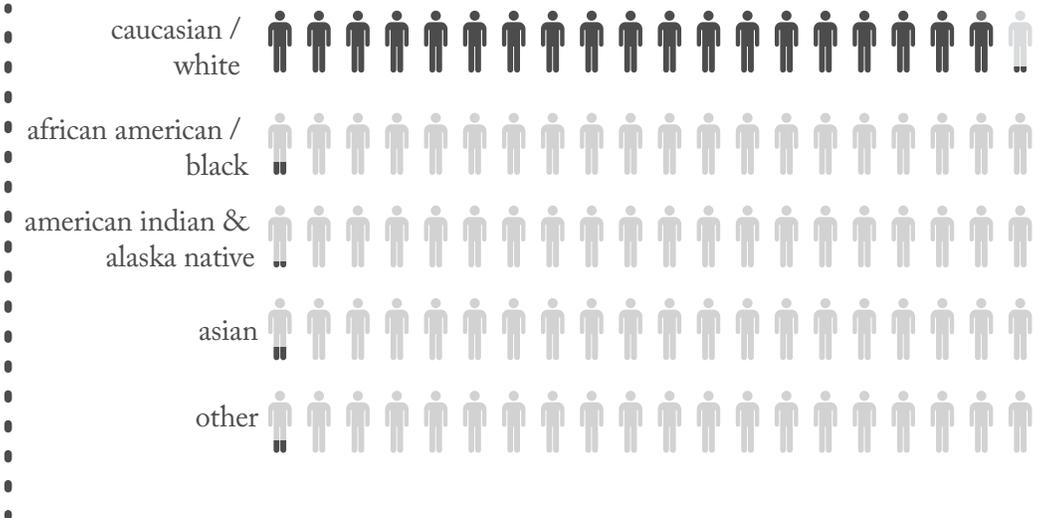
median monthly rent :

\$655



6.2%
of households
do not have
access to
a vehicle

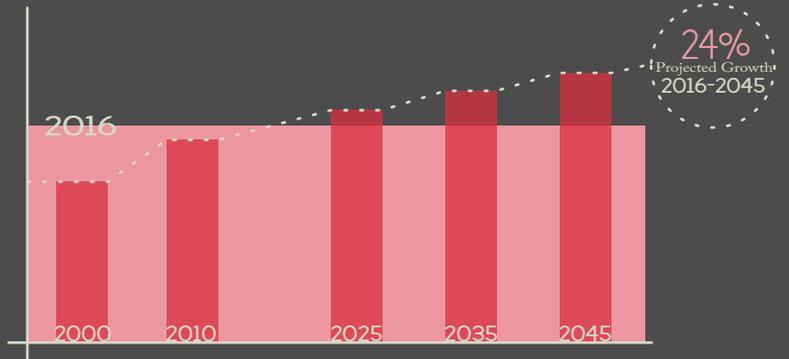
Race



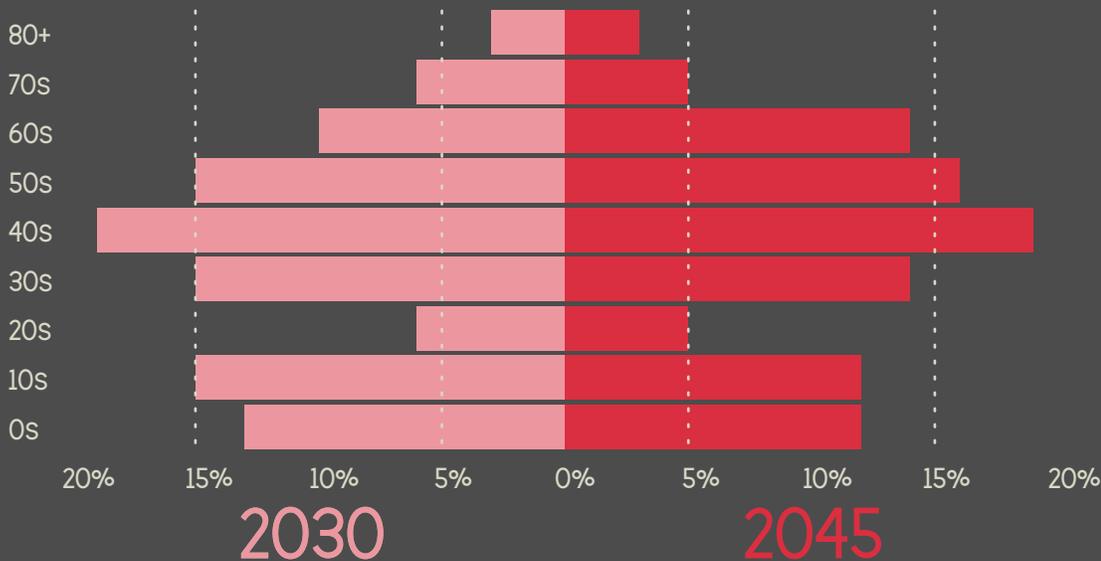
30 Year Forecast

Population

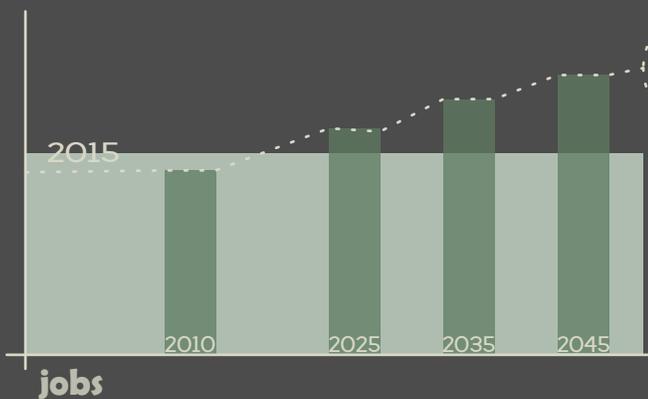
2000 population : 1,855
 2010 population : 2,329
 2016 population : 2,500
 2025 population : 2,680
 2035 population : 2,920
 2045 population : 3,110



age distribution by years



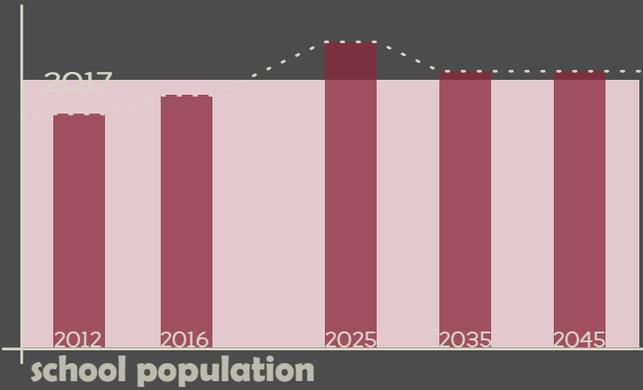
Employment



2010 jobs : 1,002
 2015 jobs : 1,086
 2025 jobs : 1,222
 2035 jobs : 1,383
 2045 jobs : 1,503

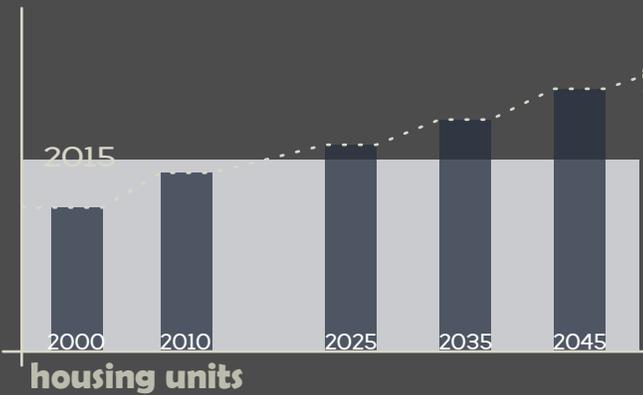


Education



2012 school enrollment : 796
 2016 school enrollment : 853
 2017 school enrollment : 901
 2025 school enrollment : 1,038
 2035 school enrollment : 910
 2045 school enrollment : 910

Housing

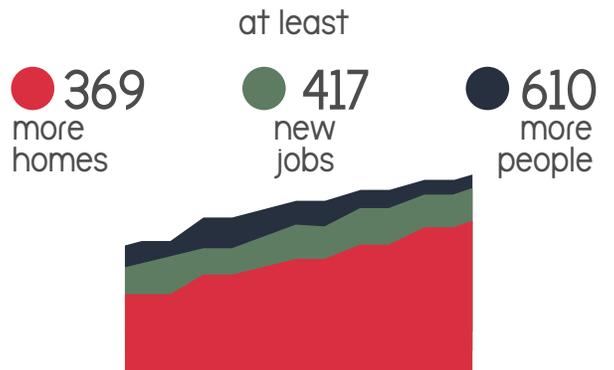


PERSONS
 2.63
 PER
 HOUSEHOLD

2000 units : 738
 2010 units : 926
 2015 units : 984
 2025 units : 1,066
 2035 units : 1,202
 2045 units : 1,353



what does this mean for Casselton?



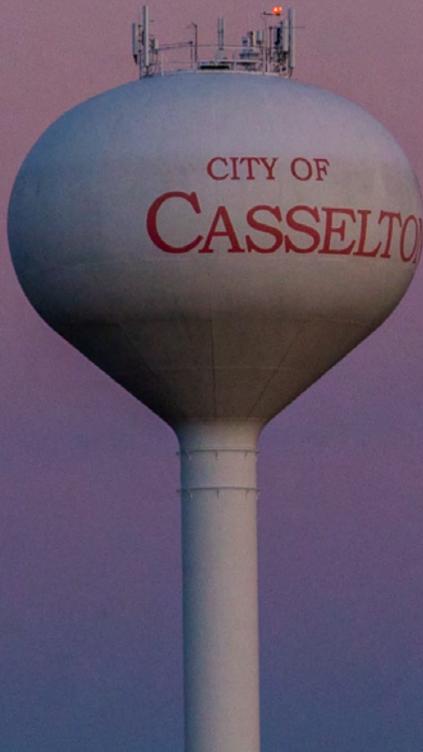
overall, by 2045 there will be more people living in Casselton who need more jobs & more places to live

how will Casselton accommodate all these new people, jobs, and housing needs?



Project Background

Casselton 2045



Project Background

Casselton 2045 is the comprehensive plan for the City of Casselton and serves as a guiding document for future development in the city. The plan is built upon a foundation that acknowledges Casselton's unique community aspirations and a framework for what the city will achieve over the next 20 to 30 years.

The plan contains information on current development and resources and anticipates future demand for certain land uses, municipal services, and other community needs. It addresses a variety of features including: population growth, housing, education, land use, transportation, public facilities, utility services, natural resources, economic development, and community character & design.

A series of recommendations and implementation projects have been developed to assist the Casselton City Council, Planning Commission, and community members with future development decisions. Many of these short and long-range actions have been set forth

to ensure that the community develops and evolves in a desired manner. The planning process is dynamic and this plan strives to be reflective of Casselton's changing needs in the future.

COMMUNITY OVERVIEW

Casselton, originally called Casstown, was established as a railroad station by the Northern Pacific Railway in 1876. By 1885, the population of Casselton had reached 1,365 due to a highly successful bonanza farm operating on over 10,000 acres of rich farmland. The Great Northern Railway also influenced growth and development in Casselton. The railroad excavated a reservoir to supply water for steam engines, and in 1906, constructed a roundhouse and service center. In 1920 the railroad transferred operations out of Casselton, and the population decreased by nearly 300 people.

In the time since, Casselton has continued to grow and flourish. Today, the city's 2,500 residents enjoy many of the advantages of being a part of a vibrant, close-knit



Fig. 1.1 | Aerial View of Casselton, 1967

community with a hometown feel. Despite feeling like a relatively small city, Casselton is actually in the top ten percent of most populous cities in North Dakota.

Casselton is 20 miles west of the Fargo-Moorhead metropolitan area, and has felt increased growth and development pressure as the metropolitan area continues to be the most consistently growing region in the State of North Dakota. As the metropolitan area continues to grow and urbanize, Casselton has attracted and retained residents who appreciate the small town atmosphere that the city continues to provide. As growth in the Fargo-Moorhead metropolitan area inevitably continues, more and more people who want to live in a small town are finding Casselton to be a very attractive community.



Fig. 1.2 | Class of 1904 in the 75th Anniversary Parade, 1954



Fig. 1.3 | Aerial View of Central Cass School, 1967



Fig. 1.4 | Casselton, North Dakota, 1881



Fig. 1.5 | View of 4th Avenue N., Blizzard of 1966



Fig. 1.6 | Casselton Jewelry & Furniture Storefronts, pre-1889

PLANNING PROCESS

Plan Elements

Casselton 2045 examines a number of different elements important to present and future planning efforts for the city. These elements include the following:

Community Profile

The community profile is an important summary of demographic information associated with population, households, employment, education, health, and other important indicators. These indicators provide the city with a snapshot of current conditions and trends showing potential future needs based upon job and population projections.

Housing

The housing section examines a number of characteristics related to residences in Casselton including housing conditions, value, tenure, and affordability. It also takes a brief look at state and regional trends and how those may impact the city's future housing needs.

Land Use

This section includes information on how land is currently utilized in the city and examines considerations for growth and land use in the future.

Transportation

The section on transportation looks closely at the ways and methods in which people travel in Casselton, whether it be by vehicle, foot, bike, or transit. It also looks at previous planning efforts that examine transportation needs in the coming years and decades.

Public Facilities and Utilities

The public facilities and utilities section provides information on current amenities, services, and infrastructure that affect wellbeing and quality of life in Casselton.

Agricultural, Natural, and Cultural Resources

This section takes a close look at environmental features and Casselton's physical resources. It also looks at annual happenings and events that contribute to the city's appealing way of life.

Economic Development

The section on economic development takes a brief look at current economic conditions in Casselton and highlights programs to assist business owners.

Intergovernmental Cooperation

The intergovernmental cooperation section identifies existing partnerships and agreements as well as strategies to strengthen continued cooperative relationships.

City Recommendations

The city recommendations section explains the best course of action for addressing the successful planning, growth, and maintenance of the City of Casselton and specifically responds to priorities identified throughout the public input process.

Implementation

The implementation section identifies the critical short, mid, and long-range projects that Casselton should focus on to ensure successful growth and maintenance of the community.

REVIEW PROCESS

The development of Casselton 2045 consisted of five study review committee (SRC) meetings with the Casselton Planning Commission and one public input meeting. The Planning Commission was responsible for reviewing information and providing guidance throughout the planning process. Additional meetings were held with city staff who provided additional technical support

and contributed to the development of the plan. The following is the timeline and a brief description of the SRC meetings and public input meetings.

SRC Meeting #1

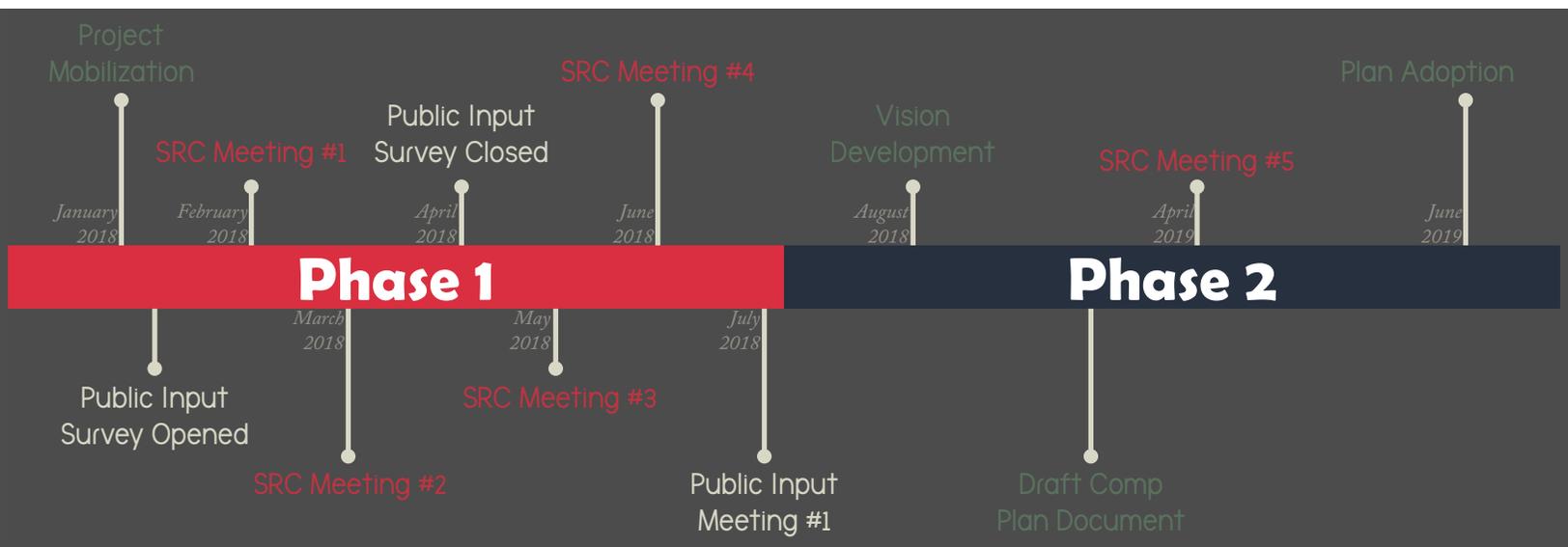
This meeting was held on February 1st, 2018 at Casselton City Hall. The main objectives of the meeting included project background, scope of work, project schedule, and general comprehensive plan information. The public input survey was approved for distribution. Metro COG also led a discussion about emerging issues within the community.

SRC Meeting #2

This meeting was held on March 22nd, 2018 at Casselton City Hall. The main objectives of the meeting included review of initial survey results, existing conditions, and future projections in Casselton. Such factors included population, housing, and employment. Metro COG also led a discussion about current land use and presented a draft existing land use map.

SRC Meeting #3

This meeting was held on May 3rd, 2018 at Casselton City Hall. The main objectives of the meeting included review of the total survey responses, housing information, and draft future land use map. Metro COG led a discussion about public input and the process of receiving feedback.



SRC Meeting #4

This meeting was held on June 5th, 2018 at Casselton City Hall. The main objectives of the meeting included review of the future land use maps along with transportation and bicycle/pedestrian information. Metro COG led a discussion about the draft housing section and its accuracy.

SRC Meeting #5

This meeting was held on April 8th, 2019 at Casselton City Hall. The main objective of this meeting was to review the draft plan and to discuss any remaining questions and comments about the plan.

Public Input Meeting

This meeting was held on July 24th, 2018 at Casselton City Hall in the Veteran's Memorial Hall. This meeting consisted of a combination of open house activities and a presentation with time for questions and discussion. Twenty-three (23) people attended the meeting, providing their input on a vision for Casselton by 2045. Residents identified the need for a variety of lot sizes, diverse housing options, more pedestrian facilities, more recreational activities, and the need for responsible planning to retain the small town atmosphere Casselton residents appreciate. The meeting consisted of a presentation of the public input survey results, existing and projected demographic conditions in Casselton, as well as a discussion on future land use.

Multimodal issues such as sidewalks were discussed and attendees had the opportunity to identify areas to improve pedestrian circulation. An interactive visual preference survey allowed attendees to indicate the preferred types of lot sizes, housing, pedestrian facilities, and recreational amenities they would like to see in Casselton.

OUTREACH & PUBLIC ENGAGEMENT

Outreach and public engagement was critical to facilitate a discussion with residents about the strengths and weaknesses along with future challenges and opportunities that will face Casselton in the short and long-term. A community survey and public input meetings provided critical feedback and comments from residents. Results were synthesized and top areas of consensus were highlighted to help

guide the development of the Casselton 2045 vision and recommendations.

Public Input Survey

A 37-question public input survey was conducted from January 2018 to April 2018 to gather information from city residents and business owners. The link to the survey was posted on the city's website and shared by community members, elected officials, and city staff. Information about the comprehensive plan, including a link to the survey, was provided with city utility bills. In March the SRC looked at survey results, especially the respondent demographics, and determined more outreach was needed at the school to secure responses from young families and the student population. Central Cass School District agreed to distribute the survey to personnel, staff, and students. A total of 415 responses were collected throughout the process, including two hard copies of the survey which were available to residents at City Hall. The SRC was very impressed with the level of participation from residents, and based on the respondent demographics, the community as a whole was represented.

The survey included yes/no, multiple choice, ranking/rating, and open ended questions to help Metro COG identify strengths and weaknesses within the city, and to help prioritize recurring themes. Of the 415 total respondents, 333 (81%) were Casselton residents, 34 (8%) worked in Casselton, five (1%) owned property in Casselton, and 42 (10%) shopped in, visited, or commuted through Casselton. Of those who live in Casselton, about 24% have been in Casselton for less than five years, about 16% have been here for five to 10 years, and a large majority (59%) have lived in Casselton 10 years or more.

Since a randomized approach was not used to limit survey responses, the survey results are not statistically valid; that said, there is a good level of diversity between respondents, and a large percentage of residents responded, which gave the SRC more confidence in the results.

Survey Themes

Question. What are the three greatest strengths of Casselton?



What is your vision for Casselton?

“Adding more business and expanding, but still keeping the small town feel.”

“Casselton has many beautiful tree lined streets but those trees are being lost to disease or construction. Planting more trees on boulevards...would be beneficial.”

“A community that strives to keep its small town feel but also progress and answer the demands and needs of the residents. Being open to change for the sake of progress.”

“Preserve and improve historic buildings. Drug store is good, but more boutique shopping would be nice.”

“My vision would see growth inside the community. I would also see an active downtown with many stores attracting new residents or tourists.”

“A desirable place to raise a family, start a successful business, and be a part of a community.”

“More options for activities through the Parks & Rec.”

Open House (Public Input Meeting)

In July, Metro COG mailed postcards to Casselton residents inviting them to participate in a public open house to provide feedback and learn more about the comprehensive plan. Information was also posted on City and Metro COG websites and Facebook pages to encourage people to attend. Participants were very engaged, and enthusiastic discussions took place about the future of Casselton.

Informational and interactive display boards were setup around the room to facilitate the open house meeting.



Fig. 1.7 | Presentation Portion of the Open House

The boards included:

- Introduction to comprehensive planning and draft Casselton 2045 outline
- Demographics (today and 30 year forecast)
- Public survey themes and results
- Vision for Casselton (open-ended)
- Current and future land use maps
- Housing stock map (year built)
- Bicycle and pedestrian map (issue identification)
- Future lot size (interactive voting)
- Visual preference (interactive voting)
 - Housing

- Pedestrian facilities
- Recreational amenities

KEY THEMES & ISSUES

Some of the most common concerns brought up throughout the comprehensive planning process included:

1. Future growth and population growth
2. School district
3. Self-sufficiency

Growth

Growth is at the forefront of most people's minds when they think about the future of Casselton. There is projected population growth for the City through 2045, expected to increase from 2,500 residents to 3,100 residents, about twenty-five percent (25%). Although residents and City leaders have some concerns about growth, there is consensus that the growth is very manageable over the long term. On the flip-side, there are concerns about how the growth could happen faster than the community will be able to handle, and that Casselton will end up becoming a congested 'suburb' of West Fargo which is a part of the largest metropolitan area in the State of North Dakota. People are typically not concerned with more people moving to the community, but other things associated with growth are a key theme to keep in mind throughout the comprehensive plan and will be a critical driver in several areas of the plan including housing, transportation, and land use.

Central Cass School District

The City of Casselton takes great pride in their local school district, and it has been a major influencer for people to live in the City. The theme throughout the rest of the comprehensive plan is to keep jurisdictional coordination and cooperation high between the School District, City, and the County, as this has been very successful up until the adoption of this plan.

Self-sufficiency

Throughout the public input process many people were very happy with how self-sufficient they can remain while living in Casselton. However, there were a couple areas where people suggested improvements. The grocery store was touted as a great business to have in the community,

but a lot of people have ideas or suggestions about how to make it better such as more fresh produce, wider selection, and expanded business hours. Residents also brought up variety for other businesses in the community such as restaurants, so that a trip to West Fargo or Fargo wasn't always necessary for a night out. There were several places where people would like to see hours expanded such as the health clinic or even the local diner. Self-sufficiency is a major component to the comprehensive plan and will correlate positively with the theme of growth. The more growth in Casselton, the more economic incentive businesses will have to serve the residents.

These aforementioned themes and issues are not all encompassing, and by no means should they alone guide the future direction of the City. The following comprehensive plan is exactly that, a thorough guide based on a variety of factors for the future direction of Casselton.

VISION

Vision Statement for Casselton 2045

The vision of Casselton is characterized by its historic agricultural setting in the richest agricultural land in the upper great plains. The community's friendly, small town character is compounded by its excellent schools, parks, historic downtown, and home town conveniences. Casselton offers exceptional livability, a unique location within the region, and a variety of housing, shopping, dining, and employment opportunities that many other small town communities struggle to offer. All of these things help define what Casselton is and what the community can offer to current and future residents. The City's vision can become reality through intelligent choices in growth, investment, and preservation while prioritizing:

- Residents, government, and local institutions
- The economy
- Strong growth through form and function
- The character of Casselton

● please vote in each category by placing dots directly on the image(s) of the facilities that you prefer

housing



pedestrian facilities



● please vote in each category by placing dots directly on the image(s) of the facilities that you prefer

recreation amenities



additional comments

Please write any additional comments regarding housing, pedestrian, and / or recreation facilities on a sticky note and place here!

Fig. 1.9 | Scan of Visual Preference Board #2

● please vote by placing dots on the future lot sizes you think will work best for Casselton

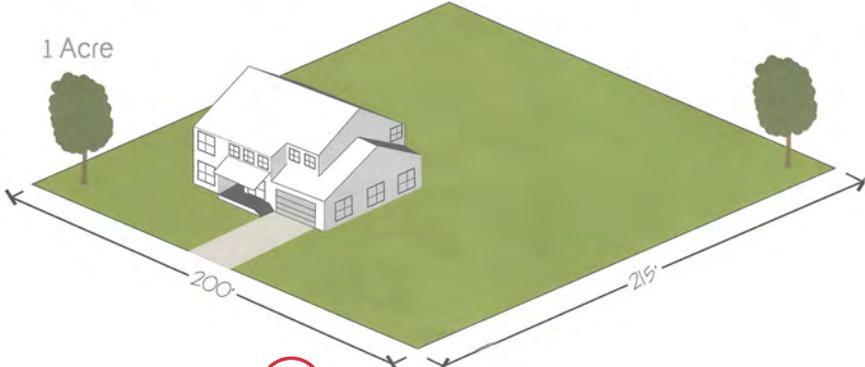
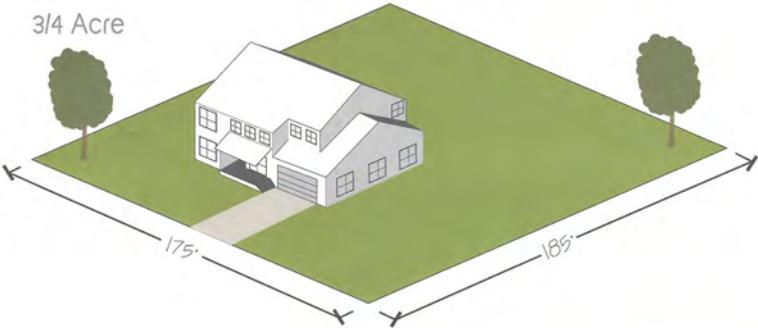
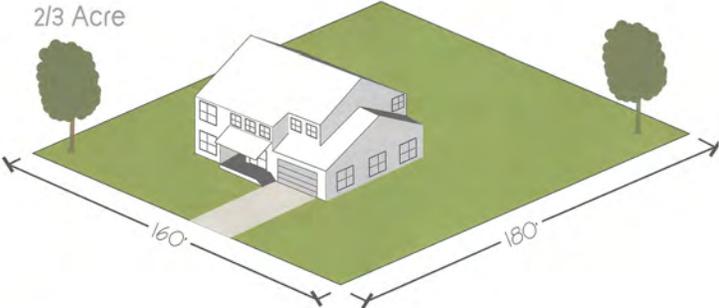
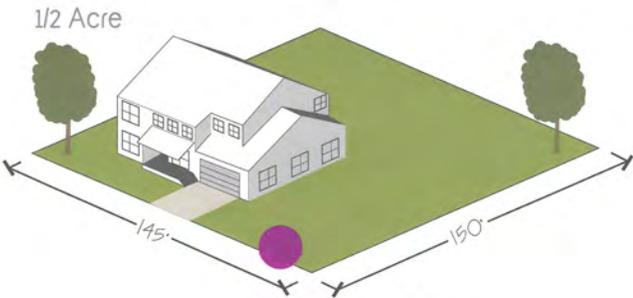
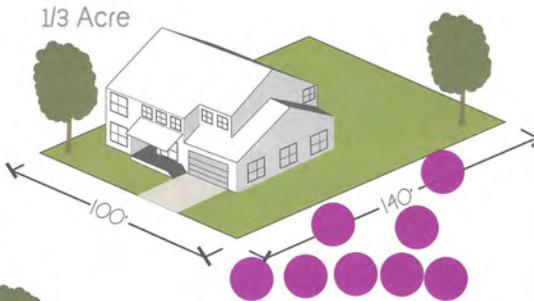
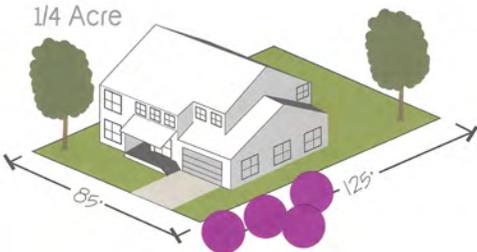


Fig 1.10 | Scan of Lot Size Prioritization Board

This page left intentionally blank

2

Community Profile Casselton 2045

Demographics are an important contributing factor to development patterns. Significant increases or decreases in the number of inhabitants, along with population characteristics such as income, education, and age impact a city's housing, economic development, land use, transportation, utility, and recreational needs. Examining past changes and present population characteristics enhance a community's ability to prepare for the future.

