

DILWORTH

2045

AUGUST 2018

A comprehensive look at the growth of the
City of Dilworth through 2045.



RESOLUTION NO. 18-54

A RESOLUTION OF THE CITY OF DILWORTH, MINNESOTA APPROVING AND ADOPTING DILWORTH 2045, THE 2018 COMPREHENSIVE PLAN FOR THE CITY OF DILWORTH

WHEREAS, the City of Dilworth is a municipal corporation organized and existing under the laws of Minnesota; and

WHEREAS, the City of Dilworth previously adopted a Comprehensive Plan in 1998; and

WHEREAS, pursuant to Minnesota Statute (§ 462.353, Subdv. 1) 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 Dilworth 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 Dilworth 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 DILWORTH, MINNESOTA 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

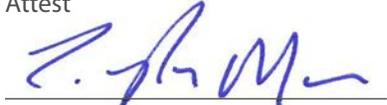
BE IT FURTHER RESOLVED, that staff and officials are hereby authorized to take necessary actions to implement the Comprehensive Plan.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF DILWORTH this 27th day of August, 2018.

Mayor, City of Dilworth



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.

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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

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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. Comprehensive planning is not mandatory for cities in greater Minnesota. However, 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

In 1965, the Minnesota State Legislature enacted a municipal planning policy statement (Chapter 670-S.F. No. 826) that effectively instituted a city's authority to govern land use activities through certain controls including zoning, official maps, and subdivision regulations. The initial legislation included a definition for a 'comprehensive municipal plan' which has served as the foundation for subsequent policy refinements at the state level.

Currently, Minnesota Statute (§ 462.353, Subdv. 1) specifically grants power to a city to create and adopt a comprehensive plan as follows:

"A municipality may carry on comprehensive municipal planning activities for guiding the future development and improvement of the municipality and may prepare, adopt, and amend a comprehensive municipal plan and implement such plan by ordinance and other official actions in accordance with the provisions of sections 462.351 to 462.364."

LEGAL IMPACTS

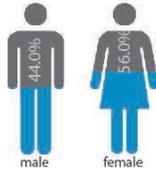
Comprehensive plans do not directly impact property owner rights due to its non-regulatory components. The plan only sets forth a vision and policy direction for the city. Nonetheless, community members, elected officials, and city staff should be familiar with the recommendations contained within the plan as they set forth a course for local policies and decision making which can ultimately affect property rights.



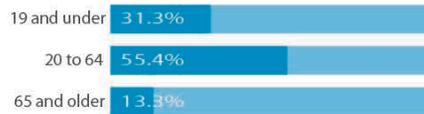
QUICK FACTS

Population

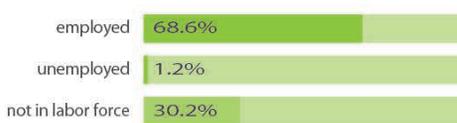
population: **4,480**



median age: **34.7**



Employment

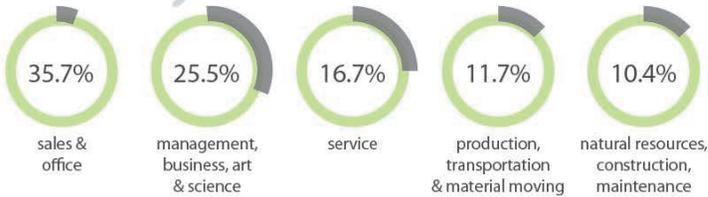


median household income: **\$53,512**

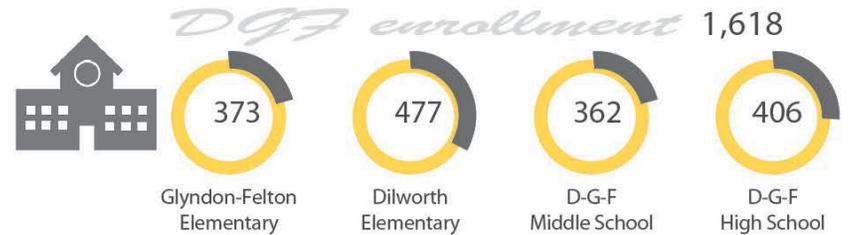
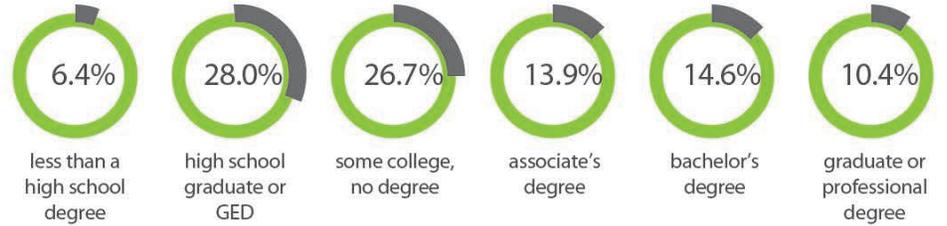
poverty rate: **13.1%**



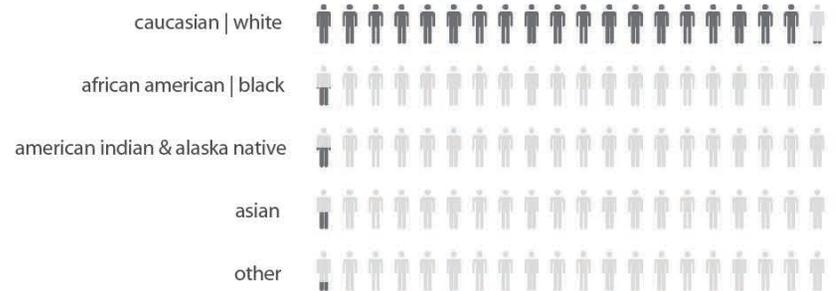
occupations



Education



Race



Housing



median home value: **\$163,800**
median monthly rent: **\$734**

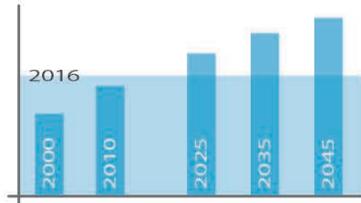
housing structure built



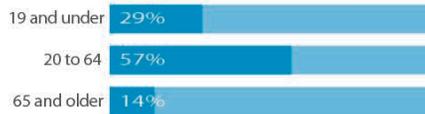
FORECAST PROJECTIONS

Population

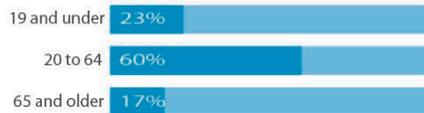
2000 population: 3,001
 2010 population: 4,024
 2016 population: 4,480
 2025 population: 5,210
 2035 population: 5,960
 2045 population: 6,510



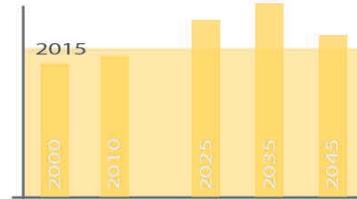
2030



2045



Education



school population

2000 school enrollment: 697
 2010 school enrollment: 737
 2015 school enrollment: 777
 2025 school enrollment: 926
 2035 school enrollment: 1,012
 2045 school enrollment: 846

Dilworth only enrollment

Employment

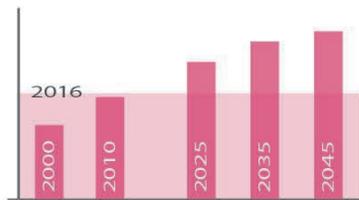


jobs

2010 jobs: 1,079
 2015 jobs: 1,170
 2025 jobs: 1,300
 2035 jobs: 1,461
 2045 jobs: 1,576



Housing



households

2000 households: 1,160
 2010 households: 1,595
 2016 households: 1,744
 2025 households: 2,150
 2035 households: 2,470
 2045 households: 2,630



what does this mean for Dilworth?

at least **2,030** more people by 2045

needing at least **406** new jobs

&

needing at least **886** more homes

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



PROJECT BACKGROUND

Dilworth 2045 is the comprehensive plan for the City of Dilworth and serves as a guiding document for future development in the city. The plan is built upon a foundation that acknowledges Dilworth'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, and economic development.

A series of recommendations and implementation projects have been developed to assist the Dilworth 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.

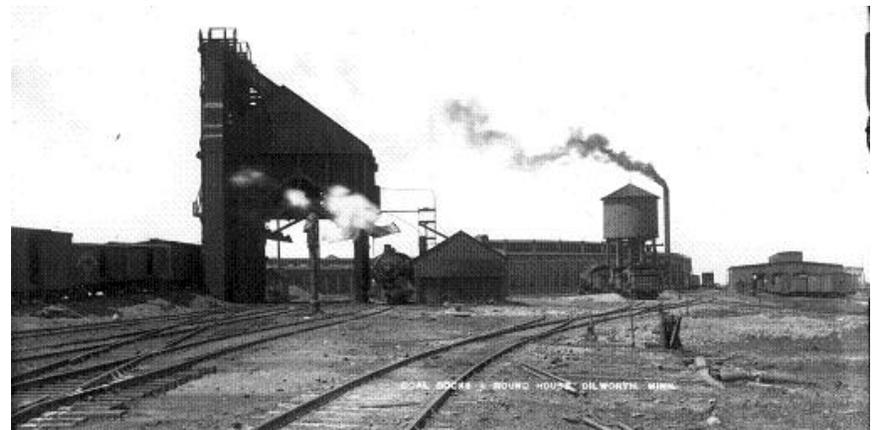
The planning process is dynamic and this plan strives to be reflective of Dilworth's changing needs in the future.

COMMUNITY OVERVIEW

Dilworth, originally named Richardson, was established as a small rail station by the Northern Pacific Railway in 1883. In 1906, Northern Pacific purchased nearly 500 acres of land around the station and began platting a town site, complete with a new headquarters for the railroad. When Dilworth was formally incorporated as a village on August 17, 1911, it was the largest railroad division terminal in western Minnesota. For years, Dilworth was commonly referred to as "Little Italy" because of the large Italian immigrant community who initially settled there.

In the time since, Dilworth has continued to grow and prosper. Today, the city's 4,500 residents enjoy many of the advantages of being a part of a larger, vibrant metropolitan area while residing in a community that has preserved its small, hometown appeal.

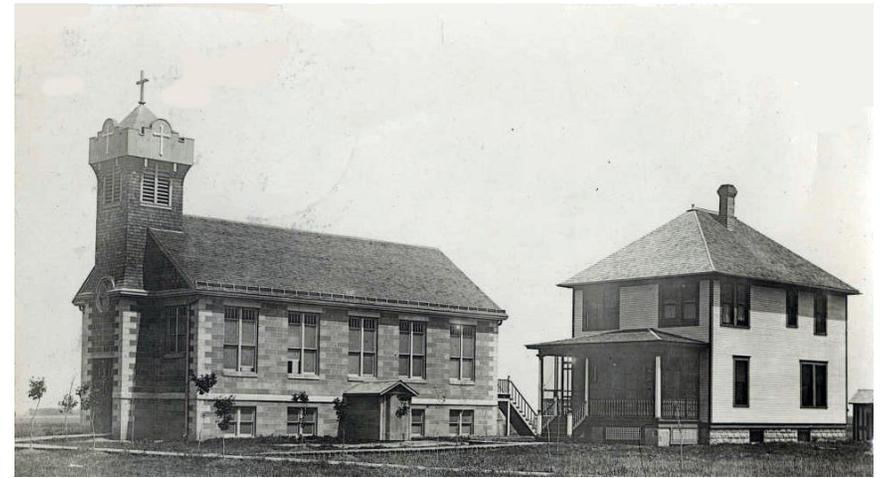
Dilworth is one of five cities comprising the Fargo-Moorhead metropolitan area, which include Moorhead, Minnesota; and Fargo, West Fargo and Horace, North Dakota. Together, these cities had a combined urban population of 205,000 in 2016. As one of the fastest growing metropolitan areas in the Midwest, the Fargo-Moorhead metropolitan area is the cultural, retail, health care, educational, and industrial center of western Minnesota and eastern North Dakota.