This section reviews existing census and demographic data from the United States Census Bureau and the 2017 Demographic Forecast Study completed for the Fargo-Moorhead metropolitan area.

Community Profile

POPULATION & HOUSEHOLDS

Casselton has seen variable population growth and decline since becoming incorporated in 1880, but over time population has trended upwards. More recently, Casselton has seen over 35 percent growth since 2000, with an estimated population of 2,500 in 2016. Casselton represents 1.1 percent of the entire Fargo-Moorhead Metropolitan Statistical Area population (232,900).

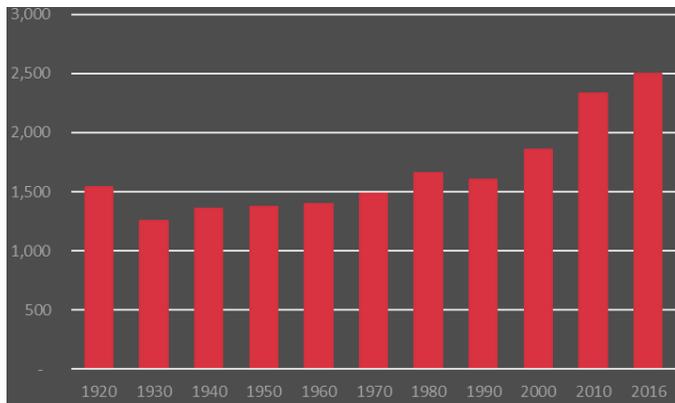


Fig. 2.0 | Historic Population

The recently completed 2017 Demographic Forecast Study for the Fargo-Moorhead metropolitan area includes population forecasts for Casselton and surrounding areas.

Future population projections reveal a continued growth in population. From 2016 to 2045, it is projected that Casselton's population will increase by over 600 residents. A number of contributing factors can influence future population levels such as growth or decline of available jobs in the area, the local school district, and affordable and decent housing stock.

It should be noted that, historically, population projections for Casselton have come in under actual population numbers.

Casselton is predominantly white, and race diversity has changed only slightly over the years. Casselton's median age has decreased slightly from 34.4 in 2000 to 32.9 in 2016. This is younger than the North Dakota average, where the median age was 35.2 in 2016. Part of this may be attributed to the multiple universities and colleges in the region, which has led to a larger college-aged population. The recent demographic forecast study also found that the region has been more successful in retaining college graduates in recent years, likely due to the strong regional economy. Competition to keep college graduates in the

region will only become tougher however, as an older work force across the country approaches retirement age and employers compete to fill their positions.

	1980	1990	2000	2010	2016	2010-2016 %
Casselton	1,661	1,602	1,855	2,329	2,500	7.3%
Barnesville	2,207	2,066	2,173	2,563	2,571	0.3%
Harwood	326	590	607	718	767	6.8%
Kindred	568	569	614	692	779	12.6%
Mapleton	306	682	606	762	866	16.3

Fargo	61,383	74,111	90,599	105,549	120,762	14.4%
West Fargo	10,099	12,287	14,940	25,830	34,858	35.0%
Horace	494	662	915	2,430	2,652	9.1%
Moorhead	29,998	32,295	32,177	38,065	42,581	11.9%
Dilworth	2,585	2,716	3,001	4,024	4,480	11.3%
Metro Area	104,559	122,071	141,632	175,898	205,333	16.7%

Cass County (Rural)	16,271	16,238	16,684	15,969	8,580	-46.3%
Cass County (Total)	88,247	103,298	123,138	149,778	166,852	11.4%

Table 2.0 | Population History

	2016	2025	2035	2045
Casselton	2,500	2,680	2,920	3,110
Barnesville	2,571	3,300	3,730	4,110
Harwood	767	716	712	711
Kindred	779	798	799	797
Mapleton	886	895	830	836

Fargo	120,762	140,030	162,450	179,800
West Fargo	34,858	40,140	43,240	43,270
Horace	2,652	8,190	9,500	10,040
Moorhead	42,581	50,290	56,390	61,420
Dilworth	4,480	5,210	5,960	6,510
Metro Area	205,333	243,860	277,540	301,040

Cass County (Rural)	8,580	14,770	12,350	10,260
Cass County (Total)	166,852	203,130	227,540	243,370

Table 2.1 | Population Forecast

	2000	%	2010	%	2016	%
Total Population	1,855		2,329		2,500	
White	1,820	98.1%	2,230	95.7%	2,412	96.5%
Black/African American	3	0.2%	2	0.1%	26	1.0%
Hispanic	9	0.5%	57	2.4%	26	1.0%
American Indian	5	0.3%	19	0.8%	12	0.5%
Asian	3	0.2%	2	0.1%	-	0.0%
Other	15	0.8%	19	0.8%	24	1.0%

Table 2.2 | Demographics

	2000	%	2010	%	2016	%
Total Population	1,855		2,329		2,500	
19 and under	622	33.5%	783	33.6%	847	33.9%
20 to 64	1,015	54.7%	1,301	55.9%	1,301	52.0%
65 and older	218	11.8%	245	10.5%	352	14.1%

Median Age (Casselton)	34.4		34.6		32.9	
Median Age (ND)	36.2		37		35.2	

Table 2.3 | Age Distribution

	2000	2010	2016	2010-2016 %
Casselton	702	874	950	8.7%
Barnesville	865	1,013	1,022	0.9%
Harwood	192	241	276	14.5%
Kindred	248	267	297	11.2%
Mapleton	191	248	285	14.9%

Fargo	39,268	46,791	51,354	9.8%
West Fargo	5,771	10,348	12,356	19.4%
Horace	300	810	884	9.1%
Moorhead	11,660	14,304	16,475	15.2%
Dilworth	1,160	1,595	1,744	9.3%
Metro Area	58,159	73,848	82,813	12.1%

Cass County (Rural)	5,976	5,950	6,247	5.0%
Cass County (Total)	51,315	63,899	70,841	10.9%

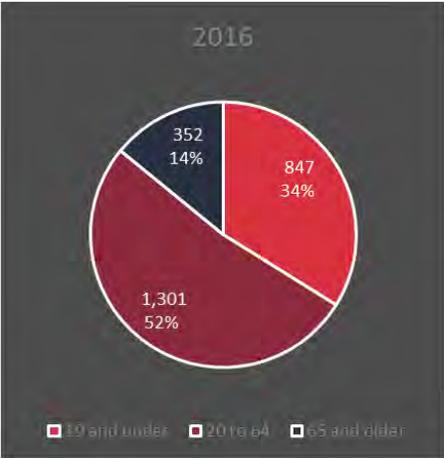
Table 2.4 | Households

	2016	2025	2035	2045
Casselton	950	1,016	1,123	1,241
Barnesville	1,022	1,190	1,320	1,570
Harwood	276	298	298	309
Kindred	297	308	319	330
Mapleton	285	319	319	330

Fargo	51,354	60,260	66,630	73,530
West Fargo	12,356	13,950	15,540	15,840
Horace	884	2,710	3,190	3,520
Moorhead	16,475	19,190	21,880	23,810
Dilworth	1,744	2,150	2,470	2,630
Metro Area	82,813	98,260	109,710	119,330

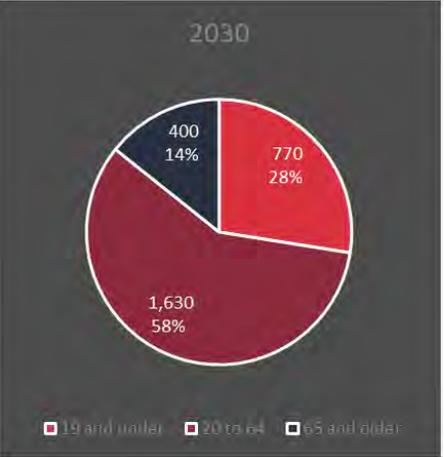
Cass County (Rural)	6,247	6,900	7,160	7,070
Cass County (Total)	70,841	83,820	95,520	99,960

Table 2.5 | Households Forecast



Casselton is likely to see changes to its age distribution in the coming decades. By 2045, it is predicted that the percentage of children and young adults under 19 will decline from approximately 33.9 to 24 percent of the total population. This decrease will be offset by an eight percent rise in the number of adults aged 20 to 64, and a one percent rise in the number of seniors 65 and older.

There were approximately 950 households in Casselton in 2016. This represents a nine percent increase over 2010, when there were 874 households and a 35 percent increase over 2000, when there were 702 households. Casselton accounts for a little over one percent of all households in Cass County.



From 2016 through 2045, the number of households in Casselton is expected to increase by about 31 percent to 1,241. This follows an anticipated trend of increased urbanization and additional households across the entire region.

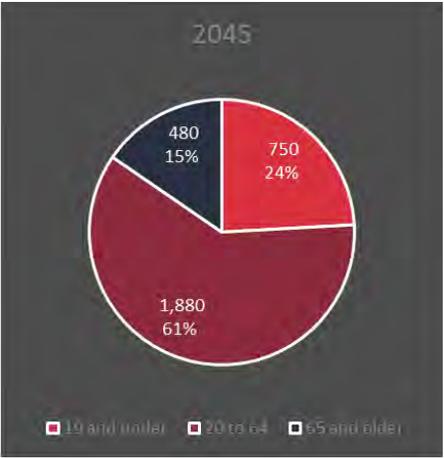


Fig. 2.1 | Age Distribution Forecast

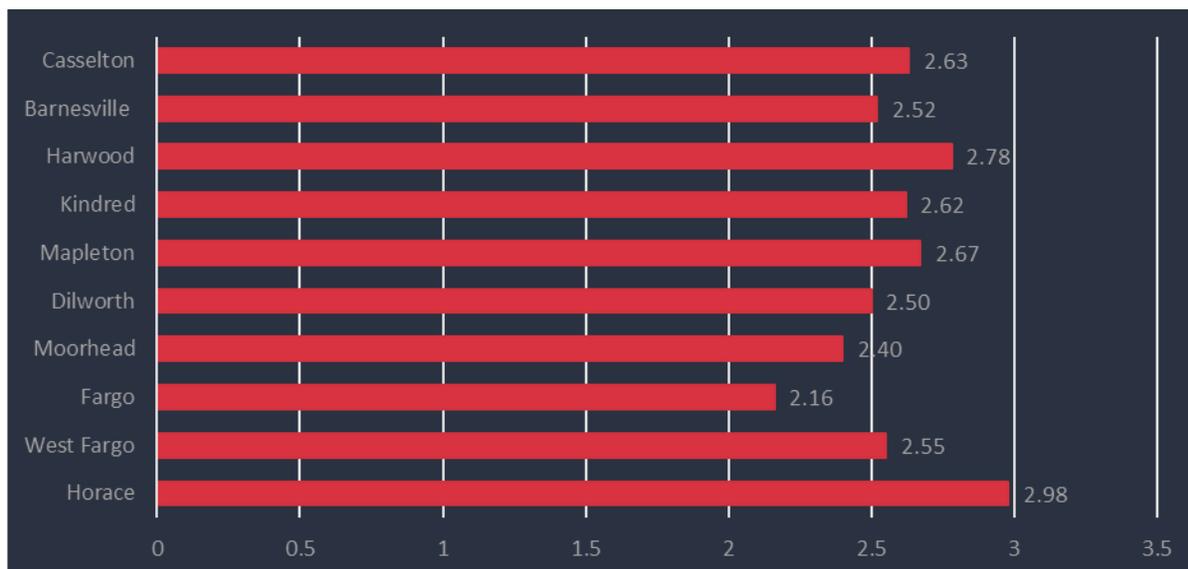


Fig. 2.2 | Household Size

In 2016, the average household size in Casselton was 2.63 members per household. This is higher than the statewide average of 2.49.

When split between home owners and renters, the average household size in Casselton was 2.96 for owner-occupied households and 1.82 for renter-occupied households. The size for owner-occupied is larger than the statewide average of 2.60, and renter-occupied households in the city are smaller than the statewide average of 2.22.

INCOME & INDUSTRY

More than any other type of demographic information, income data indicates the economic well-being of residents in a community. Income data typically includes earnings from work, investments like rental properties, and transfer payments such as Social Security, pensions, and welfare. This data is beneficial in determining how much income is generated per capita and per household.

In 2016, the median household income in Casselton was \$66,223, up 29.2 percent since 2010 (\$51,250) and 53.1 percent since 2000 (\$43,259). The median household income in 2016 was significantly higher than the metropolitan area average of \$53,747 and the statewide average of \$59,114.

The unemployment rate within Casselton during the past five years has been comparable to the state of North Dakota and much lower than the nation. In 2016, the unemployment rate in Casselton was 2.7 percent, compared to 2.8 percent in the state and 4.6 percent in the nation.

The resident labor force is made up of persons who reside in a city or locality and are eligible to work, regardless of where they work. In 2016, over 21 percent of the labor force in Casselton was employed in education, health, and social services. An additional 22 percent of the population was employed in trade, whether it be retail (12.2 percent) or wholesale (10.4 percent). The remainder of the population was dispersed between occupations including construction; manufacturing; entertainment and recreation services; and transportation, warehousing, and utilities, amongst others.

The number of people employed within the city is expected to increase by 38 percent over the next 25 to 30 years. According to the 2017 Demographic Forecast Study, the city can expect to add an additional 400 jobs by 2045. These jobs will most likely appear along current commercial corridors such as County Highway 18/Langer Avenue North of Interstate 94 but may also appear along potential redevelopment projects in the city such as downtown Casselton. However, these job

	2000	%	2016	%
Total Households	693		950	
Less than \$10,000	39	5.6%	32	3.4%
\$10,000 to \$14,000	47	6.8%	16	1.7%
\$15,000 to \$24,999	88	12.7%	71	7.5%
\$25,000 to \$34,000	94	13.6%	75	7.9%
\$35,000 to \$49,000	157	22.7%	181	19.1%
\$50,000 to \$74,999	170	24.5%	176	18.5%
\$75,000 to \$99,999	66	9.5%	169	17.8%
\$100,000 to \$149,999	22	3.2%	186	19.6%
\$150,000 or more	10	1.4%	44	4.6%

Median household income (Casselton)	\$43,259		\$66,223	
Median household income (metro area)	\$36,288		\$53,747	

Median Household income (statewide)	\$34,604		\$59,114	
-------------------------------------	----------	--	----------	--

Table 2.6 | Household Income

	2012	2013	2014	2015	2016
Casselton	2.0%	2.0%	3.3%	2.9%	2.7%
North Dakota	3.4%	3.3%	3.1%	2.9%	2.8%
United States	7.7%	6.7%	5.6%	5.0%	4.6%

Table 2.7 | Unemployment

	2016	%
Total employed population (16 and older)	1,218	
Agriculture, forestry, fishing/hunting, & mining	60	3.0%
Construction	121	9.9%
Manufacturing	117	9.6%
Transportation, warehousing, and utilities	74	6.1%
Information	26	2.1%
Wholesale trade	127	10.4%
Retail trade	148	12.2%
Finance, insurance, and real estate	48	3.9%
Professional, scientific, and management	37	3.0%
Entertainment and recreational services	94	7.7%
Educational, health, and social services	258	21.2%
Other professional and related services	67	5.5%
Public administration	41	3.4%

Table 2.8 | Resident Labor Force

	2000	%	2015	%
Population 25 years and over	1,150		1,560	
12th grade or less, no diploma	136	11.8%	64	4.1%
High school graduate (includes equivalency)	274	23.8%	370	23.7%
Some college, no degree	81	7.0%	349	22.4%
Associate's degree	158	13.7%	270	17.3%
Bachelor's degree	248	21.6%	379	24.3%
Graduate or professional degree	47	4.1%	128	8.2%

Percent high school graduate or higher (Casselton)		70.3%		95.9%
Percent high school graduate or higher (statewide)		83.9%		92.0%

Table 2.9 | Educational Attainment

	2015	2025	2035	2045
Casselton	1,086	1,222	1,383	1,503
Fargo-Moorhead metropolitan area	140,144	155,771	174,987	188,776

Table 2.10 | Employment Forecast

increases will only be a fraction of the total employment numbers the region can expect in the coming years.

In June 2015, the Greater Fargo-Moorhead Economic Development Corporation (GFMEDC) completed a regional workforce study to better understand the regional economy and issues impacting the area’s workforce and industries. Focusing on labor demand, the study identified 6,700 open jobs in the Fargo-Moorhead metropolitan area and projected more than 30,000 job openings between 2015 and 2020. The study listed several barriers to employment in the metropolitan area including affordable housing, childcare, and transportation. It also cited talent attraction and retention from other areas of the country and a skills mismatch as difficulties in filling current jobs in the metropolitan area.

EDUCATION

The educational attainment of a community is often an indicator of overall income, job availability, and the economic potential of a community or region.

Roughly 96 percent of Casselton residents attained a high school or higher level of education compared to 92 percent for the state in 2015. Approximately 32 percent of Casselton residents have attained a bachelor, or higher, degree compared to 28 percent for all North Dakota residents in 2015.

Casselton is home to the Central Cass rural school district (ISD #17). The K-12 facility in Casselton enrolls students from the rural communities of Casselton, Chaffee, Embden, Lynchburg, Amenia, Wheatland, Prosper, Absaraka, Durbin, and Mapleton. The district covers nearly 400 square miles of land in Cass County.

Enrollment for Casselton schools remained fairly constant from 2012 to 2015, fluctuating less than ten students per year. However, from 2015 to 2017, school enrollment numbers have increased by 12 percent. It is anticipated that a similar pattern of growth in enrollment will continue and then plateau in the next several years.

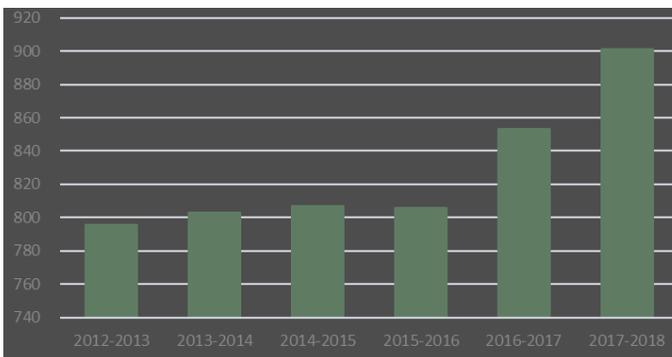


Fig. 2.3 | School Population

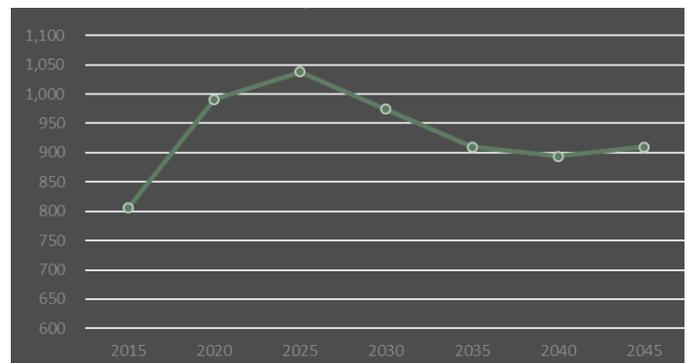


Fig. 2.4 | School Population Forecast

HEALTH & WELLNESS

Comprehensive plans are increasingly addressing public health as part of the larger planning process. Building health considerations into comprehensive planning can help improve general health and wellbeing, as well as promote individual and community resilience. The following indicators begin to identify the general health and well-being of residents in Casselton.

Like much of the rest of the nation, Casselton residents face public health challenges including chronic disease, diabetes, and obesity. According to a community health needs assessment completed in 2016, it was estimated that 63.6 percent of Cass County adults were overweight or obese and that 7.5 percent of adults had been diagnosed with diabetes. However, these are lower instances than both the statewide and national averages.

Specific behaviors like physical activity, fruit and vegetable consumption, and drinking and smoking habits contribute to overall wellbeing. In Cass County, 25 percent of adults are not physically active, which is lower than the statewide average and more in line with the nation as a whole. Just 16 percent of Cass County residents consume at least three of the recommended five servings of fruits and vegetables each day, which is on par with the statewide and lower than the national average. Smoking prevalence among Cass County residents is less than the rest of North Dakota and slightly more than the United States, but binge drinking behaviors are noticeably higher in Cass County than in the rest of the state and the nation.

Access to health care includes both transportation and provider availability. In 2016, Cass County residents had better access to primary care physicians, dentists, and mental health providers than North Dakota and the United States. Cass County also has fewer preventable hospital stays and uninsured residents than the state and national averages. Casselton has one healthcare clinic, open Monday through Friday from 8:00am to 4:00pm and offering family medicine/primary care, radiology/imaging services, and pathology/ laboratory medicine. There is also one dental office in town, open Monday through Wednesday from 8:00am – 5:00pm, and Thursday from 7:30am to 3:00pm. There is also a 24/7 ambulance service located in Casselton for emergency medical situations.

In 2016, 14.4 percent of individuals in the city were in poverty. This includes 6.0 percent of adults, 7.1 percent of children under 18, and 1.4 percent of people aged 65 and

over. Since 2000, poverty has declined significantly for people over the age of 65. It has increased slightly for individuals under and over 18 years of age. Compared with North Dakota, the city's poverty rate is 43.5 percent lower than the statewide average.

In addition to these indicators, approximately eight percent of Cass County households received Supplemental Nutrition Assistance Program (SNAP) benefits in 2016.

FUTURE TRENDS & PROJECTIONS

Past and current census and demographic projection data indicate that current social and economic trends in Casselton will continue over the next 25 to 30 years. It is likely that population, the number of households, and employment will increase. In addition, as the city's housing stock continues to increase in value, so will the demand for housing that is affordable to low and moderate income households. The city is also expected to see some change in the population's age range and socioeconomic status, which may influence the diversity of housing unit types in the coming years. Given the consistency of the social and economic trends over the past few decades, Casselton is likely to continue on a similar path of stable growth and mobility.

	Cass County	North Dakota	United States
Adults who are overweight	36.1%	36.7%	32.8%
Adults who are obese	27.5%	29.4%	37.9%
Adults with diabetes	7.5%	8.5%	10.0%

Table 2.11 | Health Indicators

	Cass County	North Dakota	United States
Adults who are not physically active	25%	30%	23%
Adults who consume at least three or more servings of fruits and vegetables each day	16%	14%	23%
Adults who smoke	19%	22%	17%
Adults who binge drink	27%	24%	17%

Table 2.12 | Health Behavior

	Cass County	North Dakota	United States
Primary care physician ratio	863:1	1,279:1	1,330:1
Dentists ratio	1,377:1	1,710:1	1,520:1
Mental health provider ratio	400:1	638:1	500:1
Preventable hospital stays per 1,000 medicare enrollees	46	56	59

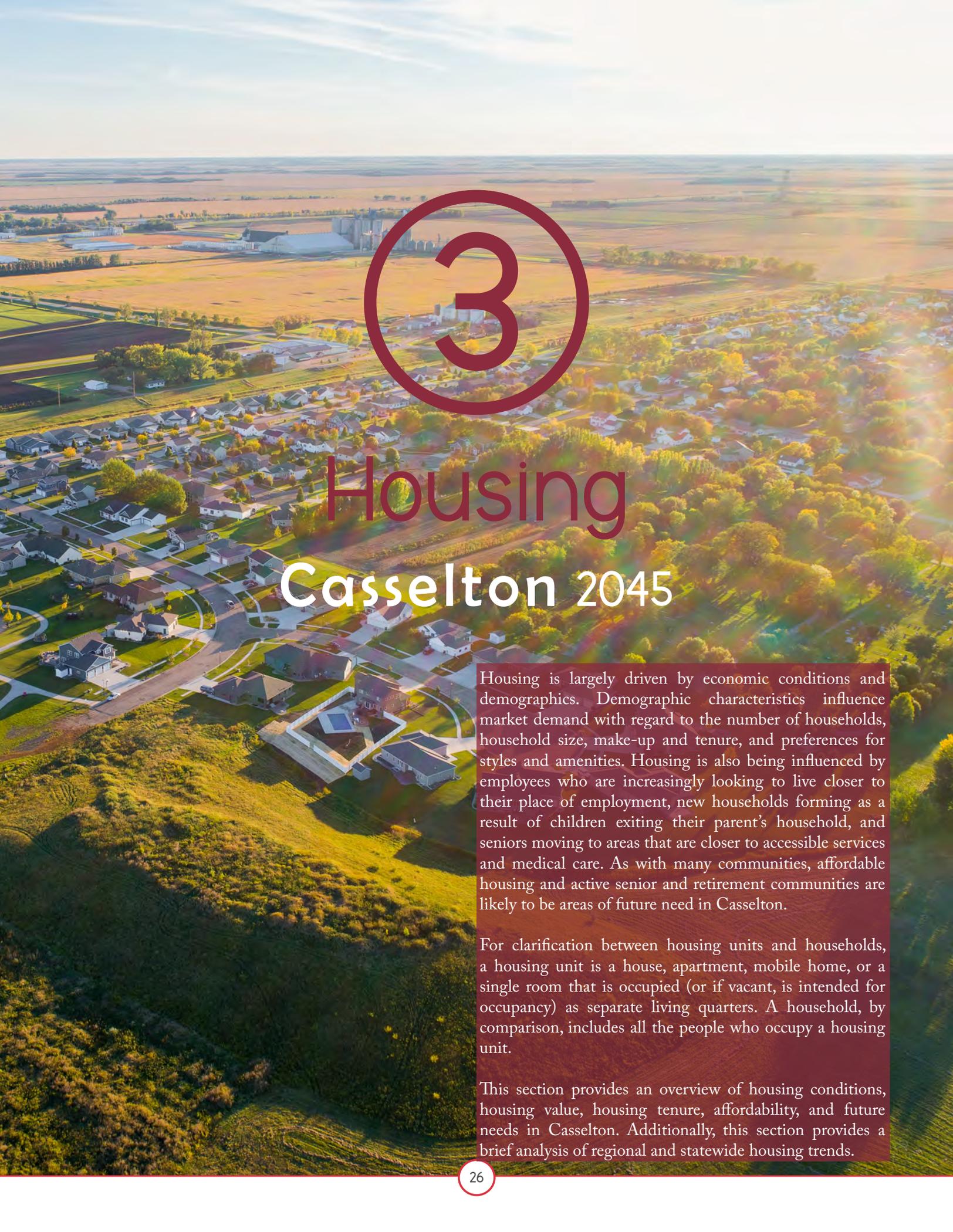
Uninsured rate	7.7%	12.0%	8.8%
----------------	------	-------	------

Table 2.13 | Health Access

	2000	2016	North Dakota (2016)
Total Population	1,855	2,500	736,132
Under 18 years	5.7%	7.1%	13.0%
18 to 64	5.1%	6.0%	11.0%
65 years and over	12.1%	1.4%	9.1%
Male	17.1%	3.5%	10.0%
Female	23.8%	7.7%	12.4%

Table 2.14 | Poverty Rate

This page left intentionally blank



3

Housing Casselton 2045

Housing is largely driven by economic conditions and demographics. Demographic characteristics influence market demand with regard to the number of households, household size, make-up and tenure, and preferences for styles and amenities. Housing is also being influenced by employees who are increasingly looking to live closer to their place of employment, new households forming as a result of children exiting their parent's household, and seniors moving to areas that are closer to accessible services and medical care. As with many communities, affordable housing and active senior and retirement communities are likely to be areas of future need in Casselton.

For clarification between housing units and households, a housing unit is a house, apartment, mobile home, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. A household, by comparison, includes all the people who occupy a housing unit.

This section provides an overview of housing conditions, housing value, housing tenure, affordability, and future needs in Casselton. Additionally, this section provides a brief analysis of regional and statewide housing trends.

Housing

HOUSING CHARACTERISTICS

There are a variety of housing types in Casselton, the most prevalent being traditional single-family homes. These units comprise 73 percent of all housing units in Casselton in 2016. Casselton has also seen the percentage of traditional single-family units go up slightly since 2000, indicating a stable diversity of home types being offered within the city.

Compared with most of the rest of the metropolitan area, Casselton has a much lower percentage of multi-family housing. Multi-family housing represents approximately 45.6 percent of all units in the metropolitan area, whereas in Casselton, this percentage is approximately 19.4 percent.

However, when compared with smaller communities within Cass & Clay counties, Casselton has much greater diversity of housing options ranging from traditional single family to a variety of multi-family units. Mobile home units in Casselton make up only 2.3 percent, which is comparable to the metropolitan area as a whole (2.1 percent).

HOUSING CONDITIONS

Casselton has seen consistent growth in home construction over the past 100 years, although not as quickly as the communities within the metropolitan area. Approximately 22 percent of all current housing units have been constructed since 2000. Because of its early incorporation as a city, the average age of homes in Casselton is significantly older than other communities in Cass County and the metropolitan area. Over 57 percent of Casselton's housing stock was constructed prior to 1980.

HOUSING VALUE

The median home value in Casselton was \$194,000 in 2017. This represents an increase of over 38 percent since 2010 (\$140,300). Though housing values have increased, homes in Casselton tend to provide a much better value than similarly-styled homes in the metropolitan area.

Average home value varies greatly depending upon the year in which the home was built. Table 2.6 (below) considers single-family properties, distinctly showing the difference between values of Casselton homes both older and newer. The difference between the average value of a construction year 1939 or earlier home and a 2014 or later home is \$212,252 or 2.5 times more for the newer homes.

	2016	%
Total Housing Units	993	
2014 or later	12	1.2%
2010 to 2013	46	4.6%
2000 to 2009	163	16.4%
1980 to 1999	204	20.5%
1960 to 1979	251	25.3%
1940 to 1959	73	7.4%
1939 or earlier	244	24.6%

Table 3.0 | Year Structure Built

	2017	average home value % ±
Average home value		
2014 or later	\$351,183	+81.0%
2010 to 2013	\$301,570	+55.4%
2000 to 2009	\$282,647	+45.7%
1980 to 1999	\$254,794	+31.3%
1960 to 1979	\$196,164	+1.1%
1940 to 1959	\$168,173	-13.3%
1939 or earlier	\$138,931	-28.4%

Table 3.1 | Average Home Value by Age

	2000	%	2016	%	'00-'16 %±
Total Housing Units	737		993		
Single-family, detached	528	71.6%	725	73%	37%
Single-family, attached	35	4.7%	52	5.2%	49%
2 units	28	3.8%	20	2.0%	-29%
3-4 units	23	3.1%	42	4.2%	83%
5-9 units	51	6.9%	77	7.8%	51%
10-19 units	39	5.3%	30	3.0%	-23%
20 or more units	6	0.8%	24	2.4%	300%
Mobile home	27	3.7%	23	2.3%	-15%

Table 3.2 | Housing Units by Type

	Casselton	%	Barnesville	%	Harwood	%	Kindred	%	Mapleton	%
Total Housing Units	993		1,119		278		337		291	
SF, detached	725	73.0%	866	77.4%	275	98.9%	235	69.7%	282	96.9%
SF, attached	52	5.2%	28	2.5%	3	1.1%	22	6.5%	6	2.1%
2 units	20	2.0%	-	0.0%	-	0.0%	3	0.9%	-	0.0%
3-4 units	42	4.2%	53	4.7%	-	0.0%	44	13.1%	-	0.0%
5-9 units	77	7.8%	54	4.8%	-	0.0%	18	5.3%	-	0.0%
10-19 units	30	3.0%	89	8.0%	-	0.0%	4	1.2%	-	0.0%
20 or more units	24	2.4%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Mobile home	23	2.3%	29	2.6%	-	0.0%	11	3.3%	3	1.0%

	Dilworth	%	Moorhead	%	Fargo	%	West Fargo	%	Horace	%
Total Housing Units	1,714		16,647		54,964		12,802		921	
SF, detached	971	56.7%	9,383	56.4%	19,362	35.2%	6,582	51.4%	796	86.4%
SF, attached	162	9.5%	1,535	9.2%	4,657	8.5%	1,944	15.2%	-	0.0%
2 units	33	1.9%	285	1.7%	1,150	2.1%	184	1.4%	-	0.0%
3-4 units	14	0.8%	580	3.5%	2,126	3.9%	323	2.5%	-	0.0%
5-9 units	21	1.2%	579	3.5%	2,907	5.3%	510	4.0%	-	0.0%
10-19 units	152	8.9%	1,659	10.0%	5,575	10.1%	700	5.5%	11	1.2%
20 or more units	287	16.7%	2,362	14.2%	18,349	33.4%	2,053	16.0%	-	0.0%
Mobile home	74	4.3%	264	1.6%	838	1.5%	506	4.0%	114	12.4%

Table 3.3 | Housing Unit by Type Comparison

	2000	%	2010	%	2017	%
Total owner-occupied units	466		648		747	
Less than \$50,000	73	16%	50	8%	6	0.8%
\$50,000 to \$99,999	233	50%	116	18%	56	7.5%
\$100,000 to \$149,999	119	26%	203	31%	130	17.4%
\$150,000 to \$199,999	31	7%	165	25%	196	26.2%
\$200,000 to \$299,999	10	2%	84	13%	222	29.7%
\$300,000 or more	0	0%	31	5%	137	18.3%

Median home value (Casselton)	\$86,600		\$140,300		\$194,000	
--------------------------------------	----------	--	-----------	--	-----------	--

Table 3.4 | Housing Value



Fig 3.0 | Housing Stock along 8th Avenue N.



Fig. 3.1 | Housing Stock along Langer Ave S.



Fig. 3.2 | Apartment Building on Langer Avenue S.

TENURE

Casselton has traditionally had a much higher percentage of owner-occupied units versus rental units compared to other cities in the Fargo-Moorhead metropolitan area. In 2016, 71 percent of all housing units were owner-occupied in the city. Table 3.5 shows that for the vast majority of cities in our region, as population goes up, the percent of owner-occupied housing units goes down.

VACANCY RATES

The overall vacancy rate for Casselton was 4.33 percent in 2017, down from 7.42 percent in 2015 and 8.00 percent in 2010. The rate has increased in most cities in the metropolitan planning area, however smaller communities typically provide the lowest vacancies. Casselton’s vacancy rate is lower than the metro area rate of 6.2 percent and is close to the median for smaller communities surveyed in the planning area.

RENTAL UNITS

Rental related costs include the following, as defined by the United States Census Bureau:

- Contract rent
- Utilities - electricity, gas, water & sewer, and other utilities

Between 2010 and 2016, median monthly rent of occupied rental units in Casselton increased 39.7 percent from \$469 to \$655. Though this is still lower than the Fargo-Moorhead metropolitan area average of \$735, the increasing price of rental housing may limit some housing options that are affordable to younger or fixed-income residents and smaller households.

	Owner occupied units	Renter occupied units	Total occupied units	% Owner-occupied units
Dilworth	1,167	465	1,632	71.5%
Moorhead	9,757	5,681	15,438	63.2%
Fargo	22,154	29,200	51,354	43.1%
West Fargo	8,300	4,056	12,356	67.2%
Horace	882	24	906	97.4%
Metro Area	42,460	39,426	81,686	51.7%
Casselton	677	273	950	71.3%
Barnesville	807	215	1,022	79.0%
Harwood	272	4	276	98.6%
Kindred	223	74	297	75.1%
Mapleton	278	7	285	97.5%

Table 3.5 | Housing Tenure

	Occupied	Vacant	Total	Vacancy Rate
Dilworth	1,632	82	1,714	4.78%
Moorhead	15,438	1,209	16,647	7.26%
Fargo	51,354	3,610	54,964	6.57%
West Fargo	12,356	446	12,802	3.48%
Horace	906	15	921	1.63%
Metro Area	81,686	5,362	87,048	6.2%
Casselton	950	43	993	4.33%
Barnesville	1,022	97	1,119	8.67%
Harwood	276	2	278	0.72%
Kindred	297	40	337	11.87%
Mapleton	285	6	291	2.06%

Table 3.6 | Vacancy Rates

	2000	%	2010	%	2017	%
Occupied rental units	177		175		256	
Less than \$500	142	80.2%	108	61.7%	78	30.5%
\$500 to \$999	33	18.6%	35	20.0%	156	60.9%
\$1,000 to \$1,499	2	1.1%	32	18.3%	15	5.9%
\$1,500 or more	-	0.0%	-	0.0%	7	2.7%

Median rental value (Casselton)	\$377		\$469		\$655	
Median rental value (Metro)	\$459		\$611		\$735	

Median rental value (Statewide)	\$412		\$555		\$736	
----------------------------------------	-------	--	-------	--	-------	--

Table 3.7 | Rental Units

HOUSING AFFORDABILITY

Affordable housing is defined differently by various organizations. The most common definition for affordability is the amount that a household can comfortably afford to spend on housing. The generally-accepted guideline for housing affordability states that households should not

spend more than 30 percent of their income on related housing expenses. The United States Department of Housing and Urban Development (HUD) defines housing related expenses as the following:

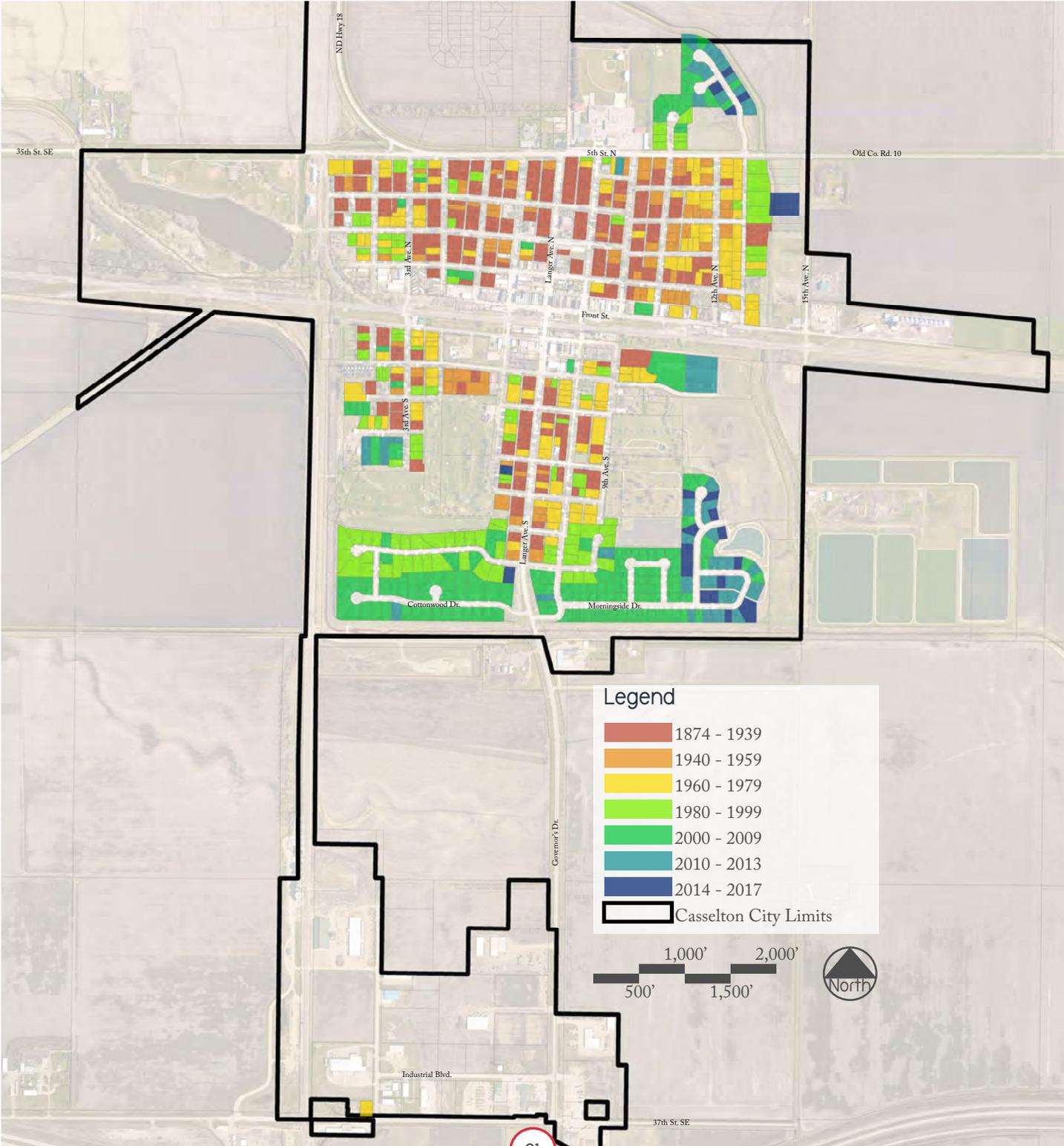


Fig. 3.3 | Map of Housing - Year Structure Built

- Second mortgage and/or home equity loan
- Real estate taxes
- Homeowner's insurance
- Condo fee (if applicable)
- Mobile home cost (if applicable)
- Utilities - electricity, gas, water & sewer, and other utilities

The HUD also sets income limits on housing affordability based on an area's median household income. Between 2000 and 2016, Casselton's median household income increased from \$43,259 to \$66,223. A household with an income of \$66,223 would be making 100 percent of the median income and a household with an income of \$33,112 would be classified at 50 percent of the median income.

Household income is a critical factor impacting housing demand. The ability of local households to afford existing housing stock influences the decision to rent or purchase. Households that pay more than 30 percent of their income are considered "cost burdened" and may have difficulty affording necessities such as food, clothing, transportation, and medical care. Applying this metric to households with an income matching Casselton's median of \$66,223, the amount of housing cost that would be considered affordable would be \$19,867 per year or less, or about \$1,656 per month.

In 2016, approximately 3.47 percent of Casselton households were "severely cost burdened," spending more than 50 percent of their income for housing, while another 11.89 percent were "cost burdened," spending more than 30 percent of their income on housing.

GROUP HOUSING QUARTERS

Group housing quarters are places where people live or stay in shared living arrangements owned or managed by an entity that provides housing and services for residents. This typically includes nursing and assisted living facilities, dormitories, and correctional or rehabilitation facilities. Casselton has a single 20-unit group housing quarter that provides apartments

for seniors, including 12 two-bedroom apartments and eight one-bedroom apartments. Currently there are three units remaining 1 of which is a two-bedroom unit. It is estimated that around 19 people live in group housing quarters in Casselton.

FINANCIALLY-ASSISTED HOUSING

Although the City does not directly provide or manage affordable housing, the Cass County Housing and Redevelopment Authority (HRA) has been providing affordable housing to residents in Casselton and other communities in the county for over 65 years. Under its programs, qualified residents pay 30 percent of their monthly income for housing, which also includes utilities such as heat, water, and sewer.

The HRA currently manages two public housing properties in Casselton. There are 17 buildings total on the two properties with 40 housing units total. Of those, 20 of the units are family units ranging from one to four bedrooms, while the other 20 units are efficiency or one bedroom.

As of April 2018, there were 19 households on the waiting list for nearly every housing type, except for the four-bedroom family units.

HOUSING DEMAND

Casselton has recently shown an increase in single-family home values and a higher demand for single-family homes. As with most small communities however, Casselton will need to also expand housing options for all households ranging from very low income to moderate income. Housing demands are projected to increase, and additional units should come from single-family homes, twin homes, apartments, group living quarters (e.g. assisted living facilities), and financially-assisted homes.

In September 2015, the City of Fargo completed a comprehensive housing study. While its focus was on Fargo, there are important themes for the metropolitan planning area, including Casselton. These include an increase in single-family home values and higher demand, but lower supply for single-family housing. The study also developed a summary of recommendations to meet housing demands through 2020.

The study found that between 540 and 600 owner-occupied

units per year would need to be constructed through 2020 in Fargo, estimating that 25 percent of these units would be attached units such as townhomes and twin-homes. From 2010 to 2014, Fargo had only constructed an average of 305 single-family detached units and 100 single-family attached units.

With regard to rental units, the housing study recommended that between 590 and 640 additional rental units be necessary through 2020 in Fargo, with many needed in the low to moderate income range (less than \$900 a month). The study suggested that expanding rental assistance, subsidizing housing, and tax credits would improve affordability for very low and low income households.

State and Regional Trends

As members of the baby boom generation age, communities statewide can expect to see substantial growth in the segment of the population 65 and older in the next 20 years. While households in this age range still generally show a preference for home ownership over renting, they tend to be less interested in large homes on big, suburban lots than they were earlier in their lives. Instead, there is a growing shift towards smaller units that require less upkeep and located in neighborhoods closer to services and amenities.

The proportion of households owning their own homes peaked at 69 percent nationwide in the early 2000's and has since declined to around 64.2 percent in the fourth quarter of 2017. North Dakota has followed the nation in this regard, although having slightly lower rates of homeownership than the nation as a whole (62.6 percent). In many older cities across North Dakota, a large percent of existing single-family housing stock was built in the 1940's and 1950's after World War II (WWII). North Dakota has seen large population increases and periods of growth since the 1940's (oil booms), so the age of housing stock varies greatly across the state; for the most part North Dakota has a higher percentage of newer housing stock. As for Casselton, the housing stock is older than the rest of the region and state, and does not seem to have the same post-war housing construction boom, but rather a boom before WWII. In many cases these properties are in good physical shape, but structures of this age may require a greater degree of attention and investment to be maintained in safe and livable conditions.

Although single-family homes get more expensive to

maintain the older they get, upkeep on a 60- or 70-year old home remains a good investment relative to the costs involved in new construction. This is especially important when considering the need for affordable housing options. Since construction costs for new rental housing remains high and government funding which supports new affordable housing projects remains limited, preservation of older housing stock becomes an important means of keeping up the supply of affordable housing.

FUTURE NEEDS

Casselton should make sure that its housing is responsive to the needs of residents. These needs are not static but tend to change over time as people move through different stages of their lives. Housing needs tend to evolve from: (1) affordable basic units for young people in college or just beginning to enter the workforce to; (2) affordable single family units for first time home buyers and young families to; (3) move-up housing for people with growing families and/or incomes to; (4) empty-nester dwellings for persons whose children have grown and left home to; (5) low maintenance housing options for aging persons as their ability to maintain their property decreases; and finally to; (6) assisted living environments to provide health and medical care to the elderly.

With changes to the city's population, Casselton should continue to ensure that rental housing, affordable housing, and active senior and retirement communities are part of the city's overall future housing strategy.



Fig. 3.4 | Older homes on 8th Avenue N



Fig. 3.5 | Newer homes on Martins Avenue N



Fig. 3.6 | Aerial of some of Casselton's older housing stock

This page left intentionally blank

An aerial photograph of a rural landscape during the golden hour. The foreground is dominated by a large field of golden-brown crops, possibly corn, with a road cutting through it. To the right, there's a field of vibrant green crops. In the middle ground, a small town or village is visible, surrounded by trees with autumn foliage. The background shows a vast expanse of flat land under a clear blue sky with a soft orange glow from the setting or rising sun.

4

Land Use Casselton 2045

Land use refers to the type of activity that occurs on a piece of property. For example, a commercial land use denotes some type of retail, service, or office use, such as a convenience store, restaurant, or bank. Comprehensive plans typically develop existing and future recommended land uses to better assist in examining and developing goals, policies, and an over arching vision for the city, which serves as a guide for a community's future.

This section provides thorough information on existing and future land uses in Casselton, as well as a thoughtful look on future development considerations for the city.

Land Use

INTRODUCTION

There is an important distinction between land use and zoning. Land use designations included in this comprehensive plan are intended to serve as guidance for future actions in the city. Zoning designations more specifically define what use is currently allowed on a specific parcel, and outline design and development guidelines for those intended uses such as setbacks, minimum lot sizes, buffering, and landscape requirements.

The designated uses on a future land use map may differ from those that exist today, and may be implemented at any point in the future. If zoning mirrors a future land use map, it implies that the city has been successful in achieving its vision in terms of general land use.

EXISTING LAND USE

Casselton's existing land use pattern is the result of its history, location, and recent development decisions approved by the Planning Commission and City Council. Existing land use within the city has remained stable over the years, with several new areas of commercial and residential development to the north and south of the city within the last 15 years. In addition to the downtown business district along Front Street, a distinctive commercial corridor is beginning to emerge along the southern portion of State Highway 18. As of 2019, 16.3 percent of land within the city is considered vacant or is under development.

Residential

Casselton has a long, proud history of its strong, stable residential neighborhoods. The city maintains a variety of different housing types including rental apartment units, twin-homes, single-family houses, and pre-manufactured homes; as well as a small amount of housing to accommodate low-income households, and seniors who require independent or assisted living facilities. For more information on housing, see the section on Housing.

There are approximately 251.6 acres allocated to residential land uses in Casselton, which comprises 30 percent of the total land use area in the city. Of this, approximately 221.4 acres are used for low density, single-family detached dwellings, which makes up the predominant housing use in the city. Currently, little vacant land remains in Casselton's established residential areas, therefore, future growth will be determined on development opportunities

in new subdivisions as the city expands, as well as potential infill opportunities.

There are four residential land use categories that have been identified in this plan:

Low Density Residential

Low density residential is by far the most common residential land use category in the city, representing almost 26.6 percent of all residential land uses. Low density residential includes all detached single family housing in the city. Though densities vary from neighborhood to neighborhood, there are about four to eight housing units per acre within this land use category.

Medium Density Residential

Medium density residential land use includes several different types of attached housing in Casselton including twin-homes, duplexes, and multiplex units. In many cities, this typically serves as a transitional land use between low density and high density or commercial uses. Casselton has about 14 acres allocated to medium density residential land use in the city.

High Density Residential

In Casselton, high density residential includes all apartment buildings in the city, ranging from eight to 36 units. Most of the current housing in this category is located towards the center of the city. In total, there are 13.2 acres of high density residential land use.



Fig. 4.0 | Aerial of low density residential

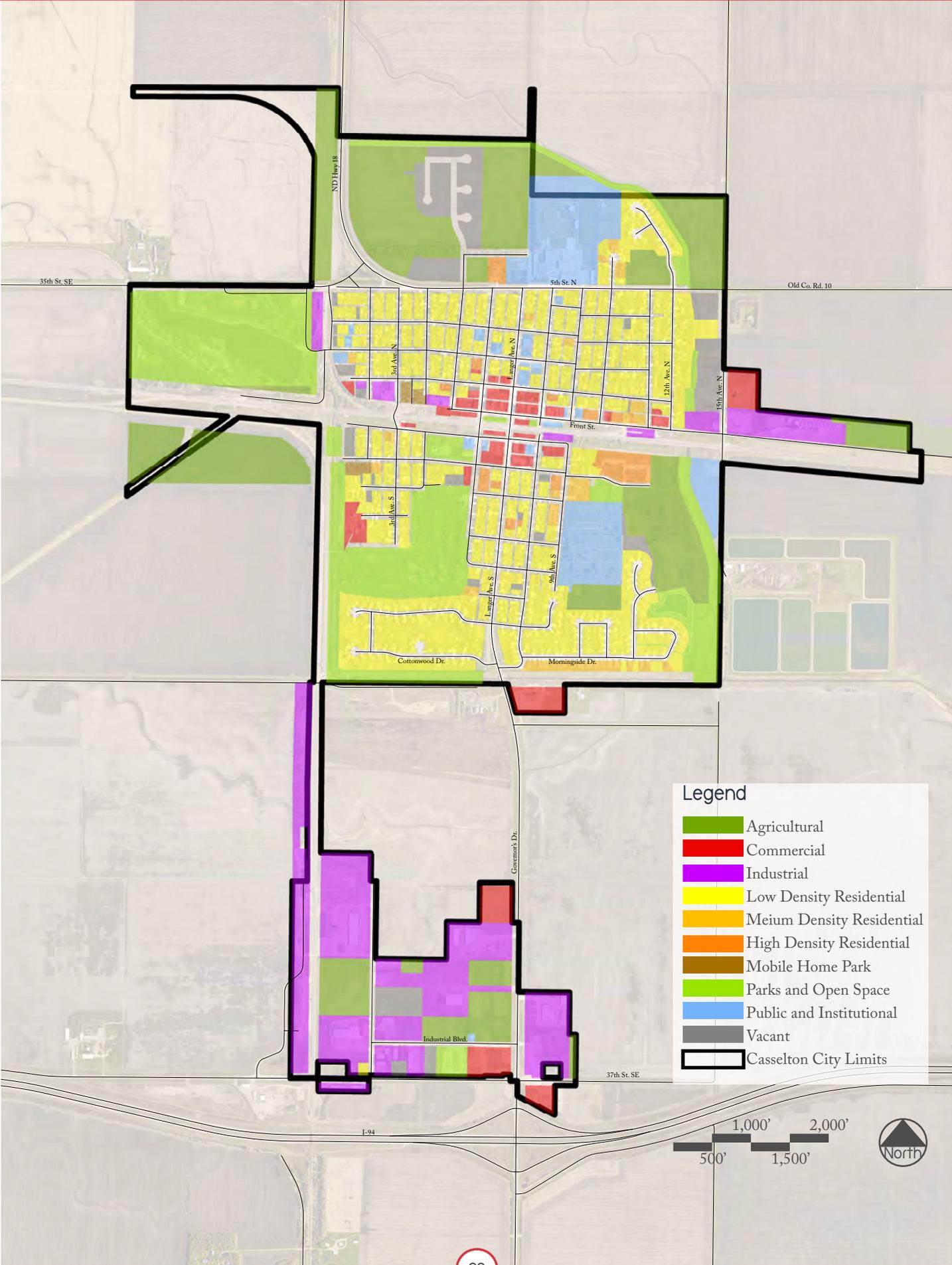


Fig. 4.1 | Land Use Map

Manufactured Housing

Casselton currently has two areas set aside for manufactured housing. These types of homes are typically constructed off-site in a factory and then brought to a site where the unit is connected to utility services. The combined acreage for manufactured housing in Casselton is just under three acres.

Commercial

The commercial land use category includes a range of retail centers, professional businesses, and other auto-oriented developments in Casselton. Combined, these land uses take up approximately 41.8 acres within the city, or five percent of Casselton's total land use. The majority of commercial land use is along Front Street, as well as the southern portion of State Highway 18.

Industrial

Approximately 120.6 acres of land within the city are designated for industrial purposes. This land use includes grain milling and storage elevators, as well as other storage facilities and light manufacturing in the city. Some current industrial land use is either BNSF operating property or other railroad right-of-way.

Public and Institutional

Public and institutional land, including public property, private institutions, and educational facilities comprise approximately 75.5 acres, or nine percent of land use in Casselton. Municipal services and schools, as well as private institutional uses such as the city's several churches, occupy most of this land.