Dilworth Coal Docks and Roundhouse, 1910



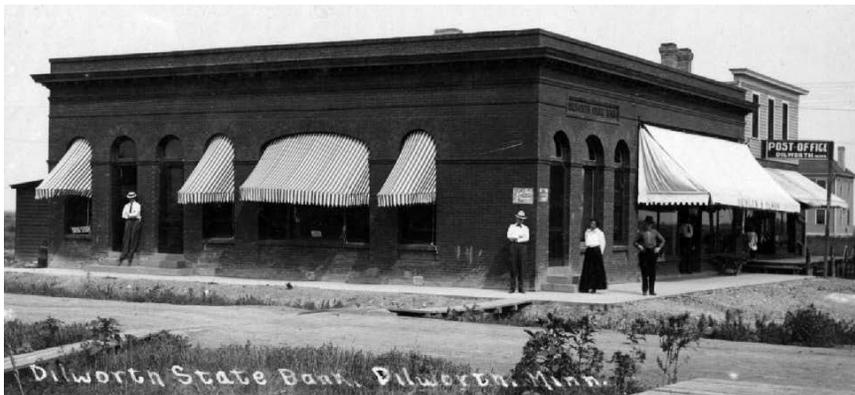
Brotherhood Hall, 1910



Dilworth Catholic Church, 1917



Dilworth Public School, 1909



Dilworth State Bank, 1909



Dilworth Presbyterian Church, 1908



Aerial View of Dilworth Looking Southwest, 1984

PLANNING PROCESS

Plan Elements

Dilworth 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 Dilworth 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 Dilworth, whether it be by vehicle, walking, bicycling, 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 well-being and quality of life in Dilworth.

Agricultural, Natural, and Cultural Resources

This section takes a close look at environmental features and Dilworth'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 Dilworth and highlights programs to assist business owners.

Intergovernmental Cooperation

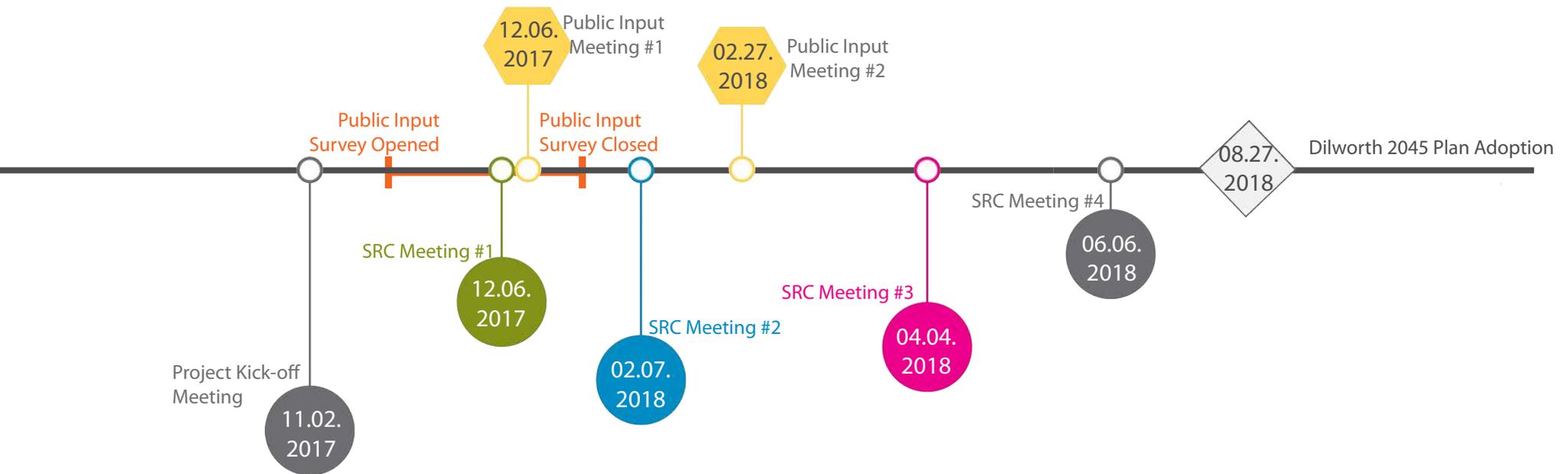
The intergovernmental cooperation section identifies existing partnerships and agreements as well as strategies to strengthen continued cooperative relationships.

Review Process

The development of Dilworth 2045 consisted of four study review committee (SRC) meetings with the Dilworth Planning Commission and two public input meetings. 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 and Public Input Meeting #1

The meeting was held on December 6th, 2017 in conjunction with the regularly scheduled Planning Commission Meeting at Dilworth City Hall. The main objectives of the meeting included project background, scope of work, project schedule, and general comprehensive plan information. Metro COG led a discussion on issues illustrated in past planning efforts and looked for public input on the project. Additionally, the public input survey was reviewed and approved.



SRC Meeting #2

The meeting was held on February 7th, 2018 in conjunction with the regularly scheduled Planning Commission Meeting at Dilworth City Hall. The main objectives of the meeting included reviewing existing conditions and future projections in Dilworth such as population, housing, and employment. Additionally, Metro COG developed current and future land use maps that the Planning Commission provided comments and feedback on.

Public Input Meeting #2

The open meeting was held on February 27th, 2018 at Dilworth Community Center. This was an independent public input meeting. Sixteen people attended the event, providing their input on a vision for Dilworth by 2045. Residents identified the need for a larger school facility, more open green space, more senior housing, and more cultural opportunities (theater, arts, etc.). The meeting consisted of a presentation of the public input survey results, existing and projected demographic conditions in Dilworth, 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 housing, pedestrian facilities, and recreational amenities they would like to see in Dilworth.

SRC Meeting #3

The meeting was held on April 4th, 2018 in conjunction with the regularly scheduled Planning Commission Meeting at Dilworth City Hall. The main objectives of the meeting included reviewing several components of the draft plan, discussing a vision, and potential recommendations. Metro COG led the discussion based on input from the other public input meetings and the public input survey.

SRC Meeting #4

The meeting was held on June 6th, 2018 in conjunction with the regularly scheduled Planning Commission Meeting at Dilworth City Hall. The main objectives of the meeting included reviewing the final draft components of Dilworth 2045. Metro COG presented the draft and addressed outstanding comments.

Outreach and Public Engagement

A public input survey was conducted from November 2017 to January 2018 to gather information from city residents and business owners. The link was posted on the city's website and shared by community members, elected officials, and city staff. A total of 245 responses were collected throughout the process. Responses were used to help guide the development of the Dilworth 2045 vision and recommendations.

KEY THEMES AND ISSUES

Major themes that surfaced from the public input survey were the need for a newer school with more capacity, more opportunity for growth and development, revitalization of downtown Dilworth, increasing the variety of housing opportunities, and increasing the park amenities throughout Dilworth.

Specific to housing opportunities, 60 percent of survey takers desire low-density residential and 37 percent of respondents are looking for a mix of low-density and medium-density housing. Additionally, 32 percent of respondents think that the affordability of housing in Dilworth is fair, with another 59 percent rating the affordability as good or excellent.

The highest priority for future growth in Dilworth, with 56 percent of respondents agreeing, was Commercial / Retail growth. This was paired with 75 percent of respondents stating that developing downtown Dilworth as a retail center and gathering place for the community is important or very important to them.

Another priority amongst respondents are sidewalk and trail quality and availability. Approximately 76 percent of respondents believed that the sidewalks and trails should be expanded in Dilworth and the average rating of sidewalks, on a scale of 1 to 5, with 5 being of the highest quality, was 2.67.

VISION

Establishing a vision statement is an important component in the development of a community planning document. Although broad in nature, the statement is intended to set forth a focus for goals, objectives, and policies as established within the plan. In sum, a vision statement is a catalyst which aligns individuals and activities and represents the foundation on which the plan is based.

Vision Statement for Dilworth 2045

Dilworth is a welcoming, friendly community with small town character and an array of excellent schools, parks, civic amenities, and commercial conveniences. By continuing to invest in its neighborhoods, community services, and recreational facilities, the city will ensure its legacy as a thriving, independent community while contributing to the success and progress of the metropolitan area.

COMMUNITY PROFILE

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, and 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, the Minnesota State Demographic Center, and the 2017 Demographic Forecast Study completed for the Fargo-Moorhead metropolitan area.

POPULATION AND HOUSEHOLDS

Population

Dilworth has seen constant, continuous growth since becoming incorporated in 1911. More recently, Dilworth has seen over 49 percent growth since 2000, with an estimated population of 4,480 in 2016. Dilworth represents 2.2 percent of the entire Fargo-Moorhead metropolitan area's population (205,333).

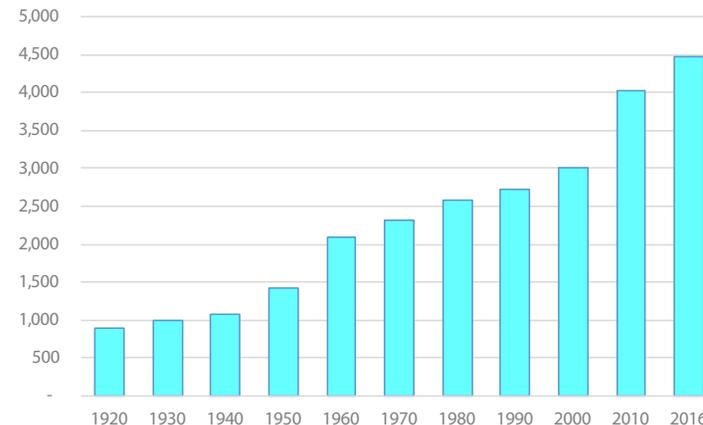


Figure 1 - Dilworth Population, 1920 to 2016

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

Future population projections reveal a continued growth in population. From 2016 to 2045, it is projected that Dilworth's population will increase by over 2,000 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 Dilworth have come in under actual population numbers. Figure 2 shows projected population projections from previous demographic forecast studies versus the actual population of Dilworth from 1995 to 2015.

Table 1 - Metro Area Population, 1980 to 2016

	1980	1990	2000	2010	2016 (est.)	2010-2016 % ±
Dilworth	2,585	2,716	3,001	4,024	4,480	11.3%
Moorhead	29,998	32,295	32,177	38,065	42,581	11.9%
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%
Five city total (metro area)	104,559	122,071	141,632	175,898	205,333	16.7%
Clay County (rural)	16,744	15,411	16,051	16,910	15,825	-6.4%
Clay County (total)	49,327	50,422	51,229	58,999	62,886	6.6%

Table 2 - Metro Area Population Projections, 2025 to 2045

	2016 (est.)	2025	2035	2045
Dilworth	4,480	5,210	5,960	6,510
Moorhead	42,581	50,290	56,390	61,420
Fargo	120,762	140,030	162,450	179,800
West Fargo	34,858	40,140	43,240	43,800
Horace	2,652	8,190	9,500	10,040
Five city total (metro area)	205,333	243,860	277,540	301,040
Clay County (rural)	15,825	18,910	21,110	22,490
Clay County (total)	62,886	74,410	83,460	90,420

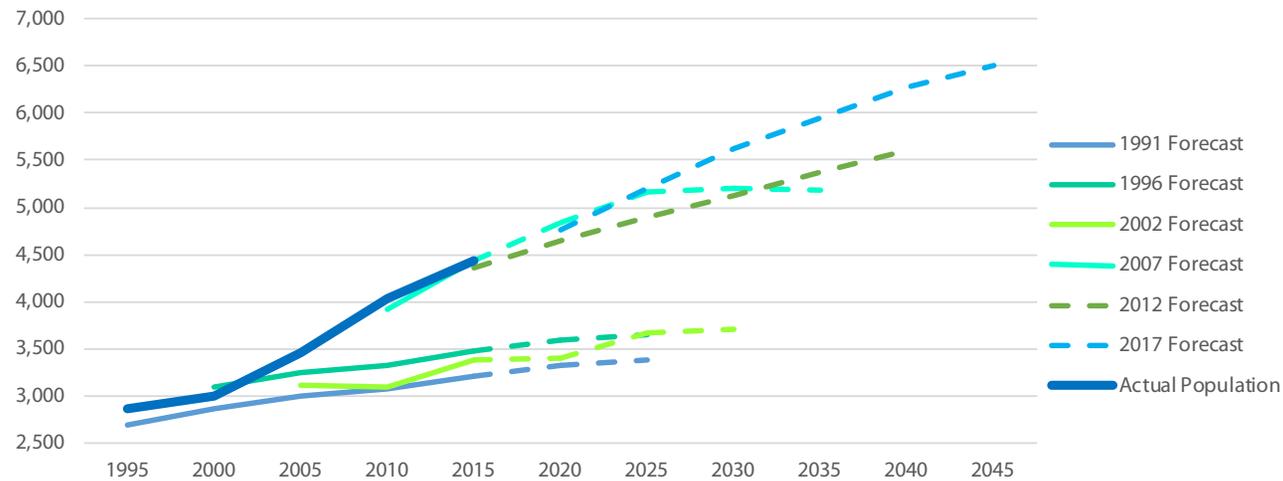


Figure 2 - Population Projections versus Actual Population for Dilworth, 1991 to 2017

Race, Ethnic Diversity, and Age Distribution

Dilworth is predominantly white, though race diversity has slowly increased over the years. Dilworth’s median age has increased slightly from 33 in 2000 to 35.2 in 2016. This is younger than the statewide average, where the median age was 37.8 in 2016. Part of this may be attributed to the multiple universities and colleges in the Fargo-Moorhead metropolitan area, 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 economy.