Parks and Open Space

Parks and open space are located on approximately 174.6 acres of land within the city. These include the city's several parks as well as areas utilized for other outdoor recreational activities.

Agriculture

Agriculture comprises 18.3 percent of all the city's current land use. These areas are still utilized for farming and other agricultural purposes.



Fig. 4.2 | Aerial of industrial land use

Vacant

Vacant land, representing approximately 16.3 acres, is land located in Casselton that is available for future development and is not being used for agricultural purposes.

FUTURE LAND USE

The future land use plan serves as the centerpiece of this plan and a visual guide to future planning in the city. It provides a generalized view of how land in Casselton is intended to be used over the coming years. The future land use plan does not necessarily show land use as it exists today, but can be used as a guide for locating development as the City continues to grow.

The designated uses on a future land use map for Casselton may differ from those that exist today, and may be implemented at any point in the future. If zoning mirrors a future land use map, it implies that the city has been successful in achieving its vision in terms of general land use.

FUTURE LAND USE & DEVELOPMENT CONSIDERATIONS

Extraterritorial Planning Issues

In order to provide for the orderly annexation of unincorporated land, and to ensure that infrastructure is extended in an efficient manner, North Dakota statute gives cities planning controls within the area immediately surrounding a city's corporate limits. This area is referred to as extraterritorial jurisdiction.

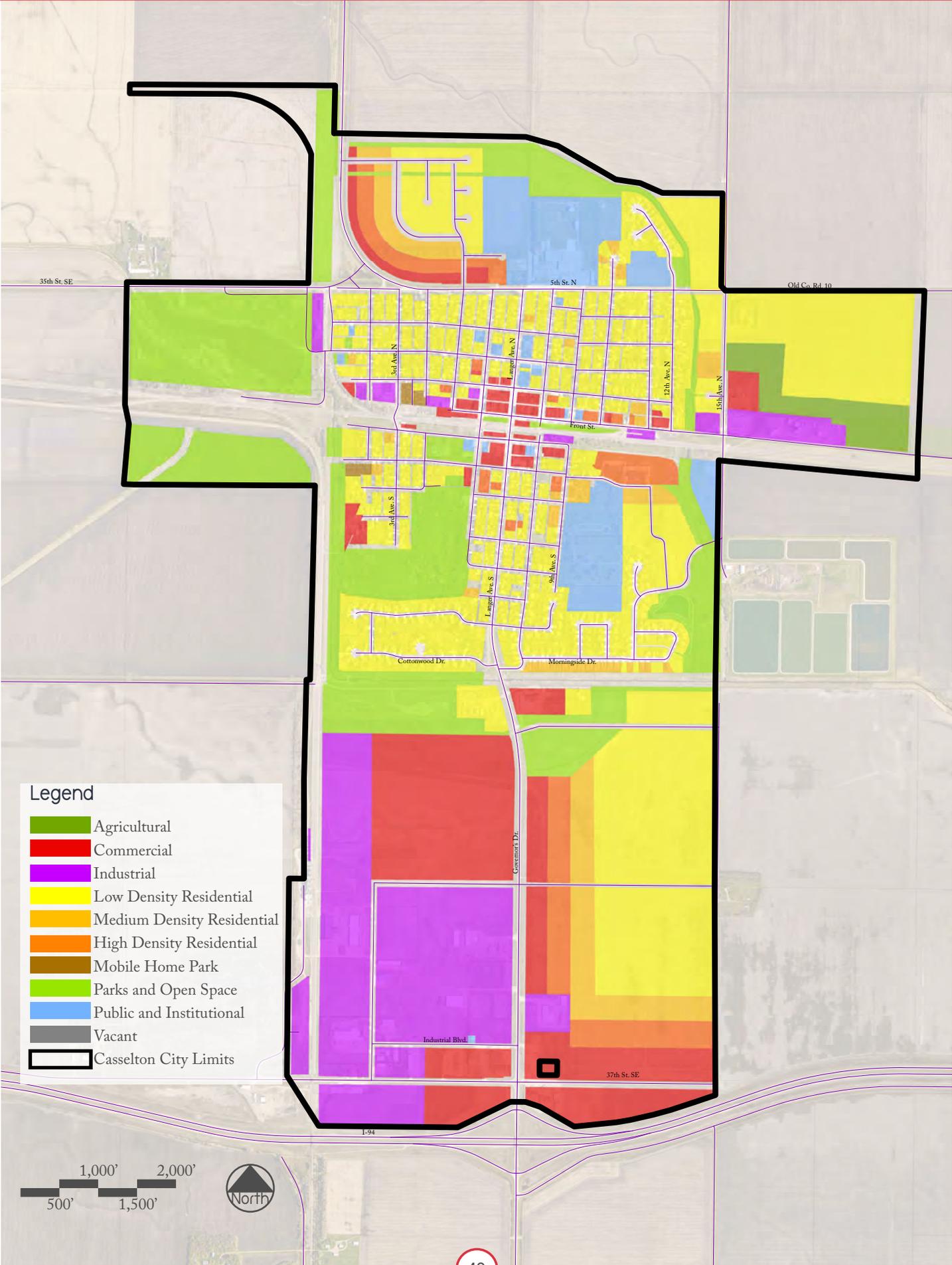


Fig. 4.3 | Future Land Use Map

In North Dakota, the extent of a city's extraterritorial jurisdiction depends on a city's population. For Casselton, the extraterritorial jurisdiction is one-mile beyond its city limits. Within this area, the City of Casselton has both subdivision and zoning authority. Along with this authority, Casselton has the responsibility of future land use planning, since state statute requires that a comprehensive plan be used as the basis for zoning and subdivision decisions. This ensures that, should these areas be incorporated into the city at a future date, developments meet Casselton's standards for a safe, functional, and enjoyable community.

Much of the land within the extraterritorial jurisdiction of Casselton is used for agricultural purposes. This includes public and institutional land used by North Dakota State University as part of an agronomy seed farm.

Mixed Use and Planned Unit Developments

Mixed use development is characterized as pedestrian-friendly development that blends two or more residential, commercial, cultural, institutional, and/or industrial uses. Mixed use is often a planning strategy that seeks to foster community design and development that serves the economy, community, public health, and the environment.

Mixed use is not just limited to a multi-story development that incorporates commercial use on the first floor with residential uses on upper floors. Mixed-use developments are often characterized as developments that 1) provide three or more significant revenue-producing uses (such as retail/entertainment, office, residential, hotel, and/or civic/cultural/recreation), 2) foster integration, density, and compatibility of land uses, and 3) create a walkable community with uninterrupted pedestrian connections.

Mixed use often allows for either the horizontal and vertical combination of land uses in a given area. Commercial, residential, and even in some instances, light industrial are fit together to help create built environments where residents can live, work, and play.



Fig. 4.5 | Aerial of Downtown - commercial & industrial land uses



Fig. 4.6 | Cottonwood Golf Course - parks and open space land use



Fig. 4.7 | Martins Lutheran Church - public and institutional land use

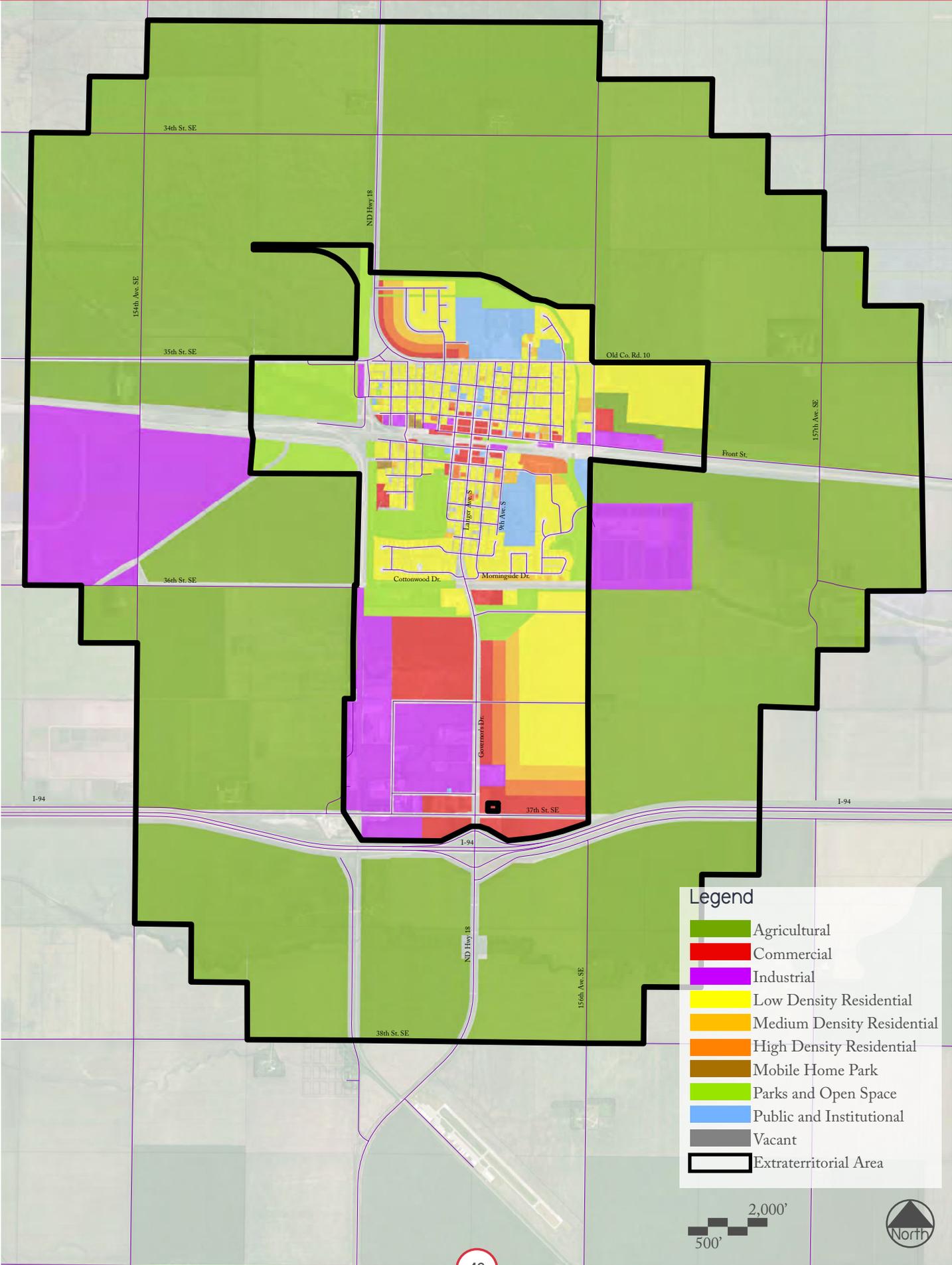


Fig. 4.8 | Extraterritorial Area and Future Land Use Map

This page left intentionally blank



5

Transportation Casselton 2045

The transportation system connects residents with their individual community, the region, and to areas beyond. A variety of travel choices gives people who have differing transportation needs access to jobs, healthcare, shopping, educational, and recreational opportunities. Transportation assets also provide for the movement of freight throughout the region and connect to markets across the country and around the world. An effective transportation system is vital to economic vitality, business attraction and expansion, trade, tourism, and quality of life.

Transportation planning for Casselton must be done with an understanding of regional trends and demands. According to projections from the Fargo-Moorhead Metropolitan Council of Governments, the population of the metropolitan area is expected to rise from 205,333 in 2016 to 301,040 in 2045. Employment is expected to increase, growing from 140,144 jobs in 2016 to 188,776 jobs in 2045. As the region's population and employment grow, the region's transportation network must adapt.

This section highlights major corridors, traffic volumes, crash data, multimodal needs, and rail and freight services.

Transportation

MAJOR CORRIDORS & ROADWAY CLASSIFICATIONS

Streets and highways are classified according to their main function, whether moving vehicles or serving adjacent land uses. Arterials accommodate the flow of traffic, while local streets are intended to provide access to individual homes, properties, and smaller parcels of land. Collectors serve both local streets and through traffic by connecting arterials and local streets.

The functional classification of a roadway or corridor is an indication of its vehicle capacity and overall purpose. Functional classifications for Casselton are described in detail as follows:

Principal Arterials - Interstate

Principal arterials provide an integrated network of routes that serve major centers of activity. These roadways are high traffic volume corridors and are generally intended to handle increased trip length. Access to principal arterials is limited or restricted so as to facilitate higher traffic speeds and improved vehicular flows to destinations. The only principal arterial impacting the city is Interstate 94, just south of Casselton's city limits.

Minor Arterials

Minor arterials are higher volume roadways that interconnect with principle arterials and provide access to more developed areas. Minor arterials often accommodate higher speed limits than residential or local roadways and may feature additional travel lanes to facilitate vehicular volumes. In Casselton, Langer Avenue, Governors Drive, and State Highway 18 are examples of minor arterial roadways.

Collectors

Collectors are a low volume road which 'collect' vehicle trips from residential or local streets and eventually feed into minor arterials or, in certain circumstances, principal arterials. Collectors provide service to important trip generators such as schools, recreational areas, and employment centers. A variety of traffic control devices are found at collector intersections throughout the Fargo-Moorhead metropolitan area to improve safety and access to other roadways. One collector roadway bisects Casselton, 5th Street N.

Local Roadways

Local roadways are the most common roads by far, but are also the slowest for vehicular travel. They are designed to have high accessibility and to connect to collector and arterial roads, and are typically not used for through travel.

Other Roadways

In addition to local roadways, township and other minimum maintenance roadways are not functionally classified. These are typically considered local roadways as well for classification purposes.

TRAFFIC VOLUMES

Metro COG and NDDOT both conduct traffic counts in Casselton and the Fargo-Moorhead metropolitan area. Metro COG conducts forty-eight hour traffic volume counts on a five-year cycle to provide base annualized average daily traffic (AADT) data for use within the regional traffic model calibration process. These counts help in determining future roadway needs in the metropolitan planning area, which include Casselton. Further, Metro COG periodically completes twelve hour counts, peak turning movement counts and twenty-four/forty-eight hour volume counts at the request of local jurisdictions to assist in various planning efforts. NDDOT also conducts annual traffic counts on state roadway facilities, which include both AADT and commercial truck traffic.

Figure 5.0 incorporates traffic volumes conducted by the NDDOT in 2018.

CRASH DATA

Metro COG and NDDOT annually document reported vehicle accidents, including those involving pedestrians and bicyclists. Bicycling and walking are generally considered safe modes of transportation and Casselton currently experiences infrequent vehicle-related crashes resulting in serious injury. However, the results of bicycle and pedestrian crashes with motor vehicles can be serious incidents which often result in injuries.

Figure 5.1 shows reported crash locations and severity in Casselton between 2012 and 2017. There were no reported crashes between vehicles and pedestrians, bicycles, or wheelchairs within that timeframe.

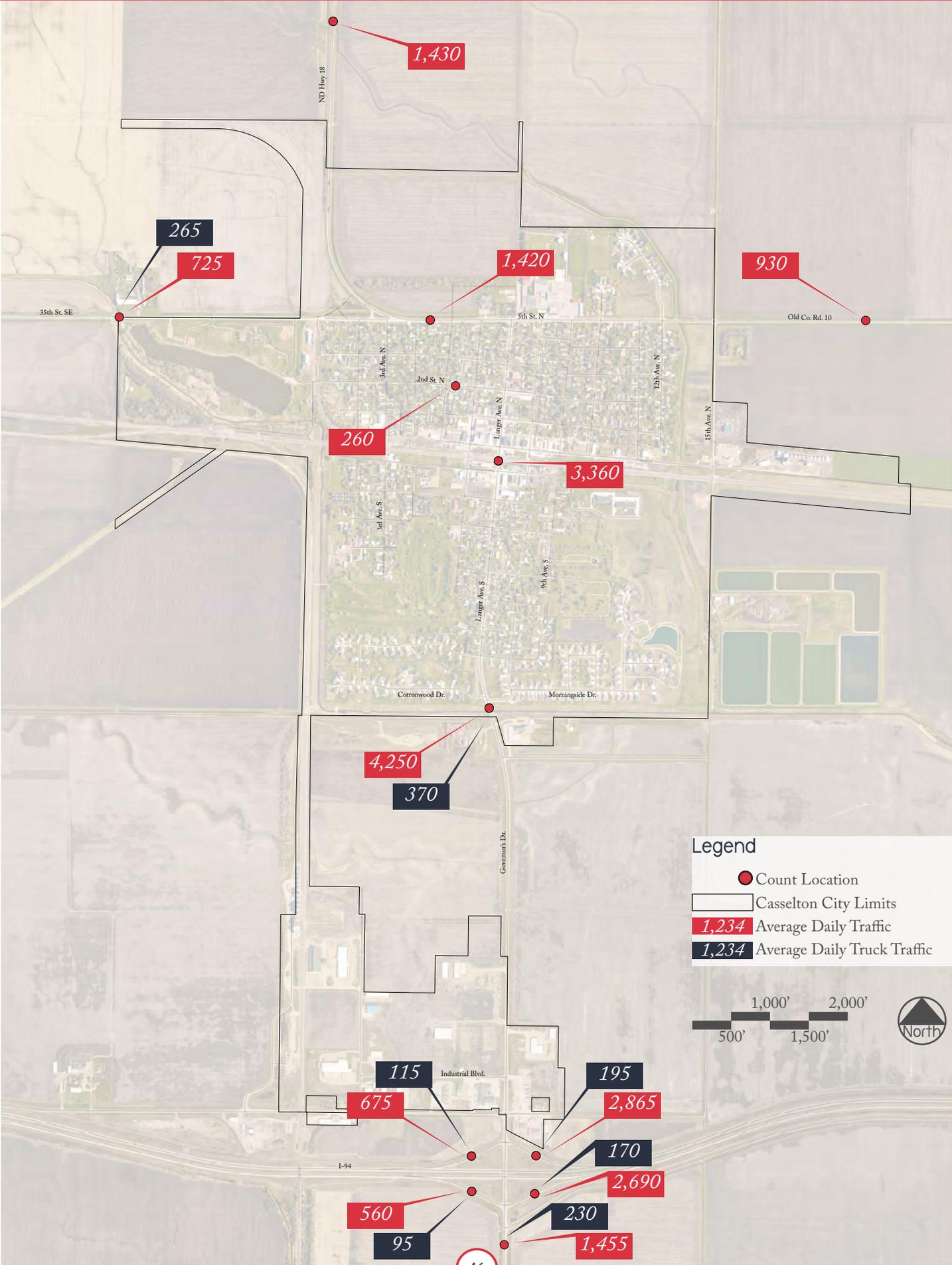


Fig. 5.0 | Map of Traffic Volumes

TRANSIT SERVICES

Valley Senior Services currently provides transit services to the general public in Casselton and communities throughout Cass County. Two routes operate through the city: the North Route which runs through Hunter, Arthur, Casselton, and Fargo on Tuesdays; and the Central Route which runs through Tower City, Buffalo, Casselton, Mapleton, and Fargo every other Friday. Trips can be arranged to and within area communities and all county busses are equipped with wheelchair lifts for those needing special assistance.

BICYCLE & PEDESTRIAN NETWORK

Sidewalk and Shared Use Path Condition Report

In May 2018, Metro COG conducted a sidewalk and shared use path network condition audit for the city. Sidewalks and shared use paths were rated on a scale of one to four, with one representing pedestrian facilities that are smooth without cracks or deflections; and four representing pedestrian facilities with many cracks and are impassable for wheelchairs in many spots. Sidewalk and path ramps were rated for their visible compliance

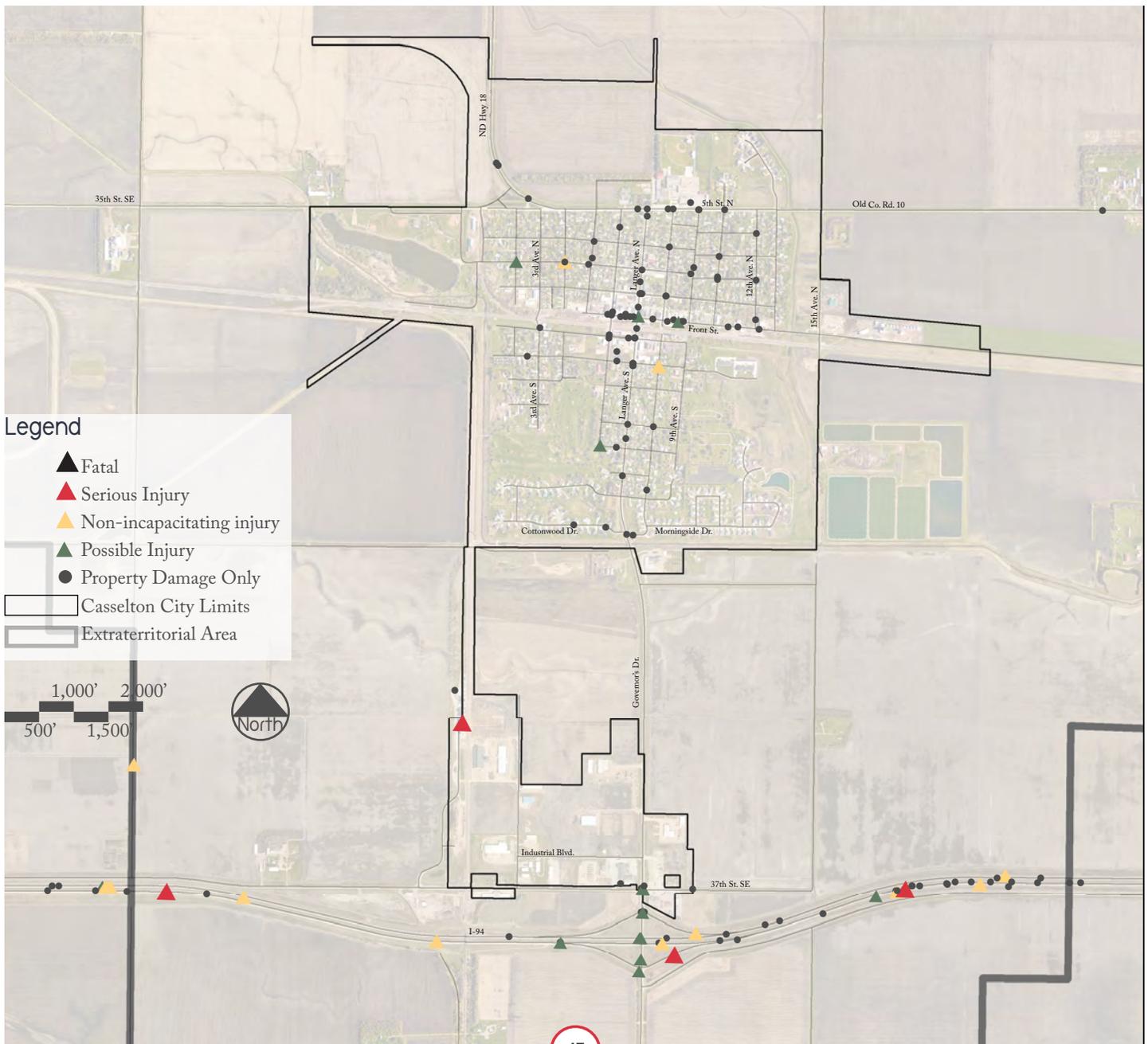


Fig. 5.1 | Map of Crash Location & Severity

with the Americans with Disabilities Act (ADA). Figure 5.2 illustrates the results of the network condition audit.

Pedestrian Facilities

Pedestrian facilities, including sidewalks and crosswalks, are a vital component of the transportation network. Such facilities allow residents to move about freely and efficiently. When safe facilities are unavailable, people may be forced to risk dangerous crossings or take an automobile just to cross a busy street.

Casselton has approximately 10.5 miles of sidewalks

along its roadways. On a whole, Casselton has a relatively well-connected sidewalk network with few gaps that pose issues for pedestrians.

Bicycle and Shared Use Facilities

Bicycling is growing in popularity across the region and the country. Bicycles are seen by many as a transportation tool that is economical, environmentally friendly, and healthy. Bicycling is also an activity that is available to almost all age groups.

Casselton currently has just over three (3) miles of designated bicycle and shared use facilities.

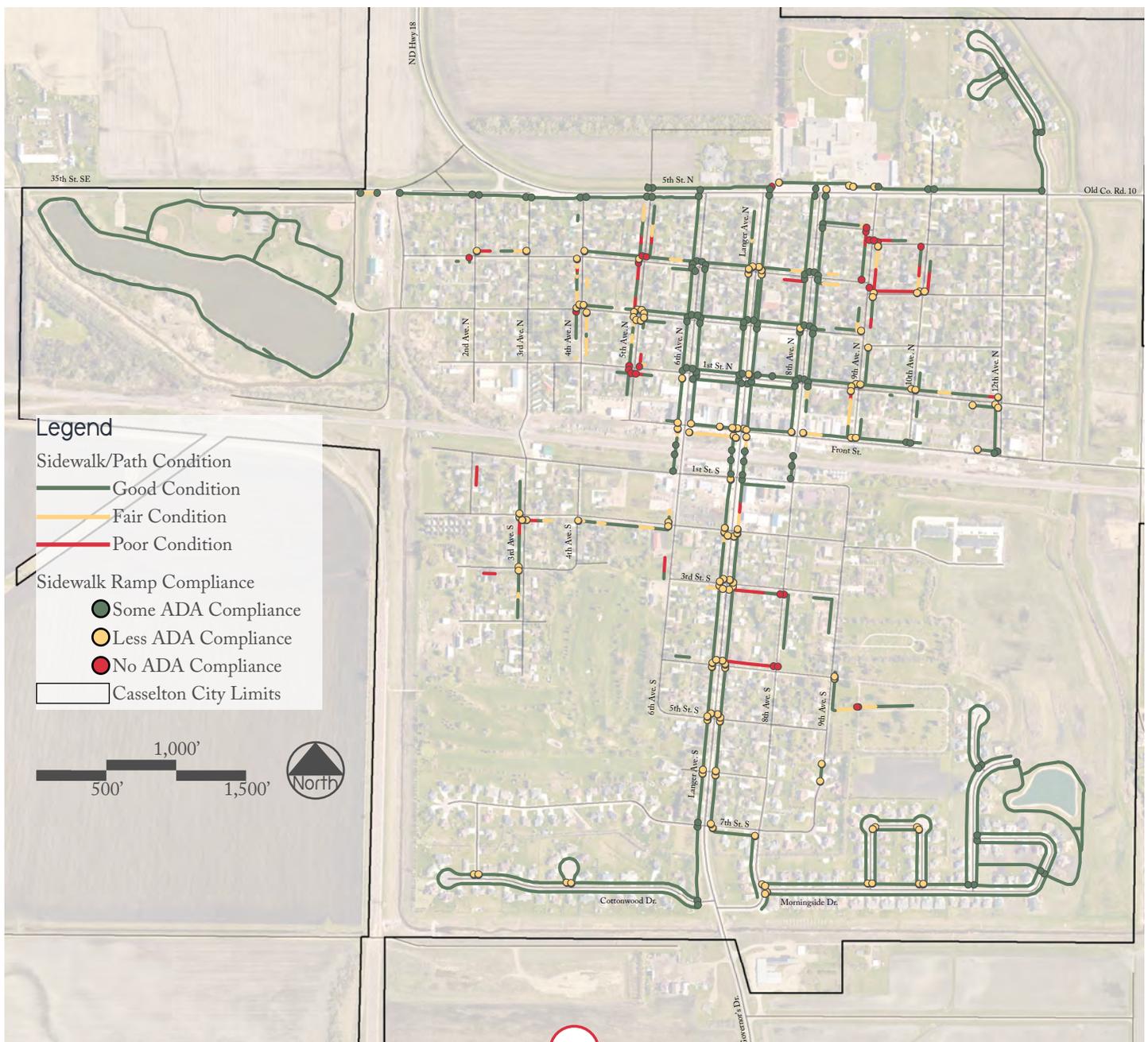


Fig. 5.2 | Map of Sidewalk & Shared Use Path Condition

County and State Bike Network

Beyond Casselton, a number of opportunities have been discussed for expanding recreation trails throughout the county. In 2013, the cities of Hunter and Arthur took steps in developing the Northern Cass Pass, a six-mile “rails-to-trails” multi-use path utilizing the right-of-way of a former railway corridor.