Dilworth is likely to see changes to its age distribution in the coming decades. By 2045, it is predicted that percentage of children and young adults under 19 will decline from approximately 30.6 to 23 percent of the total population. This decrease will be offset by a five percent rise in the number of adults aged 20 to 64, and a two percent rise in the number of seniors 65 and older.

Table 3 - Racial and Ethnic Distribution, 2000 to 2016

	2000	%	2010	%	2016 (est.)	%
Total Population	3,001		4,024		4,480	
White	2,670	89.0%	3,606	89.6%	4,034	90.0%
Black/African American	1	0.0%	18	0.4%	39	0.9%
Hispanic/Latino	229	7.6%	229	5.7%	218	4.9%
American Indian	54	1.8%	79	2.0%	86	1.9%
Asian	6	0.2%	33	0.8%	42	0.9%
Other	41	1.4%	59	1.5%	61	1.4%

Table 4 - Age Distribution, 2000 to 2016

	2000	%	2010	%	2016 (est.)	%
Total Population	3,001		4,024		4,480	
19 and under	1,040	34.7%	1,246	31.0%	1,371	30.6%
20 to 64	1,645	54.8%	2,309	57.4%	2,449	54.7%
65 and older	316	10.5%	469	11.7%	660	14.7%
Median age (Dilworth)	33.0		34.3		35.2	
Median age (statewide)	35.4		37.4		37.8	

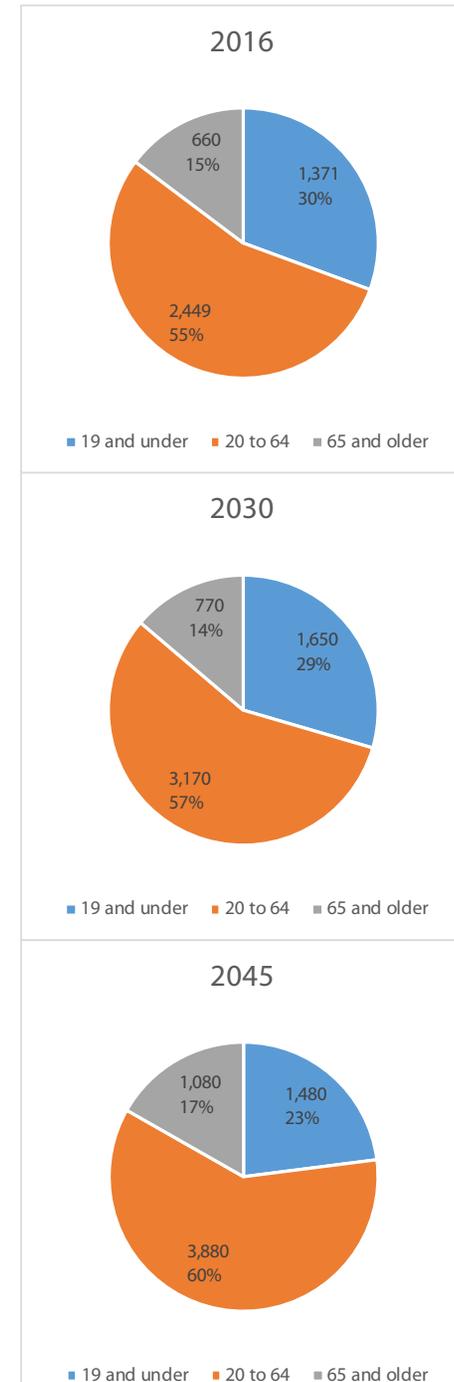


Figure 3 - Age Distribution, 2030 and 2045

Households

There were approximately 1,744 households in Dilworth in 2016. This represents a nine percent increase over 2010, when there were 1,595 households and a 50 percent increase over 2000, when there were 1,160 households. Dilworth accounts for a little over two percent of all households in the Fargo-Moorhead metropolitan area.

From 2016 through 2045, the number of households in Dilworth is expected to increase by about 51 percent to 2,630. This follows an anticipated trend of increased urbanization and additional households across the entire metropolitan area.

In 2016, the average household size in Dilworth was 2.50 members per household. This is higher than the metropolitan area average of 2.28, though it is close in line with the statewide average of 2.49.

When split between home owners and renters, the average household size in Dilworth was 2.72 for owner-occupied households and 2.28 for renter-occupied households. The sizes for both owner-occupied and renter-occupied households in the city is larger than the statewide averages of 2.60 and 2.22 respectively.

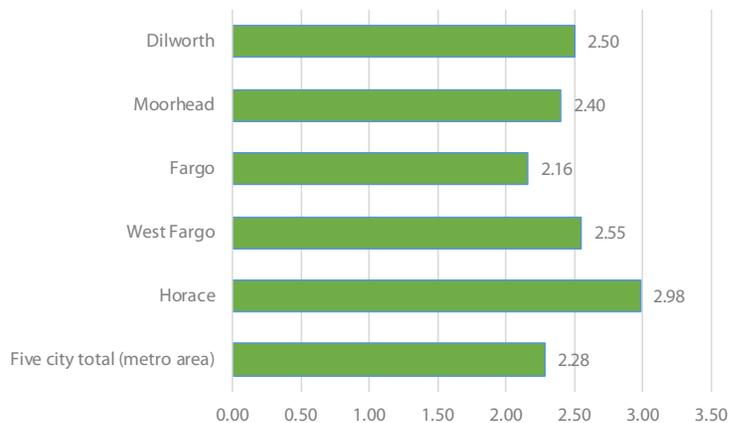


Figure 4 - Average Metro Area Household Size, 2016

Table 5 - Metro Area Households, 2000 to 2016

	2000	2010	2016 (est.)	2010-2016 % ±
Dilworth	1,160	1,595	1,744	9.3%
Moorhead	11,660	14,304	16,475	15.2%
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%
Five city total (metro area)	58,159	73,848	82,813	12.1%
Clay County (rural)	5,850	6,380	6,062	-5.0%
Clay County (total)	18,670	22,279	24,281	9.0%

Table 6 - Metro Area Household Projections, 2025 to 2045

	2016 (est.)	2025	2035	2045
Dilworth	1,744	2,150	2,470	2,630
Moorhead	16,475	19,190	21,880	23,810
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
Five city total (metro area)	82,813	98,260	109,710	119,330
Clay County (rural)	6,062	7,290	7,960	8,530
Clay County (total)	24,281	28,630	32,310	34,970

INCOME AND 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 Dilworth was \$53,512, up 5.3 percent since 2010 (\$50,833) and 54.8 percent since 2000 (\$34,571). The median household income in 2016 was nearly identical to the metropolitan area average of \$53,747. However, it was lower than the statewide average of \$63,217. This may be partially explained by the fact that Dilworth is slightly younger than the state as a whole. Younger populations have less work experience and lower wages, plus they may be working less than full time or still enrolled in college.