In 2018, both NDDOT and Cass County took independent steps in identifying candidate bike corridors in the county, including a connection from Casselton to the Northern Cass Pass as well as additional facilities along State Highway 18 and County Road 10. These

designations could help the state and county develop bikeable shoulders with a minimum width of five feet on future roadway construction projects

ACCESS MANAGEMENT

Access management is an important aspect in providing a safe and efficient roadway network. Access management measures include:

- Providing adequate spacing between access points and intersecting streets to separate and reduce conflicts

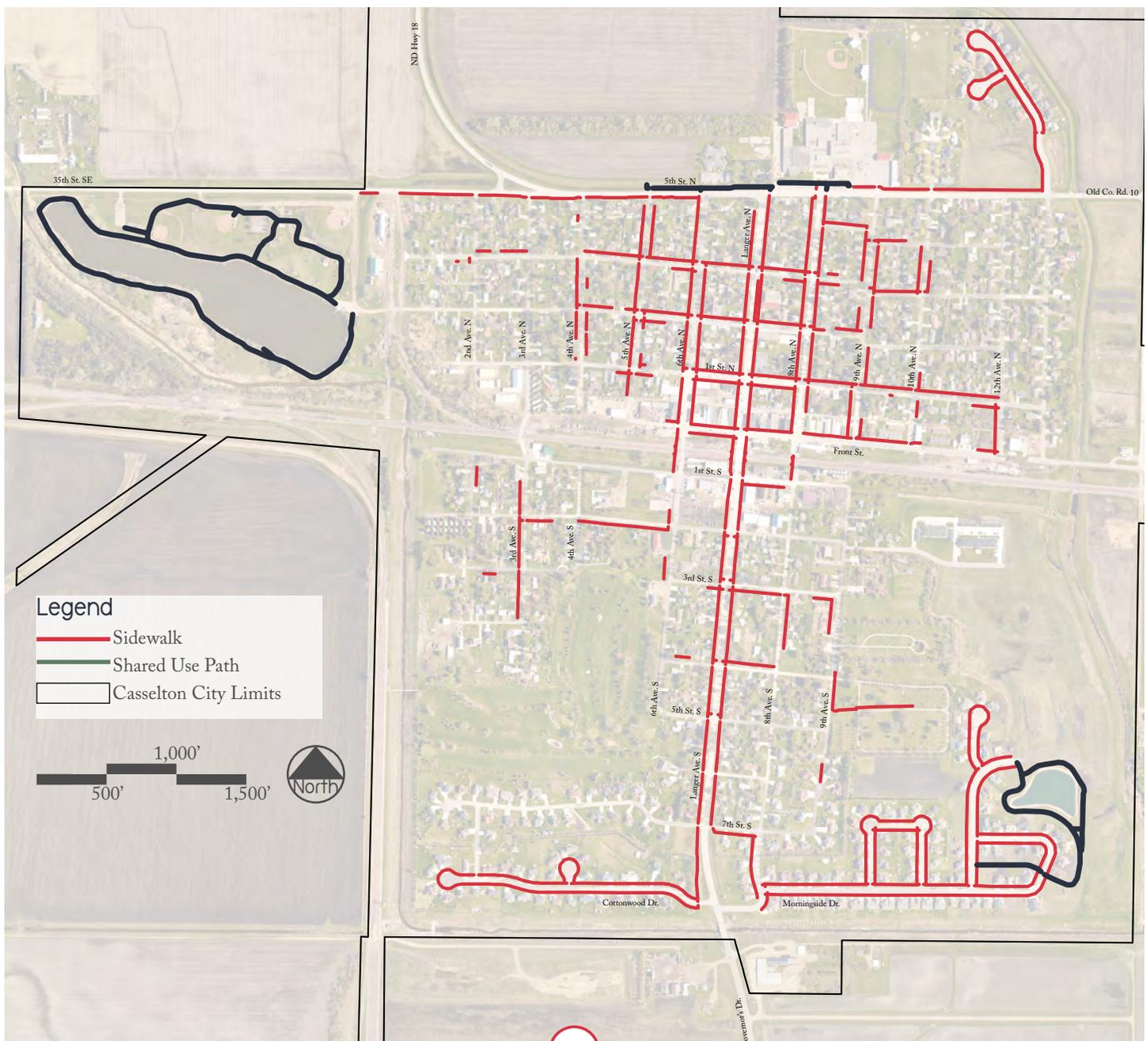


Fig. 5.3 | Map of Sidewalk & Shared Use Paths



Fig. 5.4 | Shared Use Path in Tinta Tarwa Park

- Limiting the number of driveway access points to reduce conflicts
- Aligning access with other existing access points
- Sharing access points, through internal connectivity between property owners
- Encouraging indirect access rather than direct access to high volume arterial roads
- Constructing parallel roads and backage or frontage roads
- Implementing sight distance guidelines to improve safety

Access plays a critical role in how roadway facilities operate. A high frequency of access points along a given segment of roadway can reduce capacity and adversely affect operations. The goal of access management is to maintain the safety and capacity of the city's roadways, while providing adequate land access.

Access management also involves balancing the access and mobility functions of roadways. Access refers to providing roadway access to properties and is needed at both ends of a trip. Mobility is the ability to get from one place to another freely or easily. Most roadways serve both functions to some degree, based on their functional classification. The four levels of functional classification and their corresponding mobility and access traits are as follows:

- Principal Arterials have the highest mobility with

no direct land access

- Minor Arterials have a high mobility with limited land access
- Collector Streets have moderate mobility with some land access
- Local Streets have low mobility with unrestricted land access

CORRIDOR PRESERVATION

Corridor preservation provides numerous benefits to communities, taxpayers, and the public at large. Preserving right-of-way for planned transportation facilities promotes orderly and predictable development. As Casselton expands, land must be set aside for the transportation infrastructure needed to support development and to maintain a desired level of transportation service. The decisions Casselton makes regarding the location and design of this transportation network will have a lasting impact on growth patterns, community design, and modal alternatives. For these reasons, effective corridor preservation is critical to accomplishing a wide range of community planning objectives.

Another benefit of corridor preservation is that it minimizes damage to homes, businesses, and the corresponding costs of acquiring right-of-way when improvements are made. Right-of-way costs often represent the single largest expenditure for a transportation improvement in the metropolitan area.

Developers also benefit from greater clarification of public intentions regarding the location, timing of roadway improvements, and the desired level of access control. This reduces the risk associated with the timing and phasing of development projects. Advanced notice of public corridor preservation intentions also enables developers to plan projects and site-related improvements in a manner that is more compatible with the planned transportation functions of the corridor.

RAIL & FREIGHT SERVICE

The City of Casselton is served by one Class I railroad, BNSF, and one Class III railroad, the Red River Valley and Western Railroad. Class I railroads are the largest of the country's railways and account for the majority of rail-

freight movements in the United States. Class III railroads, on the other hand, tend to provide rail transportation to regional market areas with inadequate freight volumes to be served profitably by larger railroads.

BNSF hauls a variety of products, most notably coal, grain, and intermodal containers and trailers. BNSF's intermodal network connects with major ports on the Pacific Coast and Gulf Coast with major markets west of the Mississippi River.

The Red River Valley and Western Railroad began operations in 1987 and currently owns and operates more than 540 miles of tracks in North Dakota. It also has trackage rights on other railroads in the state. The railroad ships grain, lumber, steel, coal, and various other products to over 60 customers in the area. In 2018, the Red River Valley and Western Railroad began looking into developing new transload sites in the region, including Casselton.

AIR SERVICE

The Casselton Robert Miller Regional Airport is a publicly-owned airport that has served the city and region since 1986. Located approximately 3.5 miles from downtown Casselton, the general aviation airport occupies a site of about 107 acres and includes a 3,900 foot runway and hangar space for over 50 aircraft. In 2017, the airport had an annual average of 38 aircraft operations per day with 73 percent being local general aviation, 22 percent transient general aviation, four percent military, and one percent air taxi. The airport is managed by the Casselton Regional Airport Authority and continues to serve business and industrial sectors, as well as the agricultural community.

Located 17 miles east of Casselton, Hector International Airport is the largest airport in the area and provides scheduled commercial service to nine cities throughout the country. In addition to passenger service, Hector International Airport is also the primary hub for air-based freight and mail activity in the region. Five commercial passenger lines and seven cargo carriers provide the majority of service to Hector International Airport. It is also a site for international customs inspections.



Fig. 5.5 | Sign at Casselton Robert Miller Regional Airport



Fig. 5.6 | Semi-truck Heading North on ND Hwy 18



Fig. 5.7 | Intersection Realignment of ND Hwy 18 & 35th Street SE

This page left intentionally blank



6

Public Facilities & Utilities

Casselton 2045

Public services are an integral component of a healthy community. They support existing and future development and contribute to the health, safety, education, and welfare of citizens and businesses in the community. Public services include government services such as schools, parks, public safety, and public works. Utility services include road construction and maintenance, traffic signalization, building permits and inspections, water, stormwater, sanitary sewer, and waste disposal. This section provides an inventory of existing community facilities located in Casselton.

This section also describes how Casselton can continue to maintain an excellent level of public service including the city's capacity to expand certain services as needed when growth occurs.

Public Facilities & Utilities

PUBLIC SAFETY & EMERGENCY SERVICES

The Red River Regional Dispatch Center (RRRDC) answers all 911 calls from callers in Casselton in addition to other residents in Cass and Clay Counties. The RRRDC operates from a facility in downtown Fargo.

Fire and Rescue

Casselton has a 26-member on-call volunteer fire department that covers the cities of Casselton and Amenia as well as all or part of 12 townships including Amenia, Berlin, Casselton, Durbin, Empire, Everest, Gill, Harmony, Maple River, Rush River, Walburg, and Wheatland. The station is located at 121 Langer Avenue N. and the department owns two tankers, two main line pumpers, and two grass and brush rigs.

Law Enforcement

The City of Casselton contracts with the Cass County Sheriff's Department to provide law enforcement services. The Sheriff's Department is a full-service law enforcement agency responsible for enforcement of state and city laws, protection of people and property, responding to emergency calls, investigating citizen complaints, performing traffic patrols, and enforcing city ordinances. The Cass County Sheriff's substation is located at 48 Langer Avenue, and staffed by two full-time deputies, other deputies in Cass County respond to Casselton on an as-needed basis, and there are additional civilian personnel to help with community events.

Ambulance

Casselton Ambulance Service provides medical transportation service for Casselton residents and has a contract with Ringdahl EMS to provide advanced life support personnel 24 hours a day, 7 days a week. They have three licensed ambulances, two quick response vehicles, and are located at 101 6th Avenue S.

The non-profit organization Community of Care offers local and regional transportation for seniors and is typically used for non-emergency medical appointments, dental appointments, or other healthcare related travel needs. Valley Senior Services also offers transportation to residents 60 years of age and older in Casselton. The demand-response service can be used for any kind of ride throughout Cass county or the metropolitan area, and only costs \$3.00 per one-way trip. In 2018, they gave over 90 rides for seniors to and from Casselton.



Fig. 6.0 | Central Cass Schools

EDUCATIONAL FACILITIES & RESOURCES

Since 1963, Casselton has been part of the Central Cass Public School District #17, a consolidated school district covering nearly 400 square miles and encompassing all or part of the following townships: Addison, Amenia, Berlin, Casselton, Durbin, Eldred, Empire, Everest, Gill, Harmony, Howes, Leonard, Maple River, Raymond, Rush River, Walburg, Watson, and Wheatland. The Central Cass School District has a K-12 enrollment of 935 including 64 open enrollees.

The district maintains a recently updated and expanded school facility in Casselton. The schools and district offices are located at 802 5th Street N. The building is divided into three sections for elementary, middle, and high schools. With an annual operating budget of 12 million dollars, the district employs 139 faculty and staff members dedicated to fostering student excellence.

Central Cass School District recently finished a 26 million dollar remodel of the building including new teaching spaces, early childhood center, upgraded athletic complex, STEM (science, technology, engineering, math) wing, wellness center, and an 800-seat theater and activities area. The school building has developed over the course of the last century with additions, remodels, demolitions, and other projects during years: 1911, 1914, 1949, 1959, 1976, 1993, 1996, 2003, 2012, 2013, and 2018.

EARLY EDUCATION & CHILDHOOD SERVICES

There are four licensed child care centers in Casselton: Discovery Daycare and Preschool, Legacy Learning and Preschool Center, Play Corner Daycare and Preschool, and The Sunshine Center & Preschool.

In addition, there are six licensed group child care providers offering early childhood services within a home or facility setting.

Central Cass Elementary School offers preschool education to children with special education needs, and with the newly completed school addition, there is space for two additional preschool classes.

GOVERNMENT & COMMUNITY FACILITIES

City Hall

The Casselton City Hall is located at 702 1st Street N. The building houses the offices of the city auditor, administrative assistant, and public works director, and includes a meeting space for City Council and other Commission meetings. The city hall offers a variety of general administrative services for residents including general information on building permits, utility billing, zoning, city meetings, and Veteran's Memorial Hall reservations.

Public Library

The public library is located in the same building as city hall, just east of city offices. Library cards are free for Casselton residents and allow rental of any of the 28,000 item inventory, as well as over 33,000 items online, which include but are not limited to books, magazines, audio books, and movies.

Veteran's Memorial Hall

The Veteran's Memorial Hall Auditorium is in the same building as city hall and the public library. The auditorium is rented for private and public events and can accommodate 112 people with chairs and tables, and 243 people with no chairs or tables. People use the space for different clubs and organizational meetings, parties, and other public events and activities.

Maintenance Shops

The Casselton Public Works Department is responsible for maintenance and snow plowing on city streets, maintaining street and traffic signs, utility & pavement markings, and disposing solid waste. Public Works has two shop locations; the larger shop is located at 3570 156th Avenue SE, and the smaller shop at 162 3rd Street N.

Post Office

The Casselton Post Office is located at 840 Front Street. Mail is delivered directly to households or to cluster mailbox units throughout the city. Residents may also rent a Post Office Box of various size which can offer more security, privacy, and accessibility.

Casselton Municipal Pool

The swimming pool is located at 401 2nd Street S. The pool offers open swim, swimming lessons, and can be rented by the hour for private events. The pool is typically open from early June to late August, weather permitting.

Cottonwood Golf Club

The Casselton Parks and Recreation Department operates a nine-hole golf course and Clubhouse. They offer cart rental, membership options, and clubhouse rental for special events. Weather permitting, the golf course is open from early April until the end of October.

Wellness Center

The Wellness Center was opened in the fall of 2018, and built through a partnership between the City of Casselton, Central Cass School District, and the Parks and Recreation Department. Located within the Central Cass school building, construction occurred alongside the school building addition and reconstruction project. Memberships are provided on an annual or monthly basis to individuals, families, students, or seniors. The Wellness Center is open from 4:30 a.m. until 12:00 a.m. (midnight) seven days a week and allows fitness options such as free weights, weight machines, cardio machines, and will eventually offer a variety of fitness classes in a studio space.



Fig. 6.1 | City Hall, Library, & Veteran's Memorial Hall Building



Fig. 6.2 | Green on Hole #1, Cottonwood Golf Course



Fig. 6.3 | Froggy 99.9 Firehouse Friday Event at Casselton Fire Department



Fig. 6.4 | Casselton Municipal Pool

PARKS & OPEN SPACE

Casselton has developed and continues to maintain a park and open space system throughout the city and provides numerous recreational opportunities. The largest and most unique park is Tinta Tawa Park, which surrounds a 17 acre reservoir that was once used by the Great Northern Railroad for steam engines, and then served as the city’s water supply until 1978. The reservoir is stocked with fish by the North Dakota Game & Fish Department, which include: Black Crappie, Northern Pike, Yellow Perch, Bluegill, Walleye, and Largemouth Bass. Tinta Tawa Park is the center for many events that the Parks & Recreation Department has throughout the summer. The rest of the

parcs are smaller, serving neighborhoods and specialty recreation activities such as swimming or skateboarding.

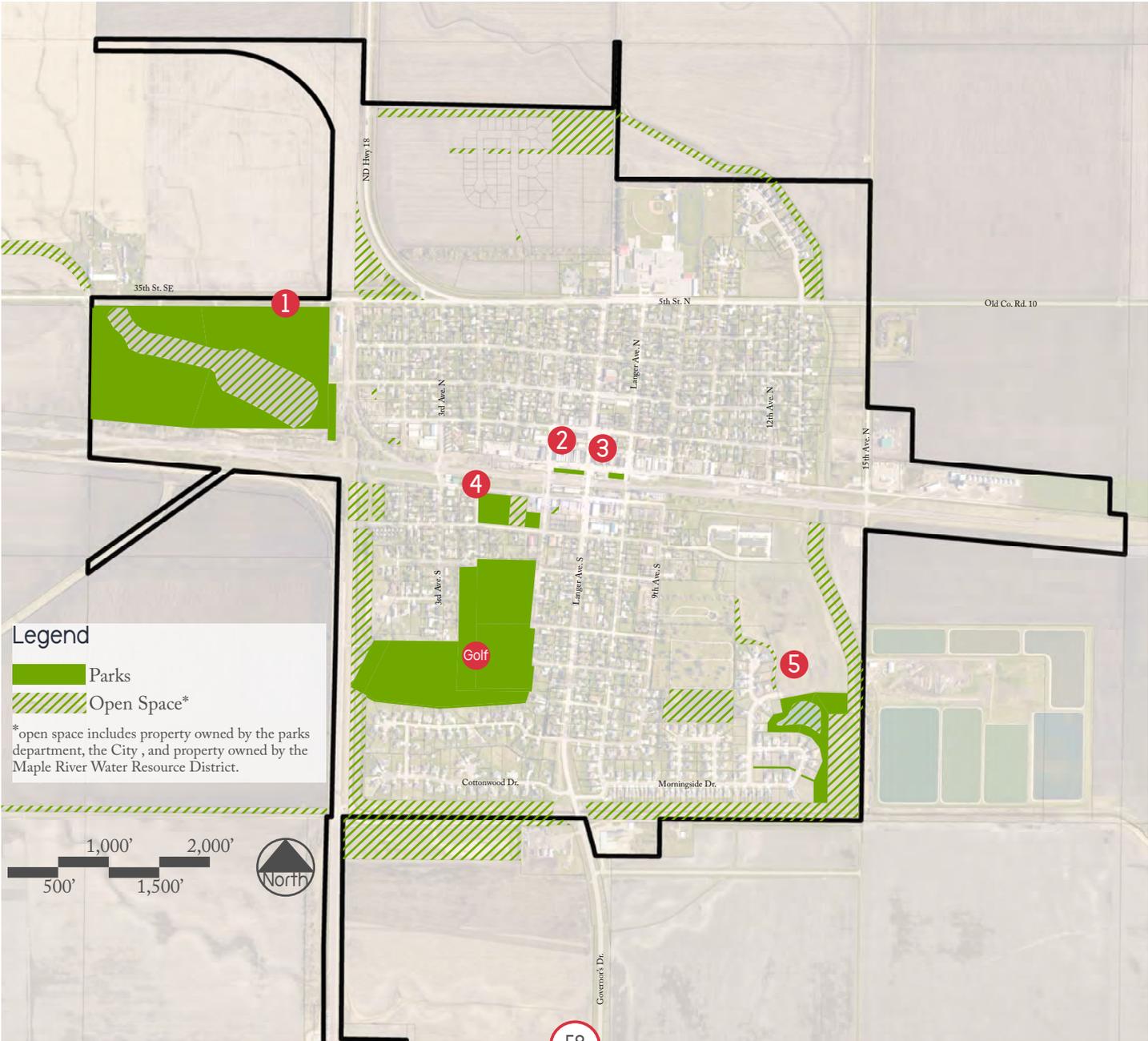


Fig. 6.5 | Map of Parks & Open Space

1 Tinta Tawa Park

- 17-acre reservoir
 - North Dakota Game & Fish Department has stocked with Black Crappie, Northern Pike, Yellow Perch, Bluegill, Walleye, and Largemouth Bass.
- Three 6-ft benches
- Five trash receptacles
- Two dog-waste bag dispensers
- Large covered gazebo with seating
- Small gazebo with seating
- Small park shelter with concrete slab
 - One trash receptacle
 - Two picnic tables
- Large park shelter with concrete slab
 - Two trash receptacles
 - Nine picnic tables
- Boat launch and dock
- Large wooden planter
- Overlook deck
- Playground #1
 - Wood mulch play surface
 - Swing set with three regular seats and one infant seat
 - Two single-seat spinners
 - Small play module with two slides
 - One medium rope climber
 - One trash receptacle
- Playground #2
 - Wood mulch play surface
 - Two 6-ft benches
 - Four single-seat spinners
 - One seesaw
 - Two spring riders
 - Small play module with two slides
 - One trash receptacle
- Playground #3
 - Sand play surface
 - Two 6-ft benches
 - One four-seat seesaw
 - Swing set with four infant seats
 - Swing set with four regular seats
 - Large play module with one tower, two slides, one double slide, and one suspension bridge
- Baseball field #1
 - Three five-tier aluminum bleachers
 - Two large dugouts with concrete slabs and wooden benches

- Electronic scoreboard
- Two trash receptacles
- Baseball field #2
 - Two small dugouts with concrete slabs and aluminum benches
 - One five-tier aluminum bleachers
 - One storage shed
 - Two trash receptacles
- Baseball field #3
 - Two small dugouts with concrete slabs and aluminum benches
 - Two five-tier aluminum benches
 - Two trash receptacles

2 Governor's Park

- Electronic message board
- Veteran's memorial
 - Memorialized brick paving
 - Five granite benches
 - Three flag poles
- Small park shelter with concrete slab
- One picnic table
- One dog-waste bag dispenser
- Four small concrete planters

3 Schlagel Park

- Two concrete picnic tables with brick paving
- One concrete trash receptacle
- Seasonal display area with brick paving
- Five small concrete planters

4 Nickl Park / Casselton Pool Park

- Three trash receptacles
- Swimming pool
 - Two diving boards
- Zero-entry children's pool
- Playground
 - Sand play surface
 - Swing set with two regular seats and two infant seats
 - Medium play module with two double slides and monkey bars
 - Two 6-ft benches
- Storage shed
- Two small park shelters with concrete slabs
- Four picnic tables
- Soccer field/skating rink
 - Two large area lights
 - Warming house

- Basketball court
 - Concrete slab
 - Two basketball hoops set in concrete
 - Two large area lights
- Skate park
 - Concrete slab
 - Two quarter pipes
 - One spine
 - One box/kicker
 - Two rails
 - Two street lights

5 Willow Bend Park

- Two trash receptacles
- Playground
 - Rubber mulch play surface
 - Swing set with two regular seats and two infant seats
 - Large play module with one single slide, one double slide, rock climbing wall, suspension bridge, three towers, and a track ride element
 - Rotating rope climber
 - Two 6-ft benches
- Dog-waste bag dispenser
- Two-acre pond
 - North Dakota Game & Fish Department has stocked Rainbow Trout in the pond since 2016

HEALTH & WELLNESS SERVICES

The Essentia Health-Casselton Clinic is located at 5 9th Avenue N. and offers family medicine or primary care services including imaging, radiology, and lab services. The clinic is an outpatient department of Essentia Health-Fargo, which offers access to full healthcare services including a Level II trauma center; there is also a Level I trauma center in Fargo. Casselton has convenient access to the Fargo-Moorhead area which is a regional healthcare destination consisting of 25 clinics and five hospitals.

In addition to health services, there is one dental clinic in Casselton, Hagen Dental, located at 102 Langer Avenue N.

Casselton is also home to a retirement and assisted living community, Casselwood Retirement Center, located at 612 5th Street N. The facility has 12 two-bedroom units and eight one-bedroom units.

The Governors’ Waterpark & Fitness Center also offers workout equipment, aerobic machines, and indoor walking track to members who have 24/7 access. The fitness center is located at 2050 Governor’s Drive.



Fig. 6.6 | Essentia Health Casselton Clinic

SANITARY SEWER SERVICE

Casselton owns and operates its own sewage treatment facilities. The city utilizes 10 sanitary sewer lift stations. Each lift station has two pumps that alternate on each start and stop cycle.

WATER SUPPLY

Casselton is a member of the Cass Rural Water District which treats and distributes drinking water to residents from three underground sources; the West Fargo Aquifer, Sheyenne Delta Aquifer, and Page Aquifer. The city utilizes two 500,000-gallon water storage towers for water distribution. One of the water storage towers was constructed in 2018 to replace a 100,000-gallon 1920s tower as well as a 300,000-gallon ground storage reservoir that was built in 1962.

STORMWATER MANAGEMENT

Stormwater runoff in Casselton is handled by seven lift stations throughout the city. The city does not have a specific stormwater retention policy for new subdivisions, however depending upon the size of new development, a stormwater retention feature is highly encouraged.



Fig. 6.7 | Existing Water Tower New Water Tower

GARBAGE, RECYCLING, & YARD WASTE

Residential and commercial garbage collection is handled by the Casselton Public Works Department. Pick-up is every Tuesday for residents north of the railroad tracks except those along Langer Avenue, and Thursday for residents on Langer Avenue and those south of the railroad tracks. The city landfill is south of front street on 15th Avenue N. Casselton also has a clean-up week event every spring, when residents can take items to the landfill for free, or set out items to be picked up by the city for disposal.

Recycling containers are located at 800 Front Street and the 600 block of First Street S, just east of Casselton Pool Park. The city recycles aluminum cans, steel & tin cans, corrugated cardboard, newspapers, glass, plastic jugs, magazines, and white office paper.

Yard waste can be brought to the city sanitary landfill for free.

TELECOMMUNICATIONS

Residents of Casselton have a few options available for telecommunication services, however broadband internet & cable services are more limited with advertised download speeds of 10 Mbps up to 200 Mbps. Most areas of the City have access to broadband internet service, but some providers may not be available depending upon the location.

ELECTRICAL SERVICE & NATURAL GAS UTILITIES

Electric service is provided to most of Casselton by the Otter Tail Power Company, however the industrial area near the interstate is served by the Cass County Electric Cooperative. Xcel Energy provides the city with natural gas.

FUTURE TRENDS & PROJECTIONS

Additional residents and employees will have an impact on a variety of public services. More pressure will be placed on municipal services and city infrastructure as more people live and work in Casselton. Emergency services will also feel more and more pressure as population growth occurs. The school district is positioned well for future growth, and will continue to be a large employer and contributor in attracting more residents. Casselton will face more residential and commercial developments and should consider the strain this growth may cause to existing infrastructure and public safety, a proactive approach should be taken in regards to maintenance, capital improvements, and related staff needed to address these concerns.



Fig. 6.8 | Aerial of Tinta Tawa Park Looking East



Fig. 6.9 | Cottonwood Golf Course



Fig. 6.10 | Veteran's Memorial at Governor's Park

This page left intentionally blank

7

Agricultural, Natural & Cultural Resources Casselton 2045



One of Casselton's strongest assets is its location within the region and the Red River Valley. Geology, topography, soils, groundwater, surface water, floodplains, air, trees, and prime farmland are all vital resources to the city. In addition, cultural resources make the city a great place to live, enhancing community identity, cultural tourism, and livability.

This section includes a summary and analysis of existing agricultural, natural, and cultural resources in and around Casselton.

Agricultural, Natural, & Cultural Resources

AGRICULTURE

Bounded by the Red River Valley, prime farmland soils are plentiful within Casselton and the surrounding area. Prime farmland is one of several kinds of important farmlands defined by the U.S. Department of Agriculture. It is of major importance in providing the nation's short- and long-range needs for food, feed, fiber, and oilseed crops. Prime farmland is identified by its optimal combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner when treated and managed through acceptable farming methods. The supply of high

quality farmland is limited, and the U.S. Department of Agriculture recognizes that responsible levels of government, as well as individuals, must encourage and facilitate the use of our nation's prime farmland with wisdom and foresight.

Not all prime farmland soils in Casselton are used for farming; some have been developed with residential, commercial, or industrial land uses. The designations for prime farmland and farmland of statewide importance simply indicate that these soils are good for productive farming. A total of 25 percent of Casselton's current land use is still dedicated to agriculture, along with nearly all of the land within the city's extraterritorial

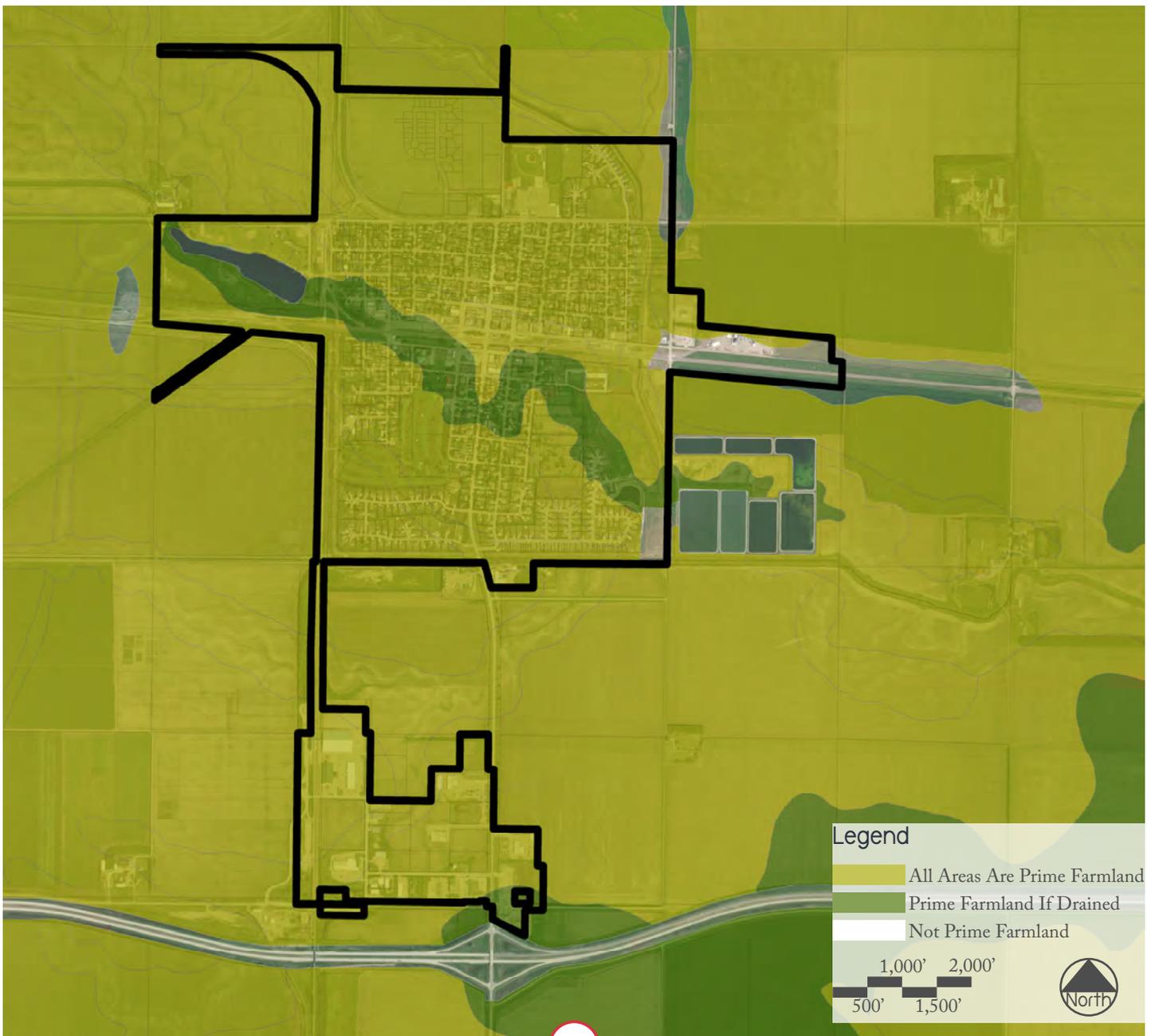


Fig. 7.0 | Map of Prime Farmland

jurisdiction. Major crops include corn, soybeans, spring wheat, barley, and sugarbeets.

GEOLOGY

While most geologic landscapes have their histories measured in millions or tens of millions of years, the geology of the Fargo-Moorhead area is less than 10,000 years old. Back then, the area was 200 feet below the surface of Lake Agassiz, a large inland sea that formed towards the end of the last ice age. As glaciers retreated, Lake Agassiz drained away and disappeared about 9,300 years ago, leaving behind an extremely fertile lake bed that is now known as the

Red River Valley.

Underlying the Fargo-Moorhead area is about 100 feet of sediment whose engineering characteristics are extremely weak. These sediments are mostly clay and loam soils, derived as glacial meltwater dispersed fine-grained sediments into Lake Agassiz. Most of these clays have their origins as churned-up shales, originally of the Cretaceous age.

These soils have expansive properties that can absorb vast amounts of water during wet or rainy periods, and then release water during periods of drought. As these clays absorb water, they expand and become weak and plastic.

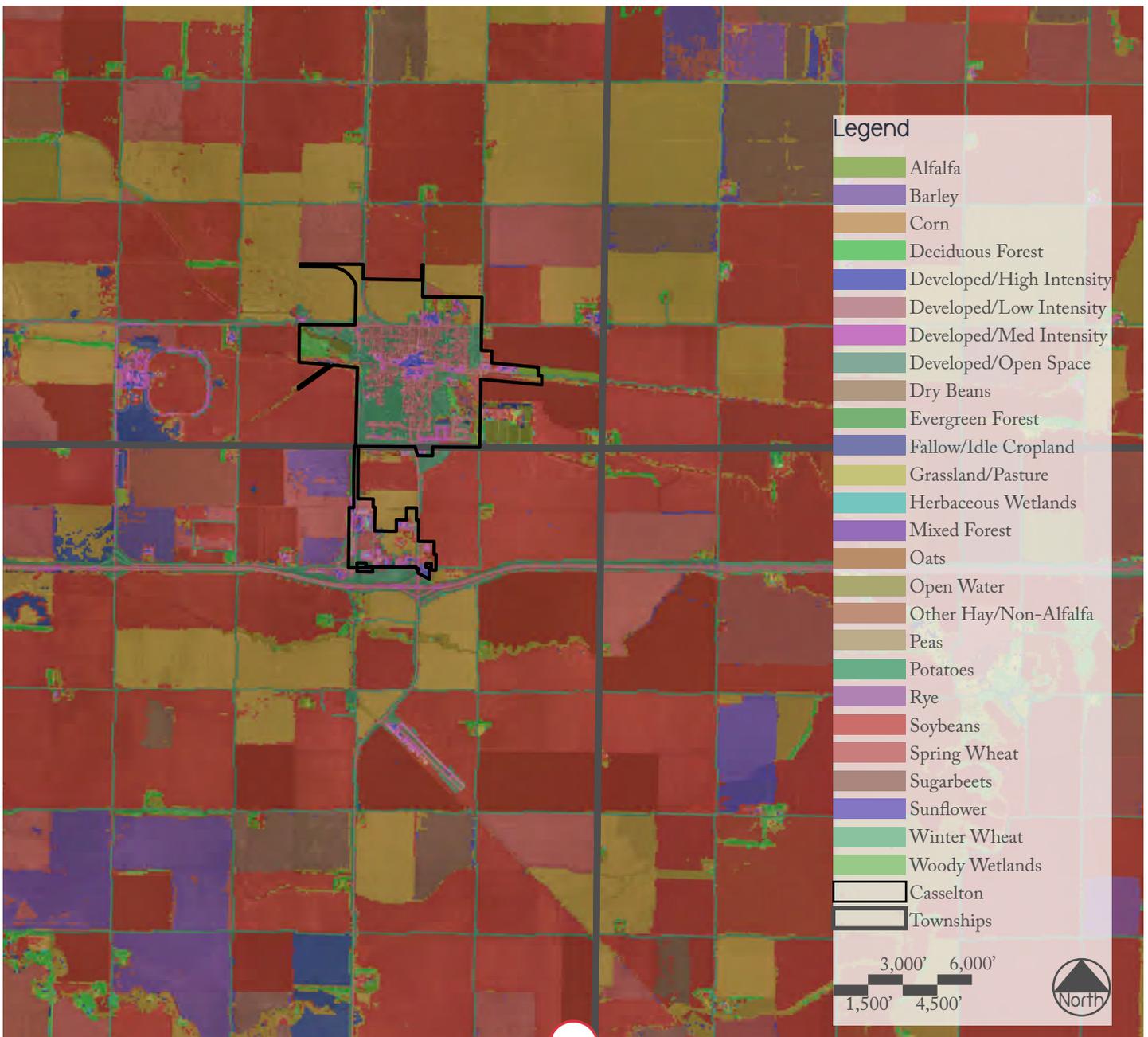


Fig. 7.1 | Map of Crop Cover

As they release water, they contract and become hard and brittle.

These properties can make it difficult to engineer and protect permanent structures in Casselton and surrounding areas. Streets, sidewalks, water lines, and other underground utilities rise and fall with the water content of the clays. Because the strength of these clays is generally low, heavier buildings and structures must have considerable foundation support. This can require caissons or pilings that pass entirely through the clay sediments to support structures on firmer glacial materials beneath.

SOILS

The soils in Casselton are predominately Kindred-Bearden. These soils are silty clay loams; both Kindred and Bearden soils are somewhat poorly drained. Kindred-Bearden soils are very fertile and good for agricultural purposes; they range from slightly to moderately alkaline and can be slightly calcareous under the surface which can result in nutrient imbalances. These soils are also more susceptible to wind erosion. Limitations for other land uses include wetness, high water tables, shrink-swell properties, and frost heave potential.

TOPOGRAPHY

Because Casselton is on a glacial lake plain the topography of the city and the surrounding area, like much of the rest of the Red River Valley, is generally flat to slightly rolling near wetlands, streams, and other surface water sources. The elevation of the city ranges from 926 to 945 feet above sea level with elevation generally sloping down to the northeast.

SURFACE WATER

Casselton is located within the Maple River Water Resource District, one of four that comprise the Cass County Joint District. There are 63 water resource districts in North Dakota. Within the Maple River Water Resource District there are a number of wells, aquifers, and surface water features. Surface water bodies inside Casselton include shallow retention ponds created in newer subdivisions built to manage stormwater runoff and prevent flooding and the Casselton Reservoir, which is a 16.8 acre human-made lake with a maximum depth of 13.2 feet. Swan Creek, which was channelized in 1978 and reconstructed in 2007, meets Casselton in the city's northwest corner and is diverted south and then east around residential land use areas providing protection from 100-year flood

events. Swan Creek flows into the Maple River, then to the Sheyenne, and eventually meets the Red River. The creek's water flow changes seasonally based on spring melting and precipitation amounts. Drain 62, west of Casselton, and drain 64, east of the city, collect stormwater runoff and drain into Swan Creek.



Fig. 7.2 | Swan Creek Diversion Infrastructure

GROUND WATER

The West Fargo, Sheyenne Delta, and Page Aquifers serve as the primary sources of groundwater for Casselton. The aquifers are also an important source of water for partners of the Cass Rural Water District including the communities of Mapleton, Kindred, Argusville, Gardner, Buffalo, Amenia, Davenport, Arthur, Hunter, Page, Tower City, Woodlawn, and 5,400 farms and rural residences within Cass County. The West Fargo aquifer is located under the communities of West Fargo, Fargo, and extends from Harwood to the north, and Hickson to the south. Several small aquifers make up the West Fargo aquifer and cover a total of 68 square miles. Recharge to the West Fargo aquifer is primarily through infiltration, and it is known that sustained yield for the West Fargo aquifer system is being exceeded. It will become more difficult to pump water from this aquifer, and water quality will go down without water recharge mitigation. Also there is the Sheyenne Delta aquifer, located at the very southern border of Cass County, covers 750 square miles. Recharge to the Sheyenne Delta aquifer primarily takes place in the spring, and the sustained yield is not being exceeded at this time. Finally, the Page Aquifer, located in the northwest corner of Cass County, covers 400

square miles and extends north into Steele and Trail Counties. The water level can be negatively impacted by dry years however, it is estimated that consecutive wet years could significantly recharge the Page aquifer. Although there is no imminent threat to the water supply, demand, drought, and development could have significant impacts on Casselton's water supply.

WETLANDS AND FLOODPLAINS

Wetlands are land areas that are saturated with water, either year round or seasonally, that have an impact on the surrounding ecosystem. Wetlands generally occur in low-lying areas and near the bottom of slopes, particularly along shorelines and stream banks. Wetlands serve vital

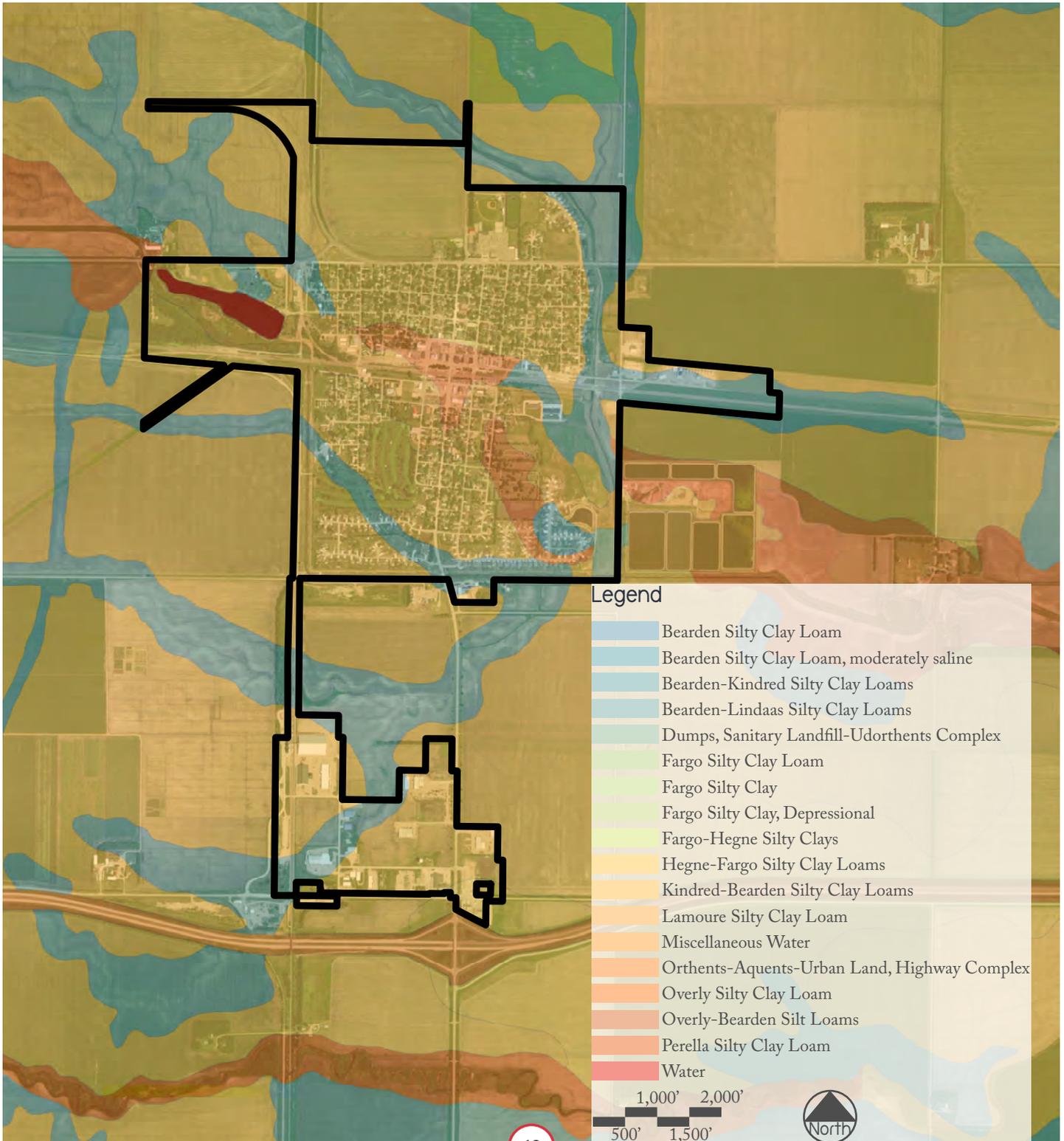


Fig. 7.3 | Map of Soil Classification

ecological functions, including habitat conservation for plants and animals, flood control, water filtration, and groundwater recharge.

The United States Fish and Wildlife Service has identified wetland areas within Casselton's city limits as well as extraterritorial jurisdiction, and mostly includes drainage ditches and near retention ponds.

Floodplains are areas designated by the Federal Emergency Management Agency (FEMA) that are prone to flooding during a 100-year storm event. Within Casselton, agricultural land in the northwest and a small amount vacant land uses in the east, north, and south are identified as having an increased flood risk. Flooding is one of the biggest deterrents of development and remains a challenge across the region.

COMMUNITY GARDENS

With growing interest in food systems issues across the country, including Casselton, community gardens are a key component in providing access to locally grown food. These types of gardens allow people without sufficient access to land to grow their own food and to share their knowledge and skills. Community gardening activities also have the potential to relieve stress, encourage social interaction, increase physical activity, and motivate people to eat more vegetables and healthy foods.

Casselton does not have any community gardens currently; however, there is strong interest and recent feedback from residents that a community garden space is desirable. The City and Parks and Recreation Department are in the process of finding the best location to facilitate a community garden. With the help of public involvement and feedback, the City hopes to have an officially designated community garden space in the near future.

LOCAL FOODS / FRESH PRODUCE

Farmer's markets are an important part of the community for economic, social, and environmental vitality. They serve not only as a way for people to purchase locally grown produce but also promote a sense of place and help people connect with others in their community. Farmer's Markets are a critical component in rebuilding local food economies.

Although there is not a large farmer's market, Casselton does have a couple of options during the summer months

for residents to purchase fresh and local produce. One option is a produce stand located near Interstate 94, which is typically open daily from June until September.

The other option is a small farmer's market, Mel's Market, that offers seasonal vegetables, fruits, homemade jams and jellies, salsas, and baked items such as bread and cookies. The market is located near the corner of 1st Street N. and 6th Avenue N., behind the Agveris building. It is open once a week July through September with hours of operation varying, but the information is posted online.



Fig. 7.4 | Fresh Local Produce Offered at Mel's Market

CASSELTON SUMMERFEST

Casselton has a wide variety of important community events, festivals, and other activities throughout the year. The biggest of these events is Casselton Summerfest. The event has taken place since the early 1900's, undergoing several name changes: Community Days, Casselton Community Days, Casselton Carnival, Summerfest, and Cass County Summerfest, just to name a few. Over a four-day time period, this time-honored tradition celebrates Casselton's rich history as a railroad community and features numerous events including a variety show, craft fair, downtown parade, carnival games, family games, a kids fun run and 5/10K, live music performances, and much more.

Casselton Summerfest is an important cultural event for the City and provides an important opportunity to define and redefine the community. It is a way for residents and visitors from across the region to come

together and participate in the memorable events and civic activities.

NORTH DAKOTA GOVERNORS

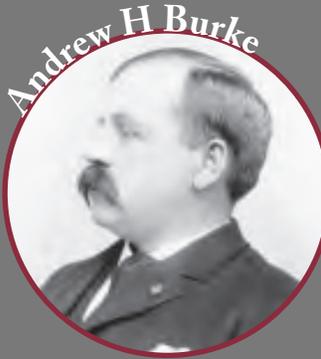
Five of North Dakota's 33 Governors have called Casselton home since Dakota Territory became North and South Dakota in 1889. The community has a lot of pride in the rich history it shares with North Dakota and the political leaders that have called Casselton home. The five governors have influenced development in the city since the city's incorporation in 1876 including involvement in numerous businesses that drove Casselton's economic development. Even

now, there are several namesakes tributed to them such as various businesses, a park, and even city streets.



Fig. 7. 5 | 'World Record' Fire Truck Parade, 2009

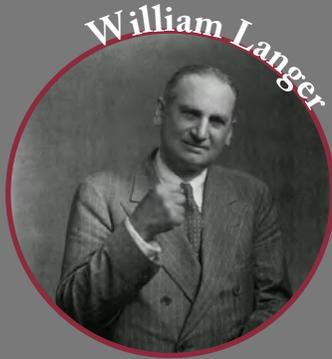
Casselton's Governors



Andrew H. Burke

1891 - 1893
2nd Governor of ND

Andrew H. Burke moved to Casselton, Dakota Territory in 1880 with very little money to his name. During his governorship he discovered North Dakota did not have the laws to select presidential electors, meaning citizens could not vote for the president. Burke called a special session resulting in laws that allowed citizens to vote for the president in 1892.



William Langer

1933 - 1934 & 1937 - 1939
17th & 21st Governor of ND

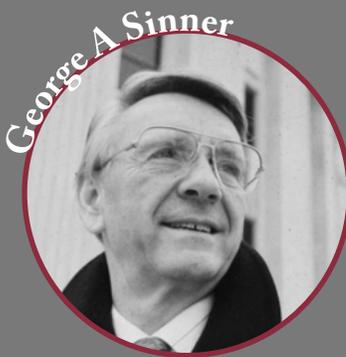
William Langer, born and raised in rural Casselton, is one of the most infamous North Dakota governors in history. Langer was backed by the Nonpartisan League and was a passionate supporter of ND farmers. In 1934 he was removed from office for ‘conspiracy to obstruct federal relief legislation by soliciting political contributions from federal employees,’ and was sentenced. Later, the decision was overturned and he was found innocent. Langer ran for governor again in 1936, won, and served a second term from 1937 - 1939.



William L. Guy

1961 - 1973
26th Governor of ND

William L. Guy served two two-year terms and two four-year terms as governor of North Dakota. During his tenure as governor he helped organize the interstate highway system, minuteman anti-ballistic missile sites, Garrison Diversion, North Dakota Heritage Center, and the Theodore Roosevelt Rough Rider Award.



George A. Sinner

1985 - 1992
29th Governor of ND

George A. Sinner was born in Fargo and raised in Casselton. He served two four-year terms as governor and was very involved in various professional, educational, and civic boards including: North Dakota Board of Higher Education, North Dakota Public Broadcasting Council, Greater North Dakota Association Board, Red River Valley Sugarbeet Growers Association Board, North Dakota Wheat Growers Association, North Dakota Stockmen's Association, American Soybean Association, North Dakota Farmers' Union, and the North Dakota Farm Bureau.



John "Jack" Darymple

2010 - 2016
32nd Governor of ND

Jack Darymple grew up in Casselton on the family farm, one of the first commercial farms established in the State, and an operation that was influential in the flourishing and initial growth of Casselton. As Lieutenant Governor, Darymple was sworn in as Governor when Hoeven resigned. He then ran for a full four-year term and won in 2012.



Fig. 7.6 | Community Days Parade, 1957



Fig. 7.7 | Casselton Summerfest Street Dance



Fig. 7.8 | Community Days, 1957

This page left intentionally blank



Economic Development

Casselton 2045

Economic development involves anticipating change, diversifying industries, and redefining opportunities and challenges. It is an outcome of the direct actions of elected and appointed officials in concert with the private sector aimed at promoting the quality of life and economic vitality of the community. These actions involve the interdependent variables of regional competitiveness, human capital, environmental sustainability, workforce development, education, social services, tax base retention and expansion, physical infrastructure, and health and safety.

The purpose of this section is to briefly describe current economic trends, highlight partnership and opportunities to enhance and diversify the economic base, and identify financial tools for future economic development prosperity.

Economic Development

CITY & REGIONAL MARKET TRENDS

Economic development is generally used to describe the growth of a local or larger scale economy. This growth can be experienced in both residential and commercial/industrial sectors of an economy. It can be achieved through the new construction of homes or businesses and/or through the redevelopment of existing residential, commercial, or industrial structures. Byproducts of this growth are the creation of jobs and tax revenues. Economic development that will be experienced in the future in Casselton will occur through development opportunities in new subdivisions as well as commercial and industrial development and infill opportunities.

It is important for cities to have a healthy ratio of residential to commercial/industrial uses to create a balanced relationship between residential and other revenues and expenditures. This balance is important to accommodate fluctuations in the real estate market and related revenue generated within office, retail, and industrial sectors. A certain amount of residential development is necessary for a jurisdiction to create a thriving retail atmosphere.



Fig. 8.0 | Historic Business District, East of Langer Avenue

ECONOMIC DEVELOPMENT PARTNERSHIPS

Local and regional strategic planning partnerships can enhance the capacity of participating economic development organizations to make investments that generate and sustain multiple benefits for the community. Economic development organizations that work together can optimize the investment of federal, state, and local resources in sustainable community and economic development projects.

Casselton Job Development Association

The Casselton Job Development Authority (CJDA) is an organization of local businesses and community leaders working under the direction and funding of the Casselton City Council. Their primary goal is to foster job retention and creation in the Casselton area.

The CJDA works closely with local lenders and regional development agencies to create financing opportunities for business.

Casselton Business Association

The Casselton Business Association is an organization of nearly 100 business members that works to improve the business environment in Casselton and the community as a whole. It is open to all area businesses and is independent of any civic organization or government body of the city.

The goals and objectives of the Casselton Business Association include:

- Promoting a positive business climate in the community by:
 - Making businesses more visible through specific promotions, events or advertising;
 - Participating in community-wide events; and
 - Exchanging ideas among members regarding the promotion of the business community.
- Cooperating with city and civic organizations in efforts to improve the community's image and to promote the community as a whole.
- Educating members on needs of consumers in the market area and working to meet those needs.
- Providing a forum for members to express concerns or to offer input.

Greater Fargo-Moorhead Economic Development Corporation

The Greater Fargo-Moorhead Economic Development Corporation (GFMEDC) is a public-private partnership that works to grow and diversify the economy in Cass County and the greater Fargo-Moorhead metropolitan



Fig. 8.1 | Bank of North Dakota Headquarters, Bismarck

area. Partnering with other organizations, including the CJDA, the GFMEDC works to attract, retain, and expand primary-sector businesses. Its programs include regional workforce development programming and entrepreneurial development services.

North Dakota Small Business Development Center

The North Dakota Small Business Development Center (ND SBDC) is a partnership between the federal government (U.S Small Business Administration), State of North Dakota (Commerce Department), and the North Dakota University System that provides training and technical assistance to entrepreneurs and small businesses across the state.

The ND SBDC provides no-cost business advising and support to new and existing business owners to help make informed decisions on starting, growing, or sustaining their business.

FINANCE TOOLS

Economic development actions require a framework for financial-decision making. The investment of public dollars to achieve economic development objectives should be guided by several key principles:

- Financial resources are limited. The city and local economic development organizations have limited funding to apply to economic development, initiatives, so the use of resources must be targeted to achieve the greatest effect on the community.
- Financial decisions require long-term perspective.

The current use of financial resources may reduce monies available in the future. In evaluating short-term opportunities, it is important to question the long-term impact on community development.

- Public funds should lead to private investment. While this section focuses on public finance actions, economic development cannot become reality without private investments. The use of public funds should be targeted to actions that encourage private investment in Casselton.

North Dakota offers a variety of incentives for business retention and expansion including the following:

Lake Agassiz Development Group

The Lake Agassiz Development Group (LADG) consists of three non-profit entities that serve businesses, individuals, and local jurisdictions through a variety of state and federal programs. The LADG provides direct lending programs as well as identifies and secures financing sources for projects including state and federal sources.

Lake Agassiz Regional Council

The Lake Agassiz Regional Council (LARC) is a regional economic development resource which has access to federal funding for planning and public works projects. The LARC manages the Community Development Block Grant Program (CDBG), a grant program for municipalities and non-profit organizations. Eligible projects include new infrastructure installation, infrastructure repair, community facilities, and other projects that lead to the creation or retention of jobs available to low- and moderate-income individuals.

Lake Agassiz Regional Development Corporation

The Lake Agassiz Regional Development Corporation (LARDC) manages a number of small business lending resources including the SBA Microloan Program, the USDA Rural Microentrepreneur Assistance Program, and the USDA Intermediary Relending Program. In addition, the LARDC has partnered with local investors to develop senior housing in communities across the region.