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 31 percent of the labor force in Dilworth was employed in education, health, and social services. An additional 20 percent of the population was employed in trade, whether it be retail (10.9 percent) or wholesale (9.6 percent). The remainder of the population was dispersed between occupations including other professional and related services; finance, insurance, and real estate; manufacturing; information; and construction, amongst others.

The unemployment rate within Dilworth during the past five years has been low compared to the state and the nation. In 2016, the unemployment rate in Dilworth was 1.7 percent, compared to 3.8 percent in the state and 4.6 percent in the nation.

Table 7 - Median Household Income, 2000 to 2016

	2000	%	2016 (est.)	%
Total Households	1,166		1,744	
Less than \$10,000	139	11.9%	134	7.7%
\$10,000 to \$14,999	145	12.4%	85	4.9%
\$15,000 to \$24,999	157	13.5%	174	10.0%
\$25,000 to \$34,999	148	12.7%	136	7.8%
\$35,000 to \$49,999	253	21.7%	291	16.7%
\$50,000 to \$74,999	187	16.0%	267	15.3%
\$75,000 to \$99,999	112	9.6%	309	17.7%
\$100,000 to \$149,999	25	2.1%	276	15.8%
\$150,000 or more	-	0.0%	72	4.1%
Median household income (Dilworth)	\$34,571		\$53,512	
Median household income (metro area)	\$36,288		\$53,747	
Median household income (statewide)	\$47,111		\$63,217	

Table 8 - Dilworth Employment Information, 2016

	2016	%
Total Employed Population (16 and older)	2,100	
Construction	114	5.4%
Manufacturing	137	6.5%
Transportation, warehousing, and utilities	78	3.7%
Information	115	5.5%
Wholesale trade	202	9.6%
Retail trade	220	10.9%
Finance, insurance, and real estate	181	8.6%
Professional, scientific, and management	80	3.8%
Entertainment and recreation services	80	3.8%
Educational, health, and social services	658	31.3%
Other professional and related services	182	8.7%
Public administration	53	2.5%

Table 9 - Unemployment Information, 2012 to 2016

	2012	2013	2014	2015	2016
Dilworth	2.4%	3.1%	3.1%	2.0%	1.7%
Minnesota	5.3%	4.6%	3.8%	3.7%	3.8%
United States	7.7%	6.7%	5.6%	5.0%	4.6%

The number of people employed within the city is expected to increase by 25 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 US 10 but may also appear along future corridors such as 12th Avenue South, as well as potential redevelopment projects in the city. However, these job increases will only be a fraction of the total employment numbers the metropolitan area can expect in the coming years.

Table 10 - Dilworth Employment Projections, 2015 to 2045

	2015	2025	2035	2045
Dilworth	1,170	1,300	1,461	1,576
Five city total (metro area)	140,144	155,771	174,987	188,776

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 94 percent of Dilworth residents attained a high school or higher level of education compared to 92 percent for the state in 2015. Approximately 25 percent of Dilworth residents have attained a bachelor, or higher, degree compared to 34 percent for all Minnesota residents in 2015.

Since June 2016, most of Dilworth is in the Dilworth-Glyndon-Felton Independent School District (ISD 2164). Prior to this, Dilworth was segmented between Dilworth-Glyndon-Felton and the Moorhead Area Public Schools Independent School District (ISD 152). More information on area schools and boundary realignments can be found in the sections on Public Facilities & Utilities and Intergovernmental Cooperation.

Enrollment for Dilworth-Glyndon-Felton schools grew at an average rate of three percent from 2012 to 2015, or about 43 new students per year. However, from 2015 to 2017, school enrollment numbers have remained relatively stable. It is anticipated that a similar pattern of jumps and plateaus will continue in the coming years.

Table 11 - Education Attainment, 2000 and 2015

	2000	%	2015	%
Population 25 years and over	1,795		1,744	
12th grade or less, no diploma	284	15.8%	170	6.4%
High school graduate (includes equivalency)	636	35.4%	739	28.0%
Some college, no degree	483	26.9%	707	26.7%
Associate's degree	160	8.9%	368	13.9%
Bachelor's degree	202	11.3%	385	14.6%
Graduate or professional degree	66	3.7%	275	10.4%
Percent high school graduate or higher (Dilworth)		86.2%		93.6%
Percent high school graduate or higher (statewide)		87.9%		92.4%

Total School Enrollment

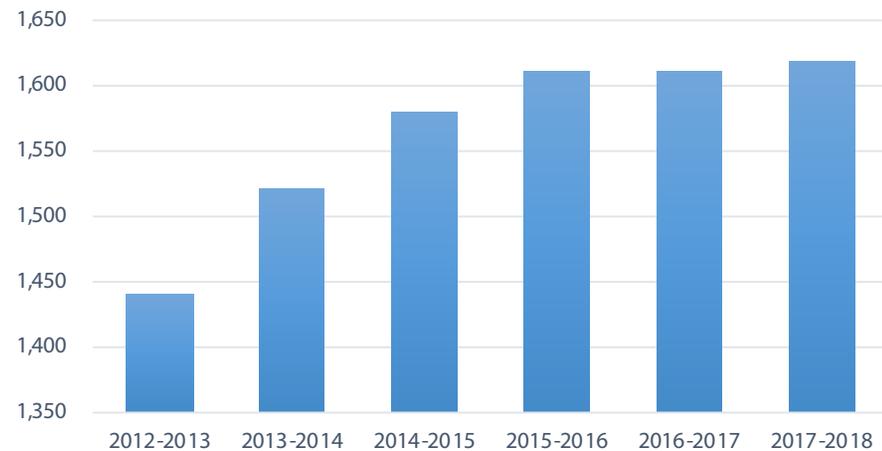


Figure 5 - School Enrollment Information, 2012-2013 to 2017-2018

HEALTH AND 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 Dilworth.