Lake Agassiz Certified Development Company

The Lake Agassiz Certified Development Company (LACDC) offers long-term, fixed-rate financing in conjunction with a lead lender for owner-occupied real estate or equipment purchases.

Community Development Block Grant

The North Dakota Community Development Block Grant (CDBG) program provides financial assistance, in the form of matching grants, for community development activities. These funds are block granted to states from the Department of Housing and Urban Development (HUD), and in turn, North Dakota has designated the Lake Agassiz Regional Council, one of eight state-wide regional councils, to recommend projects for potential funding in Casselton and the region.

Bank of North Dakota and Venture Capital

The Bank of North Dakota (BND) is the only state owned and operated bank in the nation. It offers economic and industrial development financing instruments that are not found elsewhere. Although the bank does not make direct loans to businesses, the loan programs can be accessed through participation with a lead financial institution.



Fig. 8.2 | Valley Grain Milling, Inc.

North Dakota Department of Commerce

The North Dakota Department of Commerce - Economic Development and Finance Division provides assistance through a number of programs available to local businesses.

North Dakota Development Fund

The North Dakota Development Fund (NDDF) is a non-profit development corporation with the purpose of providing flexible “gap financing” for start-up, second-and-third-stage growth companies.

- Borrower must be a North Dakota primary sector business
- Investments include equity positions, loans, real-estate, partnerships and other innovative financing mechanisms.
- Businesses may receive up to \$300,000 but not more than half of the project’s total capitalization needs

Agricultural Products Utilization Commission

The Agricultural Products Utilization Commission (APUC) provides funding for the research, development, and marketing of value-added agricultural products. Eligible projects/studies include:

- Development and marketing of new and/or expanded uses or technologies for processing North Dakota agricultural products
- Industrial and other non-food products and processes utilizing agricultural output
- Food, feed, and fiber products and uses, which are innovative and add to the value of agricultural products
- Mini grants up to \$5,000 are available for on-farm, value-added enterprises

Main Street Initiative

The Main Street Initiative is not a new financial assistance program for North Dakota municipalities. Rather it is a refashioning of existing North Dakota government practices, policies, and funding mechanisms to encourage local governments, citizens, and businesses to think carefully about how to accomplish the Initiative’s vision.

Some primary concepts incorporated in the Main Street Initiative are:

- Strengthening capacity to train the needed workforce for constantly changing, increasingly technical careers.
- Encouraging a new approach to economic development that focuses on creating the kind of community and workplace environment that will attract the worker of today and tomorrow.
- Recognizing that the reasons people pick a certain job now commonly have more to do with the community where the employee will live than the job itself.

- Carefully evaluating investment in new infrastructure to ensure that it will pay for itself.
- Encouraging infill development and higher density development to result in a better return on infrastructure investment.

The Main Street Initiative energizes communities, entrepreneurs, students, and citizens to work strategically to capitalize on their community’s strengths and make sound planning decisions to position their community for a vibrant future. The Initiative recognizes that for communities to thrive in the 21st century economy, they must attract and retain workers who are prepared to meet the challenges of a changing economy, that in order to effectively attract families and workers, communities need to continue to become unique places brimming with activity and spaces that offer a high quality of life and a diverse business environment. To successfully achieve this, the initiative recognizes the need of communities to make smart infrastructure investments that meet the needs of businesses and households in cost efficient ways so that they can afford to remain in the communities.



Fig. 8.3 | Main Street ND Infographic

Renaissance Zone Program

The City of Casselton has a Renaissance Zone Program that spans the downtown business district and a few adjoining residential blocks. Per the North Dakota Renaissance Zone Act, properties within the Renaissance Zone are eligible for certain types of tax exemptions and credits as a means to encourage investment in identified revitalization areas. By offering both state and local tax incentives for five years, both residents and business owners are provided with an incentive to invest in the community. The program is unique in that Casselton and other cities have handcrafted development plans that address each city’s specific goals.

The Renaissance Zone in Casselton includes both residential and commercial properties. Several activities qualifying as projects include:

- Purchase
- Rehabilitation
- Purchase (new construction)
- Lease
- Leasehold improvements
- Public utility infrastructure

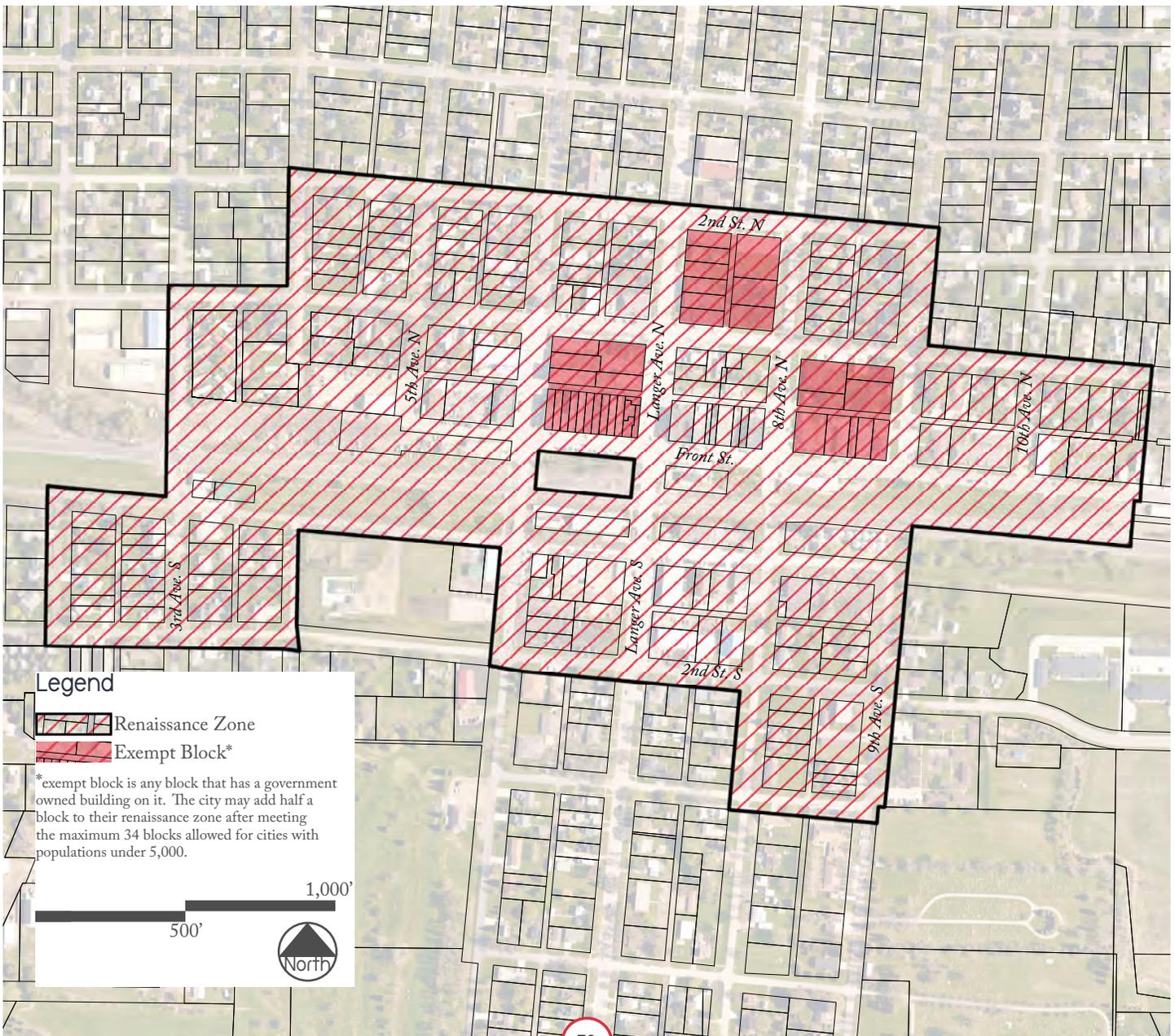


Fig. 8.4 | Map of Casselton's Renaissance Zone

This page left intentionally blank

This page left intentionally blank



9

Community Character & Design

Casselton 2045

What defines the character of a community? Character is all about how a place looks and feels. Memorable places are those that have character. Character is typically expressed in terms of a place's natural or built environment. In Casselton, natural amenities tend to be at the periphery of the community, with the character of the city predominately defined by the built environment. This built environment is largely expressed in site design, architectural aesthetics, building/street relationships, the scale of buildings, age of construction, and the appeal of public and private spaces. These built elements establish the identity of the place and influence people's perceptions. Although the built environment is a key ingredient of the community's character, the natural environment also plays a significant role. The Casselton Reservoir/Tinta Tawa Park and the mature canopy of trees that are scattered across the city landscape help set the stage for Casselton's sense of place.

Community Character & Design

INTRODUCTION

Casselton's character is not terribly difficult to summarize because it has been ingrained over the past century. Many people indicated appreciation of the following characteristics of the City in response to the community survey:

- Small town charm
- Historic downtown
- Tree lined streets
- Parks, recreation, and open space

Even though the City is in the top 10% of largest populated cities in North Dakota, at the top of the list, small town charm is the most defining characteristic of the City to survey respondents. The three other characteristics listed integrate very well with the historic small town charm, and it could be argued that the City would not evoke its small town character without the historic downtown, tree lined streets, parks, recreation, and open space.

Instead of creating a new slogan for Casselton that might describe its character, this section focuses on the existing elements that contribute to the City's overall character. It lays out key components that need to be continually addressed to ensure that, as Casselton's character is today may evolve to meet growth and other societal changes tomorrow and in the future.

Casselton is a well-established city. The downtown area and subsequent traditional residential neighborhoods with grid street networks radiate from the historic railroad station and operation established in the late 1880's. The traditional neighborhoods have had time to age, and street trees have grown for decades into mature shadow casting specimens that create a comfortable and welcoming environment. That is not to say that newer developments do not share a similar character, but construction has changed, trees have not had time to mature, lot sizes have become larger, and the relationship between building and street has become more accommodating to vehicles than pedestrians.

In addition to the built environment, parks, open space, and recreation are a large component to the character of Casselton. Small neighborhood parks, large regional parks,



Fig. 9.0 | Tinta Tawa Park & the 'Reservoir'

open space, and recreational opportunities can be found throughout the City. Some of these places have been a part of Casselton since the railroad operations left in the 1920's, when the railroad gave the reservoir and surrounding open space to the City.

Commerce and industry have also evolved over time, the railroad jump-started Casselton's economy early on, but eventually agriculture became the biggest business in Casselton, producing some of the largest and most successful agriculture operations in the upper great plains. To this day agriculture is a large part of Casselton's economy, creating related industry and commerce. On the south end of the City near the interstate, newer commercial and industrial operations have taken hold due to the visibility and freight advantages the roadway provides. Where the businesses closer to the Interstate serves visitors and commuters in vehicles, the downtown serves residents and visitors alike, with or without a vehicle. Casselton's downtown has offered commercial space for family owned businesses for over 100 years and is a critical component to future commercial activity for the City.

Newer and older parts of Casselton create the tapestry of small town charm that offers a variety of housing, employment, and recreation opportunities to residents. The juxtaposition of new and old will lead to cohesive design elements that will continue a small town legacy for current and future residents of Casselton. Important character influencers to consider for future development in Casselton include:

- Urban design and architecture

- Street design and block patterns
- Corridors
- Gateways
- Sustainable design
- Public art

DENSITY

Historically, density has enabled Casselton to maintain a more compact physical footprint, which preserves many of the characteristics that make small towns great such as increasing walkability and creating a more lively street environment. Density in turn helps people ditch their car, meet their neighbors, improve the local economy, and most importantly improve public health.

Density will be a helpful tool for Casselton to use to provide a wider range of housing products at different price points. This variety will create more opportunity for people with different income levels to afford housing. In contrast, when a housing inventory is skewed towards lower density products, the opportunities for various people to afford homes becomes limited. In the past few decades, the trend toward larger single-family lot sizes can be seen in Casselton and surrounding areas, as the median price of a home has gone up significantly.

On the fiscal side and as discussed later in this section, density will equate to cost savings and additional income for the City. Smaller footprints can provide cost savings to Casselton as fewer miles of roads, sidewalks, sewer lines, water lines, and other utilities need to be operated and maintained. The City would also save due to smaller service areas for law enforcement, fire protection, and emergency medical services. On top of that, property tax generation per acre goes up because there are more taxable units per acre.

A contentious point of discussion typically debated when projects are proposed is the units per acre. In some cases, projects are opposed specifically on the premise that the number of units per acre is not appropriate for the neighborhood. The city of Casselton should focus on design and character while shifting focus away from project density. The city should prioritize site layout,

landscaping, lighting, and other design elements to keep people from getting hung up on units per acre. Proposed developments should showcase how the project will add to the small town character of the City. There is also historic precedent in Casselton that shows that lot sizes have increased and density has decreased in newer parts of the community, and it is an important discussion to have in the community.

There is a growing understanding that no growth or anti-density approaches to preserving small town character are proving unsuccessful. Discussed in the following paragraphs, Casselton will be able to maintain and enhance the desirable small town character that residents appreciate while slightly increasing the density of the community. Growth is projected to occur in Casselton through year 2045, and it is critical that the City consider a pro-density stance, while also shifting discussions away from units per acre to focus on scale and design.

URBAN DESIGN & ARCHITECTURE

Urban design is the art of making places. It involves the design of buildings, groups of buildings, spaces, and landscapes in the community to create successful development. Attention to urban design influences the overall design character of the entire city. It addresses issues such as building location and the relationship to other buildings, land use patterns, streets, parking, and access.

Within Casselton, architectural features contribute significantly to the relationship and character of the built environment. Architectural guidelines are a useful tool for the City to positively influence the character of new development throughout the community. Typical features addressed by architectural guidelines include:

- building facades
- materials
- signage
- setbacks
- building/street relationships
- landscaping
- maintenance



Fig. 9.1 | Distinct features of historic downtown Casselton

The City may include architectural guidelines within city codes and ordinances for any or all development, such as commercial, industrial, or certain types of residential such as multi-family. Architectural guidelines can help property owners and developers understand the City's goals and safeguard the overall character of the community, specific neighborhood, or zoning district.

Given the City's vibrant history and the age of the downtown commercial zone, identifiable urban design and architectural features should be preserved and reiterated as growth and redevelopment occurs. This can be accomplished through a subset of architectural guidelines called historic architectural guidelines, and should pertain to the downtown or central commercial district specifically. The historic architectural guidelines help protect the architectural character and integrity of the downtown area, while identifying policies and strategies related to Casselton's goals and objectives for downtown. After adoption of the Casselton Comprehensive Plan, the City should begin working on historic architectural guidelines by identifying important features of downtown, establishing goals for downtown, and engaging the public about what the future of downtown should be.

STREET DESIGN AND BLOCK PATTERNS

Streets are easy to take for granted but their design is an extremely valuable foundation that defines the character of the city's residential neighborhoods. It influences who will use what road and how they will use it. Street pattern is just one aspect that influences street design, but it is critical in creating character. For the most part, Casselton has a grid street network arranged in manageable block



Fig. 9.2 | Architectural accents at 31 6th Avenue N

sizes of about 350 feet on each side, with a majority of blocks including sidewalks. The grid pattern is a classic indicator of small town character and creates neighborhood cohesiveness, increases walkability, and improves local traffic connectivity.

Figure 9.3 shows four blocks of Casselton's traditional neighborhood development and the associated vehicular and pedestrian connections. The example of traditional development shown in Figure 9.3 contains about 13 acres of land and 48 single-family dwelling units; whereas suburban development as shown in Figure 9.4, contains about 15 acres of land and 16 single-family dwelling units. Casselton's character should be strengthened by further construction of traditional grid block patterns with sidewalks for pedestrians, and avoid suburban subdivision development with no connectivity such as cul-de-sacs that isolate the residents from the rest of the community.

Cul-de-sacs may be unavoidable for a variety of reasons. In this case, the City should require the development to enhance connectivity of the lots through other means such as open space and or natural features. This subdivision style is called conservation development and significantly enhances what would otherwise be a dead-end street. Conservation development is an approach to subdividing land that preserves natural features and provides open space as larger parcels become developed. Figure 9.4 shows how a 16-lot cul-de-sac development could be subdivided following conservation development guidelines, while maintaining the same number of lots.

Through conservation development in the Figure

Traditional Development

Four blocks (13 acres) of traditional Casselton single-family residential development.

- 48 single-family lots
- largest lot size = .31 ac.
- smallest lot size = .21 ac.
- better vehicular connectivity
- storage, utilities, and city services along the alleyways enhances curb appeal of front yards
- Each block is between 350-375 feet wide and 350-375 feet long, which is considered a walkable size
- better pedestrian connectivity
- alleyways improve safety by separating pedestrians from vehicles at driveways

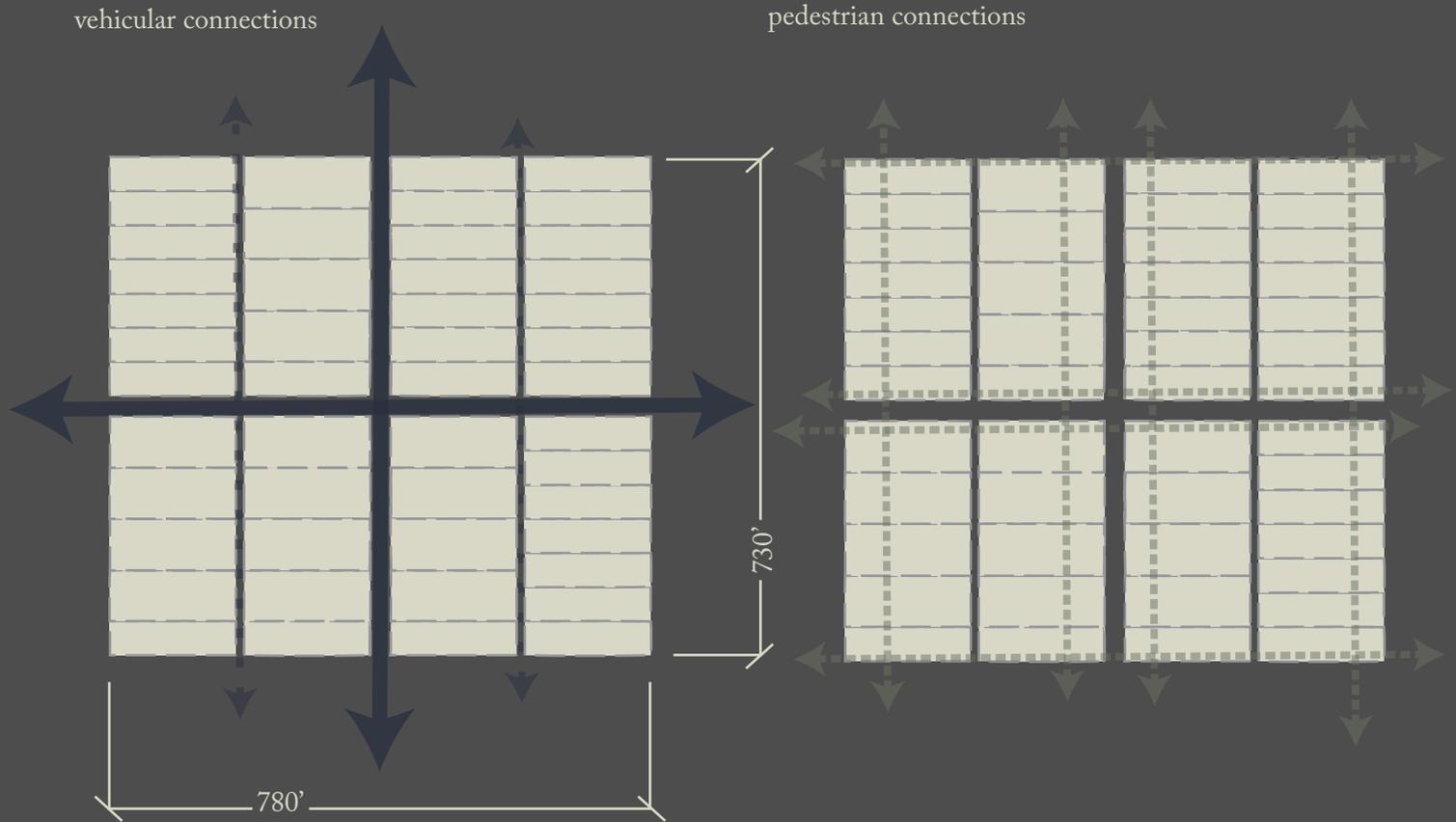


Fig. 9.3 | Traditional neighborhood vehicular (left) and pedestrian (right) connections

9.4 example, smaller lot sizes allow for over 33 percent of the 15 acre subdivision to be dedicated as contiguous open space including a small neighborhood park. The lot sizes become more variegated, not only aligning with lot sizes preferred by current residents, but contributing to more diverse housing options and potential affordability of housing stock. The conservation development strategy should not necessarily be encouraged, but could be especially useful as development occurs adjacent to natural or other open spaces throughout Casselton, or as an

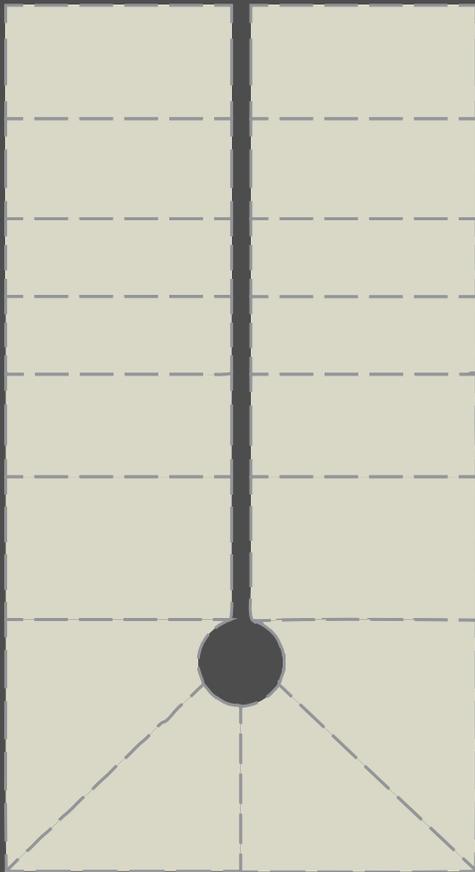
option for the City to avoid suburban style developments.

Street width is another indicator of the character of a street. Narrow streets help create comfort for pedestrians, increase social interaction, and improve safety. Wider streets create an expanse between neighbors that is more difficult to overcome therefore less social interaction occurs. It is also proven that wider streets encourage vehicular traffic to move at faster speeds, which can have a negative impact on walkability and small town character. If the City needed to, an inexpensive way to create a more

Suburban Subdivision

15 acre property developed as a suburban single-family residential subdivision.

- 16 single-family lots
- largest lot size = 1.2 ac.
- smallest lot size = .64 ac.



Conservation Development

Same 15 acre property subdivided utilizing the principals of conservation development.

- 16 single-family lots
- largest lot size = 1 ac.
- smallest lot size = .32 ac.
- 5.2 ac. of open space
- over 1,100 ft. of path/trail

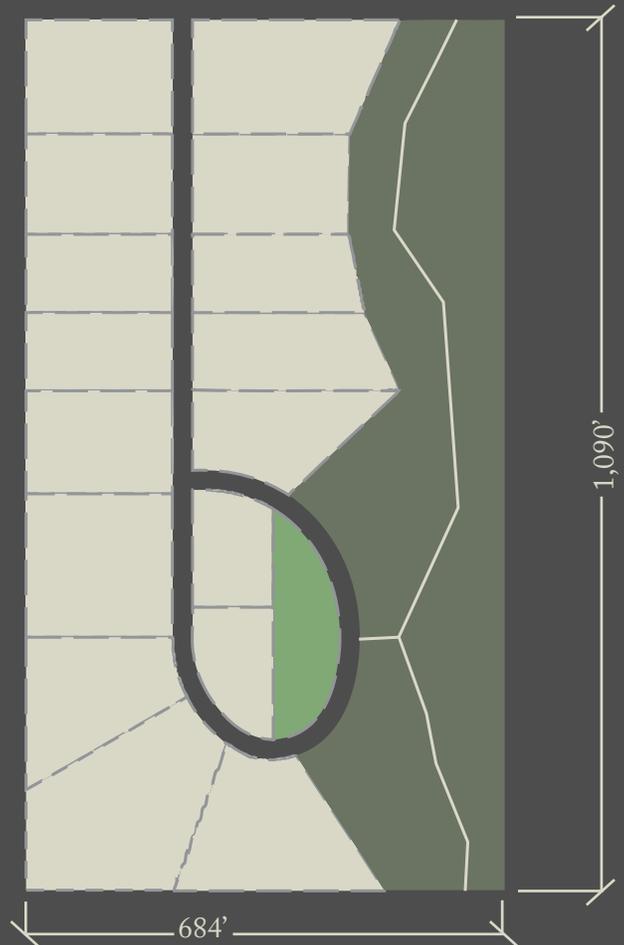


Fig. 9.4 | Suburban (left) vs Conservation Subdivision Development (right)

comfortable and attractive environment for pedestrians on wide residential streets is to add parking to separate pedestrians from vehicles, while slowing down the vehicles by narrowing (or the illusion of narrowing) the roadway.

Street amenities, including trees, streets lights, banners, furniture, and signage all contribute to the character of a street. These amenities help define the scale of the streetscape for cars and define the scale for people and help create a balanced streetscape comfortable for all users. The City can use amenity design and placement to unify

an entire neighborhood or identify a specific place as being unique, such as the historic downtown district. Casselton's street trees, for example start to unify the entire City as a street amenity, from Interstate 94 to the Central Cass School building. On arterial roads, design character is also an important consideration. Off-street facilities for pedestrians and bicyclists should not be overlooked along these roads that are also designed to handle higher volumes of vehicular traffic. Street amenities such as street trees, lighting, and signage will soften the experience of busy roadways



Fig. 9.5 | Mature street trees along 2nd Street N

and create a more positive multimodal experience. It is recommended that the City identify street amenities that can tie the small town character of the community together, while adding to the functionality of the roadway.

CORRIDORS

The appearance of heavily traveled roadways contributes greatly to the small town character of a community. These roadway corridors can be improved in a number of ways but most significantly, streetscape improvement evokes the community's character. Casselton has one major corridor that comes to mind as not only being critical for transportation in and out of the City, but also being an ideal corridor to showcase the character of Casselton while tying the community together: ND Highway 18/Governor's Drive/Langer Avenue. The streetscape changes drastically as the roadway travels from the interstate north through residential neighborhoods, historic downtown, north to Central Cass, and then jogs west and curves north out of city limits.

As ND Highway 18 enters Casselton on the south near the interstate, it is named Governor's Drive, the character is largely interstate commercial transitioning to heavy commercial and then agricultural until Swan Creek. In this stretch of the roadway, access management and off street pedestrian facilities will be important considerations for future improvements. The corridor is a major gateway for vehicular traffic from the interstate and is the first impression people have when travelling from the south.

Between Swan Creek and 2nd Street South, Governor's Drive becomes Langer Avenue, abutting land uses are predominately single-family residential. Sidewalks along this portion of the road are set back between the curb and a 20-foot wide boulevard accommodating pedestrians and turf grass. Even though the speed limit lowers from 45 mph to 25 mph in this area, the roadway is actually wider, making it easy for cars to maintain speeds above 25 mph through this portion of Langer Avenue.

Between 2nd Street South and Burlington Northern Santa Fe (BNSF) railroad tracks, there is commercial and heavy commercial on either side of Langer Avenue. Vehicular access from adjacent properties in this section is numerous, and pedestrian delineation is unclear which creates an unsafe pedestrian environment. This section of corridor should be a priority for the City, as it connects the residential neighborhood to the south and the downtown commercial district.

Langer Avenue, north of the BNSF railroad tracks to 1st Street North, bisects the central business district and Casselton's historic downtown. The roadway is very wide, even with diagonal parking on either side, the driving lanes are over 12-foot wide. The City should address lane width through downtown which will slow vehicles down and improve walkability. By narrowing the roadway, traffic will naturally slow down which will not only improve pedestrian safety, but increase the comfortability of the central business district.