Like much of the rest of the nation, Dilworth 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 61.3 percent of Clay County adults were overweight or obese and that 6.4 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 Clay County, 17 percent of adults are not physically active, which is in line with the statewide average but lower than the nation as a whole. Just 20 percent of Clay County residents consume at least three of the recommended five servings of fruits and vegetables each day, which is lower than both the statewide and national average. Smoking prevalence among Clay County residents is on par with what is seen in Minnesota and the United States, but binge drinking behaviors are noticeably higher in Clay County than in the rest of the state and the nation.

Access to health care includes both transportation and provider availability. In 2016, Clay County residents had better access to primary care physicians, dentists, and mental health providers than Minnesota and the United States. Clay County also has fewer preventable hospital stays and uninsured residents than the state and national averages.

Table 12 - Residential Health, 2016

	Clay County	Minnesota	United States
Adults who are overweight	31.7%	36.7%	32.8%
Adults who are obese	29.6%	27.8%	37.9%
Adults with diabetes	6.4%	8.4%	10.0%

Table 13 - Residential Health (cont.), 2016

	Clay County	Minnesota	United States
Adults who are not physically active	17%	18%	23%
Adults who consume at least three or more servings of fruits and vegetables each day	20%	25%	23%
Adults who smoke	17%	16%	17%
Adults who binge drink	23%	19%	17%

Table 14 - Access and Uninsured Rate, 2016

	Clay County	Minnesota	United States
Primary care physician ratio	1,045:1	1,113:1	1,330:1
Dentists ratio	1,377:1	1,404:1	1,520:1
Mental health provider ratio	386:1	529:1	500:1
Preventable hospital stays per 1,000 medicare enrollees	39	45	59
Uninsured rate	5.3%	6.1%	8.8%

In 2016, 13.1 percent of individuals in the city were in poverty. This includes 14.6 percent of adults, 13 percent of children under 18, and 7.7 percent of people aged 65 and over. Since 2000, poverty has declined significantly for children under 18. It has increased slightly for individuals 18 and over. Compared with Minnesota, the city's poverty rate is 2.3 percent higher than the statewide average.

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

Table 15 - SNAP Assistance, 2000 and 2016

	Dilworth (2000)	Dilworth (2016)	Minnesota (2016)
Total Population	16.1%	13.1%	10.8%
Under 18 years	23.5%	13.0%	13.9%
18 to 64	12.5%	14.6%	10.5%
65 years and over	5.6%	7.7%	7.4%
Male		13.8%	10.0%
Female		12.6%	11.7%

FUTURE TRENDS AND PROJECTIONS

Past and current census and demographic projection data indicate that current social and economic trends in Dilworth will continue over the next 25 to 30 years. It is likely that population, the number of households, household size, 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 decades, Dilworth is likely to continue on a similar path of stable growth and mobility.

HOUSING

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 influenced by employees 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 Dilworth.

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 Dilworth. Additionally, this section provides a brief analysis of regional and statewide housing needs.

HOUSING CHARACTERISTICS

There are a variety of housing types in Dilworth, the most prevalent being traditional single-family homes. These units comprise 58.5 percent of all housing units in Dilworth in 2016. Dilworth also has a fairly sizable percentage of attached single-family housing, including twin-homes. These make up an additional 11.9 percent of housing units in the city.

	2016	%
Total housing units	1,920	
Single-family, detached	1,124	58.5%
Single-family, attached	228	11.9%
2 units	4	0.2%
3-4 units	102	5.3%
5-9 units	21	1.1%
10-19 units	126	6.6%
20 or more units	186	9.7%
Manufactured homes	129	6.7%

Compared with most of the rest of the metropolitan area, Dilworth has a much lower percentage of multi-family housing. Multi-family housing represents approximately 44 percent of all units in the metropolitan area, whereas in Dilworth, this percentage is approximately 22.7 percent.

Manufactured home units as a percentage of housing is higher in Dilworth (6.7 percent) than in the metropolitan area as a whole (2.1 percent).

Table 17 - Metro Area Housing Units by Type, 2016

	Dilworth	%	Moorhead	%	Fargo	%	West Fargo	%	Horace	%	Five city total (metro area)
Total housing units	1,920		16,647		54,964		12,802		921		87,254
Single-family, detached	1,124	58.5%	9,383	56.4%	19,362	35.2%	6,582	51.4%	796	86.4%	37,247
Single-family, attached	228	11.9%	1,535	9.2%	4,657	8.5%	1,944	15.2%	-	0.0%	8,364
2 units	4	0.2%	285	1.7%	1,150	2.1%	184	1.4%	-	0.0%	1,623
3-4 units	102	5.3%	580	3.5%	2,126	3.9%	323	2.5%	-	0.0%	3,131
5-9 units	21	1.1%	579	3.5%	2,907	5.3%	510	4.0%	-	0.0%	4,017
10-19 units	126	6.6%	1,695	10.2%	5,575	10.1%	700	5.5%	11	1.2%	8,107
20 or more units	186	9.7%	2,362	14.2%	18,349	33.4%	2,053	16.0%	-	0.0%	22,950
Manufactured homes	129	6.7%	264	1.6%	838	1.5%	506	4.0%	114	12.4%	1,851

HOUSING VALUE

The median home value in Dilworth was \$163,800 in 2016. This represents an increase of 14 percent since 2000 (\$143,600). The 2016 median home value in Dilworth is nine percent lower than the metropolitan area median (\$178,600) and 17 lower than the statewide median (\$191,500). Though housing values have increased, homes in Dilworth tend to provide a much better value than similarly-styled homes in the metropolitan area.

HOUSING CONDITIONS

Dilworth has seen steady growth in home construction over the past 100 years. Approximately 35 percent of all current housing units have been constructed since 2000. Because of its later incorporation as a city, the average age of homes in Dilworth is slightly younger than other homes in Clay County and the metropolitan area.





Figure 6 - Dilworth Housing Units by Age

	2016	%
Total owner-occupied units	1,331	
Less than \$50,000	152	11.4%
\$50,000 to \$99,999	88	6.6%
\$100,000 to \$149,000	294	22.1%
\$150,000 to \$199,999	332	24.9%
\$200,000 to \$299,999	317	23.8%
\$300,000 or more	148	11.1%
Median home value (Dilworth)	\$163,800	
Median home value (metro area)	\$178,600	
Median home value (statewide)	\$191,500	

	2016	%
Total housing units	1,920	
2014 or later	132	6.9%
2010 to 2013	109	5.7%
2000 to 2009	431	22.4%
1980 to 1999	451	23.5%
1960 to 1979	424	22.1%
1940 to 1959	189	9.8%
1939 or earlier	184	9.6%

TENURE

Dilworth 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, nearly 79 percent of all housing units were owner-occupied in the city. Only Horace had a larger owner-occupied housing market in the metropolitan area.