From 1st Street North to 5th Street North, the corridor is similar to that from Swan Creek to 2nd Street South, with sidewalks, wide green boulevards, and mature street trees. This section of Langer Avenue is abutted primarily by single-family residences and public or institutional buildings such as city hall and the Catholic Church. Similar to the southern residential segment along this corridor, the roadway is wide, making it easy for cars to speed.

Finally, when Langer Avenue meets 5th Street North, the corridor jogs west passed a few blocks of existing single family residential to the south, future residential development to the north, and finally curves north and out of Casselton city limits, becoming rural ND Highway 18. This stretch of the corridor is a major multimodal connection to Tinta Tawa Park, Central Cass School, and a potential future connection to the Northern Cass Pass bike trail system.

After adoption of the Comprehensive Plan, it is recommended that Casselton conduct a corridor study along ND 18/Governor's Drive/Langer Avenue. From the corridor study, improvements can be made in phases with coordination from the North Dakota Department of Transportation (NDDOT). The roadway is very diverse and priorities may vary at different segments however, a study will help identify improvements that will positively affect Casselton's small town character and turn the corridor into a cohesive place maker and maintain safe transportation of people, goods, and services in and through the City.

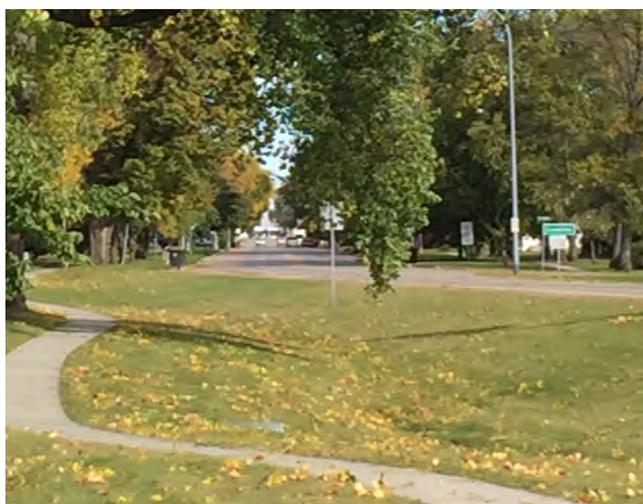


Fig. 9.6 | Casselton road sign on Langer Avenue S

GATEWAYS

Casselton has a limited number of entry points that serve as the community's primary gateways. The most prominent lie along the ND 18/Governor's Drive/Langer Avenue at the northern and southern edges of the City. Gateways in prominent locations allow Casselton to distinguish itself from other communities. Although Casselton has several gateways in place, the City can improve uniformity and cohesion and could even think about separate districts or neighborhoods in the community that would benefit from gateways in the future. In addition to gateways, other methods can help distinguish different areas of the city such as streetscape, landscaping, lighting, and signage.

Currently, Casselton's variety of gateway indicators include:

- Welcome to Casselton sign (35th Street Southeast at Tinta Tawa Park)

- Welcome to Casselton Sign (ND 18 - north side of City)
- Welcome to Casselton sign (5th Street North and Martin Avenue)
- Water towers
- 'Casselton' road sign
- Exit signs (I-94)

SUSTAINABLE DESIGN

Sustainability has recently evolved from a planning term to a way of life for most communities across the region. For the Casselton Comprehensive Plan, the term sustainable is used to reflect quality, enduring, and fiscally sustainable growth and operations for the City. Sustainable development is a pattern of growth that accommodates present needs without compromising the ability of future generations to meet their own, whose needs will most certainly change over time. This is important from Casselton's perspective because of the anticipated population growth, development limitations due to the flood plain, and finite natural resources.

For the City of Casselton, sustainable design is not LEED certified construction or green infrastructure, (not that these examples of sustainability are not valuable in their own right) but rather, development that is carefully considered to increase the long-term financial sustainability of the community.

Development decisions should be analyzed with the community's fiscal health in mind. Some of the key factors impacting fiscal sustainability include:

- Infrastructure (existing vs new)
- Public safety services
- Maintenance

Fiscal sustainability alone should not drive development decision making in Casselton and other factors should be considered such as quality of life and community character. For instance, new developments at the City's edge typically require major extensions of infrastructure

such as roadways, sewer, and water mains. The costs related to the infrastructure can be fronted by the City, however this would cause a fiscal burden, so capital costs of infrastructure are often shifted to the developer. Even if these costs are shifted, the City needs to remain cognizant of ongoing operational and future capital costs of the infrastructure (e.g. resurfacing or reconstructing the roadway in 25 to 50 years). The City should practice caution in allowing development to occur before an analysis is done on the annual maintenance and future capital costs associated with the development, to promote fiscal sustainability over the long-term.

If there are any opportunities for infill development, Casselton should prioritize these developments to decrease infrastructure and maintenance costs. If not infill, the City should generally prioritize smart growth, which is inherently fiscally sustainable. Smart growth includes:

- Mixed land-use
- Higher Density
- Walkability

In 2013 a study by Smart Growth America titled *Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development* looked at numerous precedents across the country comparing smart growth to conventional suburban developments. The study concluded that:

- Smart growth development costs around one-third less for upfront infrastructure costs
- Smart growth development saves an average of 10 percent in the continuous delivery of emergency services such as fire, police, and ambulance.
- Smart growth development generates 10 times more tax revenue per acre than conventional suburban development.

Smart growth and fiscal sustainability are not so different than the existing traditional development pattern of Casselton such as the downtown commercial district, smaller residential lot sizes, and the grid street network. One ingredient that the City must work to add is residential density especially in the walkable

mixed use area of downtown. More people living within walking distance to downtown will increase commercial activity, which will increase tax revenue, which will allow the City to continue operating, maintaining, and expanding infrastructure necessary for additional growth.

Some communities turn to big box retail to strengthen their tax base, however the City of Casselton must pay very close attention to the rapidly changing landscape of retail. Online shopping is and has been the fastest growing sector of retail, and is disrupting even the big box chains. The City should consider the shuttered Kmart, Sears, or Herberger's of our region and how quickly things have changed from constructing a 100,000 square foot building and sea of parking, to boarding up the doors and struggling to find a buyer of the massive structure. Cities with now-closed retail have large swaths of land sitting vacant, that once contributed greatly to the local tax base. However, one area of commerce has endured; commercial mixed use areas in walkable downtown settings are bucking the online retail trend due in part because they create an experience that cannot be replicated online. Casselton's downtown should be prioritized as a critical growth area and it is an ideal candidate for fiscally sustainable development. Not just downtown but across the community, the City should practice fiscally sustainable and smart growth development. This will also help ease pressure from residents about increasing taxes and limiting new spending, all while growing in a way that fits the historic small town character of Casselton.

The City of Casselton should strongly consider elements of fiscally sustainable and smart growth development due in part by pressure from residents to stop raising taxes and limit new spending.

PUBLIC ART

Cities are responding to renewed interest in the desire for community character and place making with public art. Art is an important ingredient to a community's character. Some communities have formal programs, utilizing an ordinance to set aside a portion of the capital budget for public art. However, many communities engage in public art activities without an ordinance or formal program. Public art is usually driven by a desire to have art in key public or private locations that enhance the character and sense of community. Programs are sometimes implemented in public-private partnerships between cities, developers, foundations, or even local business owners.

The Casselton Can Pile shows how a local business owner accidentally created a sculptural (trash or art - the pile remains a point of contention in Casselton even after it was taken down) landmark for the City, an example for all intents and purposes, of public art. Started by recycling oil cans in the 1930's, the Casselton Can Pile became a characteristic feature of the City. The can pile was taken down in 2008, but during its nearly 80 years of existence it transformed from a simple pile of disposed cans to a towering sculpture deemed by some, to be historically significant. The Casselton Can Pile attracted tourists off of the interstate to examine the towering structure up close.

Public art should reclaim a stronger role in contributing to Casselton's character and can be successful in turning the small town into a destination. Expanding access to the arts will enhance the quality of life in the city. A resurgence of public art can also acknowledge and celebrate Casselton's rich history through commemorative art, memorials such as Governor's Park downtown, and interpretive projects like the tower of oil cans. The City should consider additional opportunities for public art as part of future redevelopment and improvement projects to enhance community character across the community.



Fig. 9.7 | Casselton Can Pile



Fig. 9.8 | Front Street looking West



Fig. 9.9 | Mature trees along Langer Avenue



Fig. 9.10 | Agricultural land North of Casselton enhances the character

This page left intentionally blank

10

Recommendations Casselton 2045

The recommendations developed as part of Casselton 2045 provide the framework, steps, and tools for making the vision a reality. There are 12 recommendations total, each of which match up to the themes discovered from responses to the public input survey.

Recommendations

1 RECOMMENDATION ONE

Foster a variety of housing options in Casselton while protecting the small town character of the city and especially of residential neighborhoods.

1. Provide a healthy mix of housing types that offer a range of options to allow people to reside in Casselton throughout their lives, and at all stages of life.
2. Encourage multi-family and attached housing types that are compatible in scale to single-family homes and contribute to the small town character of the city.
3. Provide minimum and maximum single-family lot size standards to uphold and protect the housing character akin to Casselton.
4. Encourage home ownership and long-term residency in Casselton.
5. Provide multi-family housing transitionally between lower density residential units and commercial developments.
6. Consider incentives to assist economically distressed owner-occupant homeowners with home repairs and maintenance.
7. Work with Cass County and surrounding communities to address the quality, supply, and affordability of housing in the region.
8. Encourage a variety of housing styles and costs to ensure economic and age-group diversity within Casselton.



Fig. 10.0 | Aerial of Casselton's sunset

2 RECOMMENDATION TWO

Promote and strengthen the identity, vibrancy, historic character, and integrity of the downtown central commercial district.

1. Support existing local businesses and facilitate the creation of new local area businesses that will contribute to the vibrancy of downtown Casselton. Discourage development of large commercial chain stores that could have a negative impact on downtown and local businesses.
2. Identify what historic elements of Casselton are most important to the community, but also feasible to preserve and expand.
3. Collaborate between the Casselton Business Association (CBA) and the Casselton Job Development Authority (JDA) to incentivize restoration, renovation, and preservation of the historic character of downtown.
4. Prepare and consider adopting design standards and/or guidelines for the downtown business district to address building materials, fenestration, signage, light fixtures, furniture, setbacks, building height, and even land use.
5. Consider establishing a downtown design review committee to review permits or other applications for consistency with the design standards/guidelines, and give recommendations to the Planning Commission and City Council.
6. Conduct a downtown options and analysis study to evaluate the possibilities and opportunities for investment downtown.
7. Promote the development and maintenance of mixed-use and multi-family residential units in the downtown area that complement the character of downtown.
8. Prioritize public infrastructure improvements that enhance the attractiveness of downtown to businesses, visitors, and residents.

3 RECOMMENDATION THREE

Support local and fresh food access opportunities.

1. Encourage the sale of fresh and local produce and other cottage food products by sponsoring or supporting a seasonal farmers' market.
2. Encourage local food retailers to offer more fresh and seasonal produce year round.
3. Provide a space for a community garden that is accessible for public use.
4. Engage community members to gauge the interest in local food opportunities. Regularly review the Metropolitan Food Systems Plan for methods to improve healthy food access and promote health and equity in Casselton.
3. Collaborate with other public entities such as the Central Cass School District, Maple River Water Resource District, and others to advance aligned missions and goals between both parties.
4. Engage the citizens of Casselton to improve facilities and/or activities to be proactive in fulfilling their recreational needs and desires.
5. Prioritize future park land based upon future development, guidelines suggested above, and also prioritize underutilized or undevelopable land acquisition that can accommodate recreation activities.
6. Support ongoing discussions with the Park Board on community recreational needs and desires.



Fig. 10.1 | Cottage foods at the seasonal, Mel's Market

4 RECOMMENDATION FOUR

Enhance and maintain parks and recreational facilities for all Casselton residents to experience and enjoy the city's open space and recreation opportunities.

1. Establish guidelines for locating new parks by setting a specific distance or duration of walk, for example, all residences shall be within a half-mile or ten minute walk from a neighborhood park. This will increase and enhance parks, recreation facilities, and activities in all areas of the city.
2. Update requirements for new subdivisions and large-scale developments to dedicate land to the Parks and Recreation Department that can be programmed as a park or open space.
3. Increase connectivity across the Swan Creek Diversion and/or Drain 64 to provide an alternate north/south route to Langer Avenue for local traffic.
4. Minimize disruption to residential areas in Casselton by minimizing traffic volumes on local streets through neighborhood designs that encourage connectivity to other streets that can accommodate a higher volume of traffic.
5. Ensure preservation of major future corridors in Casselton and continue to monitor growth and development in outlying areas of the city.
6. Work with NDDOT on future speed transition zones and monitor roadway speeds in fringe growth areas as

5 RECOMMENDATION FIVE

Provide an efficient, safe, and connected multi-modal transportation system that is coordinated with existing needs and will effectively serve projected travel needs.

new subdivisions develop.

7. Promote carpooling, ride sharing, and rural transit opportunities as safe and reliable alternative forms of transportation for Casselton residents. Work with local planning partners to monitor the use of these transportation options for future implementations.
8. Improve safety of at-grade railroad crossings and consider feasible long-term solutions to reduce exposure of drivers, pedestrians, and bicyclists to trains.

6 RECOMMENDATION SIX

Enhance walking and bicycling as an alternative transportation option to increase mobility and improve public health.

1. Plan, establish, and implement a complete bike route system throughout the city.
2. Increase pedestrian and bicyclist connectivity across/along the Swan Creek Diversion and or Drain 64 to provide for safe north/south connections, especially if development occurs south of the Swan Creek Diversion.
3. Plan for the continuation and extension of the Northern Cass Pass from Arthur, south through Amenia, and ultimately to Casselton and beyond. Apply for Transportation Alternative funding or other forms of recreational trail funding (ND Outdoor Heritage Fund, private funds, etc.) to make progress on the project and collaborate with local and regional partners where necessary to secure grand sponsorships, technical assistance, or funding assistance.
4. Consider adopting a complete streets policy for new and existing roadways to accommodate safe travel by users of all modes of transportation.
5. Identify and prioritize bicycle and pedestrian routes and connections between neighborhoods and to other points of interest citywide. Identify mobility barriers and determine feasibility of eliminating those barriers or providing alternative routes.
6. Encourage construction of bicycle and pedestrian infrastructure to coincide with applicable construction projects to help minimize costs.

7. Apply for federal, state, and other sources of funding that are available for bicycle and pedestrian infrastructure.
8. Prepare and adopt sidewalk construction standards and requirements including material, ADA compliance, dimensions, and guidance for funding responsibility, schedule for improvement, etc.

7 RECOMMENDATION SEVEN

Assist with the continuation of excellent, comprehensive educational opportunities in Casselton.

1. Coordinate with the Central Cass School District on future expansion plans, including the design of any new schools, facilities, transportation, and access plans. Continue to work with Central Cass to increase safe and connected walking, bicycle, and vehicle access to and from schools.
2. Continue collaboration with Central Cass to support community health and safe access to schools. The city can encourage partnerships between local health providers and the district to develop new opportunities for learning about community health, as well as develop a Safe Routes to School Program.
3. Promote open dialogue and educational opportunities through quarterly, biannual, or annual meetings between the School Board, City Council, and Planning Commission.

8 RECOMMENDATION EIGHT

Ensure that Casselton's utilities and infrastructure adequately serve the needs of residents and businesses, and are adaptable to future growth.

1. Assist and coordinate with utility providers on future plans for water, wastewater, and other utilities to address current and future city service needs.
2. Plan for and support the extension of utility services in an orderly and fiscally sustainable manner.
3. Avoid rural non-farm development in Casselton's future growth area, to prevent physical barriers and financial barriers to the extension of city utilities.

9 RECOMMENDATION NINE

Ensure the city services and facilities adequately serve the needs of residents and businesses in Casselton, and that such services and facilities are adaptable to future growth.

1. Provide sufficient police and fire protection for current residents, and ensure that the city remains aware of necessary increases in staff and/or related resources (e.g. police cars, fire engines, snow removal equipment, etc.) to enable the health, safety, and welfare for future residents.
2. Consider providing a curbside recycling pickup option for city residents and continue to promote recycling efforts at all city owned property, such as parks, or in certain districts, such as downtown.
3. Collaborate with local ambulance services to ensure that the City is served with quick-responding emergency services now and into the future.

10 RECOMMENDATION TEN

Continue to encourage community spirit through memorable events and landmarks that reinforce Casselton's character and small town vibrancy.

1. Continue to partner with local and area businesses to support festivals and arts-related events such as Casselton Summerfest that celebrate the city's history and culture.
2. Collaborate with the Casselton Heritage Center to maintain a record of historic and culturally significant events and increase awareness of the city's rich history.
3. Promote the growth of community-based entertainment businesses and "things to do" in Casselton that strengthen the city's arts and cultural resources.
4. Support the integration of public art within the community.
5. Partner with local businesses to sponsor events that bring people to the downtown area, generate business, and add to the vibrancy of downtown.

11 RECOMMENDATION ELEVEN

Decrease the environmental impacts of new growth

and development, conserve green space, and support sustainability efforts.

1. Provide requirements for new subdivisions and large-scale developments to address stormwater management by implementing best management practices (BMPs) policies.
2. Provide education and guidelines for water consumption during times of drought and consider partnerships to mitigate limited water supply and impacts of droughts in the future.
3. Ensure the safeguard of local ecosystems, trees, soils, agricultural, and water resources.



Fig. 10.2 | Summerfest 'Twist' world record, 2012

12 RECOMMENDATION TWELVE

Establish a community gateway to create a sense of arrival and/or departure from Casselton.

1. Identify a highly visible location or locations for a prominent gateway feature that can be seen during all hours of the day.
2. Analyze alternative gateways and design applications that will provide a strong sense of Casselton's image and sense of community.
3. Establish a framework for future gateways, entryways, or other signage that can be utilized to design for a variety of scales including downtown, public facilities, Central Cass School, city parks, and neighborhoods.

This page left intentionally blank



11

Implementation Strategy Casselton 2045

Adoption of this plan is just the first step in directing community growth. Subsequent efforts must focus on providing a direct connection between the plan's recommendations and actual development.

This plan requires ongoing guidance from the Casselton City Council, Planning Commission, Park Board, city staff, and the community at-large. The implementation strategy gives decision-makers, property owners, and others a road map on potential projects to move the plan to action.

Implementation Strategy

MONITORING & UPDATING THE PLAN

Changes in Casselton's socioeconomic demographics and in development trends may occur from time to time. In addition, changes to the city limits and ET boundary may require additional study, and potentially require updates or amendments to the plan.

Planning for the future should be an ongoing process, and this plan should be considered as a dynamic tool that can be modified and periodically updated to keep it in tune with changing conditions and trends.

The full benefits of a comprehensive plan can only be realized by maintaining it as a vital, up-to-date document. As changes occur and new facets of the community become apparent, this plan should be revised rather than ignored. By such action, the plan will remain current and effective in meeting the city's decision-making needs regarding growth and development.

Casselton 2045 is intended to be a dynamic planning document – one that responds to changing needs and conditions. Plan amendments should not be made without thorough analysis of immediate needs, as well as consideration for long-term effects of amendments to the plan. The City Council, Planning Commission, and other city officials should consider each proposed amendment carefully to determine whether or not it is consistent with the plan's vision, goals, and objectives, and whether it will be beneficial for the long-term health and vitality of the city.

ANNUAL REVIEW & REPORTING

At approximately one-year intervals, the city should undertake a periodic review of the plan with regard to current conditions and trends. Such ongoing, scheduled reevaluations may provide a basis for adjusting capital expenditures and city priorities, and may reveal changes and additions which should be made to the plan in order to keep it current and more applicable in the long-term.

ACTIONS

All actions assigned to one or more of three timeframes, as follows:

Short-Term Actions (Today - 2025)

Actions that are designated to occur within one year from plan adoption are generally those which are high

priorities and for which minimal additional study is needed, and which can be accomplished with existing staff and financial resources. Examples include relatively straightforward changes to development standards and ordinances, such as those pertaining to fringe area

Mid-Term Actions (2025 - 2035)

Actions that are designated to occur within 5 to 15 years from plan adoption are generally those which are medium priorities and for which a substantial study is needed, which often requires a consultant and other funding sources. An example includes connecting to a regional bike trail network, or conducting a downtown master plan.

Long-Term Actions (2035 - 2045)

Actions that are designated to occur within 16 to 26 years from plan adoption are generally those which are predicted to have a lower priority and an exhaustive study would be needed, requiring multiple consultants and State and Federal funding sources. An example includes constructing a new roadway over drain 64.

Illustrative Actions (2045 - Beyond)

Actions that are not necessarily designated to occur within the time frame of the implementation plan and are generally those which are predicted to have future priority, but will be contingent upon other factors, such as how many residents live in the City in year 2040, or the dominant mode of transportation. A study will be required, but not until closer to implementation date when it may be determined if the project is needed or not. Examples include grade separated railroad crossings and permanent long term flood protection for future development.

Housing	Responsibility	Term
Update and maintain a housing inventory throughout the City, update on an annual basis.	City Staff	Short
Conduct a brief analysis of housing trends and document emerging housing needs within Casselton.	PC, CC	Short, Mid, Long
Consider a smart growth guide for future residential development applications and inquiries, establishing guidelines for developers building in the City.	PC, CC	Mid

Land Use	Responsibility	Term
Update the Future Land Use Map and maintain consistency with future studies.	PC, CC	Short
Revise the Land Use Ordinance as necessary to reflect applicable recommendations outlined throughout the Comprehensive Plan. Review the Land Use Ordinance on an annual or biannual basis.	PC, CC	Short
Revise the Platting Requirements section of the Land Use Ordinance as necessary to reflect the goals and objectives outlined throughout the Comprehensive Plan including, but not limited to, cul-de-sac design, development principles, and updating roadway width requirements for varying development types. Review the Platting Requirements section on an annual or biannual basis.	PC, CC	Short
Consider establishing a traditional neighborhood zoning district for new development that is similar to the existing traditional neighborhoods of Casselton, and is expressive of, but not limited to, historic lot size, street width, and street pattern.	PC, CC	Mid

Economic Development	Responsibility	Term
Make a three (3) year commitment to hire a professional economic development/ community development/city planning position to work on day-to-day operations of the City and to implement the goals and objectives of the Comprehensive Plan. After the three (3) years, evaluate the impacts of the position on the community (economically and culturally) and consider adding a permanent position within the City's budget.	CC, JDA, CBA	Short
Work with grocery stores, convenience stores, and other food retailers to increase the vitality of the location through resources and or ideas specific to small town grocers. Work with Fargo Cass Public Health and the Cass-Clay Food Partners to network about what resources are available for Casselton and local food retailers.	CC, JDA, CBA	Short
Use creative marketing techniques to attract businesses and residents to move to Casselton.	CC, JDA, PBA	Short
Offer creative incentives to business owners interested in facade improvements of their commercial or industrial property.	CC, JDA, CBA	Short, Mid
Develop and maintain a Downtown Casselton Master Plan to better understand the opportunities and constraints of growth and development downtown.	PC, CC	Mid
Develop design standards in the Land Use Ordinance that incorporates urban design, architectural guidelines, or landscape requirements for commercial and industrial development in different parts of the city (e.g. downtown, commercial, industrial, etc.).	PC, CC	Mid
Develop and maintain a list of commercial and industrial trends in cities across the State or region and list opportunities and constraints for future development of certain commercial and industrial typologies.	PC, CC, JDA, CBA	Mid

Public Facilities & Utilities	Responsibility	Term
Conduct a feasibility study and potential benefits/detriments of switching to a curb-side recycling program.	PW, CC	Short
Review the Land Use Ordinance as necessary to verify the dedication of parks and open space in new development is aligned with the goals and objectives of the Park Board.	PB, PC, CC	Short
Conduct a Parks and Recreation Master Plan to establish a long-term vision for the future of the Casselton Park System.	PB	Short
Develop or adopt a stormwater best management practices and guideline for future development.	PC, CC	Short
Identify the ‘smartest’ growth areas of the city by weighing drainage, utility infrastructure, roadway infrastructure, city services access, and maintenance costs associated to prioritize specific growth areas in the city.	WRD, PB, PW, PC, CC	Short, Mid, Long
Coordinate with Central Cass School District on any of their future master plans or facility studies, that may have an impact on development or land use in the city.	SB, PB, PW, PC, CC	Short, Mid, Long
Determine the best feasible alignment for a trail head and connection to the Northern Cass Pass, work with local agencies to identify and apply for grant funding to construct this, and other large scale trail projects.	PB, PW, PC, CC	Mid
Study the feasibility and cost of a bicycle/pedestrian crossing of Swan Creek and Cass County Drain 64.	WRD, PB, PW, PC, CC	Mid
Construct a sidewalk or path along 2nd Street to connect the central business to Tinta Tawa Park.	PB, PW, PC, CC	Mid, Long
Construct a trail or path loop for bicycle and pedestrian mobility to improve mobility throughout Casselton city limits.	PB, CC, PC, WRD	Mid, Long
Study the options and potential cost benefits/detriments of reestablishing a municipal law enforcement department.	CC	Illustrative

Agricultural, Natural, and Cultural Resources	Responsibility	Term
Consider establishing a Historic Preservation task force and historic architectural guidelines for Downtown Casselton or other parts of the city.	CC	Short
Consider establishing a Public Art task force to help identify opportunities for public art throughout the city.	CC	Short
Consider creating a Historic Master Plan identifying critical historic sites in Casselton including streets, parks, and buildings to preserve, where feasible	PB, PW, PC, CC	Mid
Develop and maintain a Parks & Recreation Master Plan for the parks, recreation, and open space system in the city.	PW, PC, CC	Mid
Offer creative incentives to historic commercial property owners interested in fixing or cleaning up their property, to promote historic preservation and assist in ongoing maintenance.	CC, JDA, CBA	Mid

Transportation	Responsibility	Term
Develop a brief alleyway improvement and maintenance plan to analyze citizen wants and needs in alleyways including the schedule of ongoing and future maintenance, and cost analysis.	PW	Short
Develop and maintain a street improvement master plan for Casselton.	PW	Short
Consider adopting ‘complete street’ roadway design guidelines, to think about all users of the roadway including pedestrians, bicyclists, vehicles, and transit.	CC	Short
Construct a prominent community gateway near I-94.	PW, PC, CC, JDA, CBA	Short
Coordinate with the school district to establish a radius around Central Cass Schools to prioritize intersection safety for pedestrians crossing roadways.	SB, PW, PC, CC	Short
Coordinate with Cass County to purchase box-culvert(s) more cost effectively for connection over Drain 64 connecting 15th Avenue to Willow Bend Drive, and future projects that may require such infrastructure.	PW	Short, Mid, Long
Coordinate with the NDDOT on access management along the entirety of ND Hwy 18.	PW, PC, CC, NDDOT	Short, Mid, Long
Coordinate with the NDDOT to conduct a corridor study along the entirety of ND Hwy 18/Governors Drive/Langer Avenue.	PW, PC, CC, NDDOT	Short, Mid, Long
Coordinate with NDDOT to install striped crosswalks as needed along ND Hwy 18/Langer Avenue, prioritizing pedestrian safety to and from Central Cass Schools and near the central business district.	PW, PC, CC	Mid
Develop and maintain a sidewalk/trail/path improvement and maintenance plan for Casselton.	PW, PC, CC	Mid, Long
Construct new roadway over Cass County Drain 64 from 156th Avenue/15th Avenue to Willow Bend Drive.	PW, PC, CC	Mid, Long
Create a streetscape plan for various typical locations throughout the city (e.g. downtown, residential neighborhoods, industrial, highway commercial, etc.) so elements can be included in future projects and road construction or reconstruction.	PC, CC	Mid, Long
Construct a new roadway and extend Willow Bend Drive North to intersect with 2nd Street South.	PW, PC, CC	Long
Construct a grade separated overpass at the most feasible location over the BNSF railroad.	PW, PC, CC, NDDOT	Illustrative

CC= City Council
 CBA= Casselton Business Association
 JDA= Job Development Authority
 NDDOT= North Dakota Department of Transportation
 PB= Park Board
 PC= Planning Commission
 PW= Public Works
 SB = School Board
 WRD= Water Resource District