	Owner-occupied units	Rental-occupied units	Total occupied units	% Owner-occupied units
Dilworth	1,331	355	1,686	78.9%
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%
Five city total (metro area)	42,424	39,316	81,740	51.9%

VACANCY RATES

The overall vacancy rate for the Fargo-Moorhead metropolitan area was 9.2 percent in 2016, up considerably from 6.4 percent in December 2015 and 2.9 percent in December 2013. The rate has increased in most cities in the metropolitan area, with West Fargo having the highest vacancy of 12.6 percent, followed by Dilworth at 12.2 percent, Fargo at 8.9 percent, and Moorhead at 8.0 percent. Horace has remained relatively stable, decreasing slightly from 1.8 percent in 2013 to 1.6 percent in 2016.

RENTAL UNITS

Between 2010 and 2016, median monthly rent of occupied rental units in Dilworth has increased 16.5 percent from \$630 to \$734. Though this is still lower the Fargo-Moorhead metropolitan area average of \$771, the increasing price of rental housing may limit some housing options that are affordable to younger or fixed-income residents and smaller households.

	2016	%
Occupied rental units	355	
Less than \$500	120	33.9%
\$500 to \$999	180	50.7%
\$1,000 to \$1,499	47	13.2%
\$1,500 or more	8	2.2%
Median home value (Dilworth)	\$163,800	
Median home value (metro area)	\$178,600	
Median home value (statewide)	\$191,500	

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) also sets income limits on housing affordability based on an area's median household income. Between 2000 and 2016, Dilworth's median household income increased from \$34,571 to \$53,512. A household with an income of \$53,512 would be making 100 percent of the median income and a household with an income of \$26,756 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 Dilworth's median of \$53,512, the amount of housing cost that would be considered affordable would be \$16,054 per year, or about \$1,338 per month.

In 2016, approximately 13.6 percent of Dilworth households were "severely cost burdened," spending more than 50 percent of their income for housing, while another 17 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. In 2016, it is estimated that 120 people lived in group housing quarters in Dilworth.

FINANCIALLY-ASSISTED HOUSING

Although the city does not directly provide or manage affordable housing, the Clay County Housing and Redevelopment Authority (HRA) has been providing affordable housing to residents in Dilworth and other communities in the county for over 30 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 eight scattered-site public housing units in Dilworth. Each of the three- and four-bedroom units are available to families with three to eight household members. The HRA also manages Houge Estates, which includes 60 one-bedroom units and is available to residents 62 or older or those with disabilities.

As of the end of 2017, there were currently 89 households on the waiting list for Houge Estates and 38 households on the waiting list for scattered-site public housing, indicating intense demand for both programs.

HOUSING DEMAND

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 area, including Dilworth. 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, 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, 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 often a shift towards favoring smaller units that require less upkeep and in denser neighborhoods where they are 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 65 percent in 2010. Minnesota has followed

the nation in this regard, although generally having higher rates of homeownership than the nation as a whole.

In many cities across Minnesota, a large proportion of existing single-family housing stock was built in the 1940's and 1950's. Although in many cases these properties are in good physical shape, houses of this age 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 60- or 70-year old homes 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

Dilworth should make sure that its housing is responsive to the needs of its 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 age range, Dilworth 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.

LAND USE

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 overarching vision for the city, which serves as a guide for a community's future.

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.

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

EXISTING LAND USE

Dilworth's existing land use pattern is the result of its history, location, and development decisions approved by the Planning Commission and City Council. Existing land use within the city has remained fairly stable over the past ten years, with several new areas of commercial and residential development. Distinctive commercial corridors exist along TH 10 and 34th Street, with the remainder a mix of residential uses providing transition to commercial areas. A large swath of land adjacent alongside the BNSF railway is classified industrial. Approximately eight percent of land within the city is vacant.

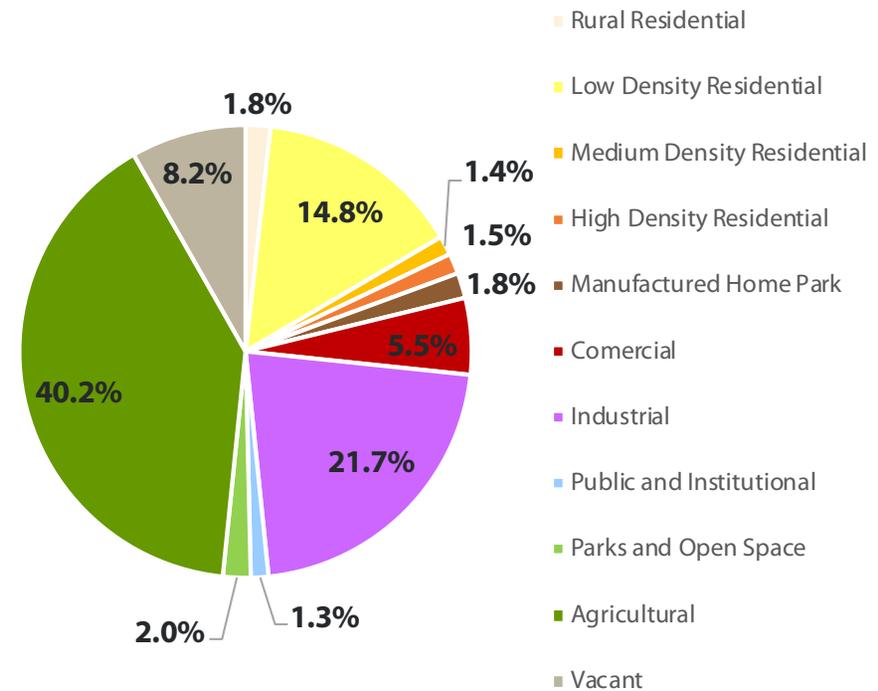


Figure 7 - Current Land Use in Dilworth by Total Percentage

COMMERCIAL



INDUSTRIAL



PUBLIC & INSTITUTIONAL



RURAL RESIDENTIAL



LOW DENSITY RESIDENTIAL



MEDIUM DENSITY RESIDENTIAL



HIGH DENSITY RESIDENTIAL



MANUFACTURED HOME PARK



PARKS & OPEN SPACE



AGRICULTURE



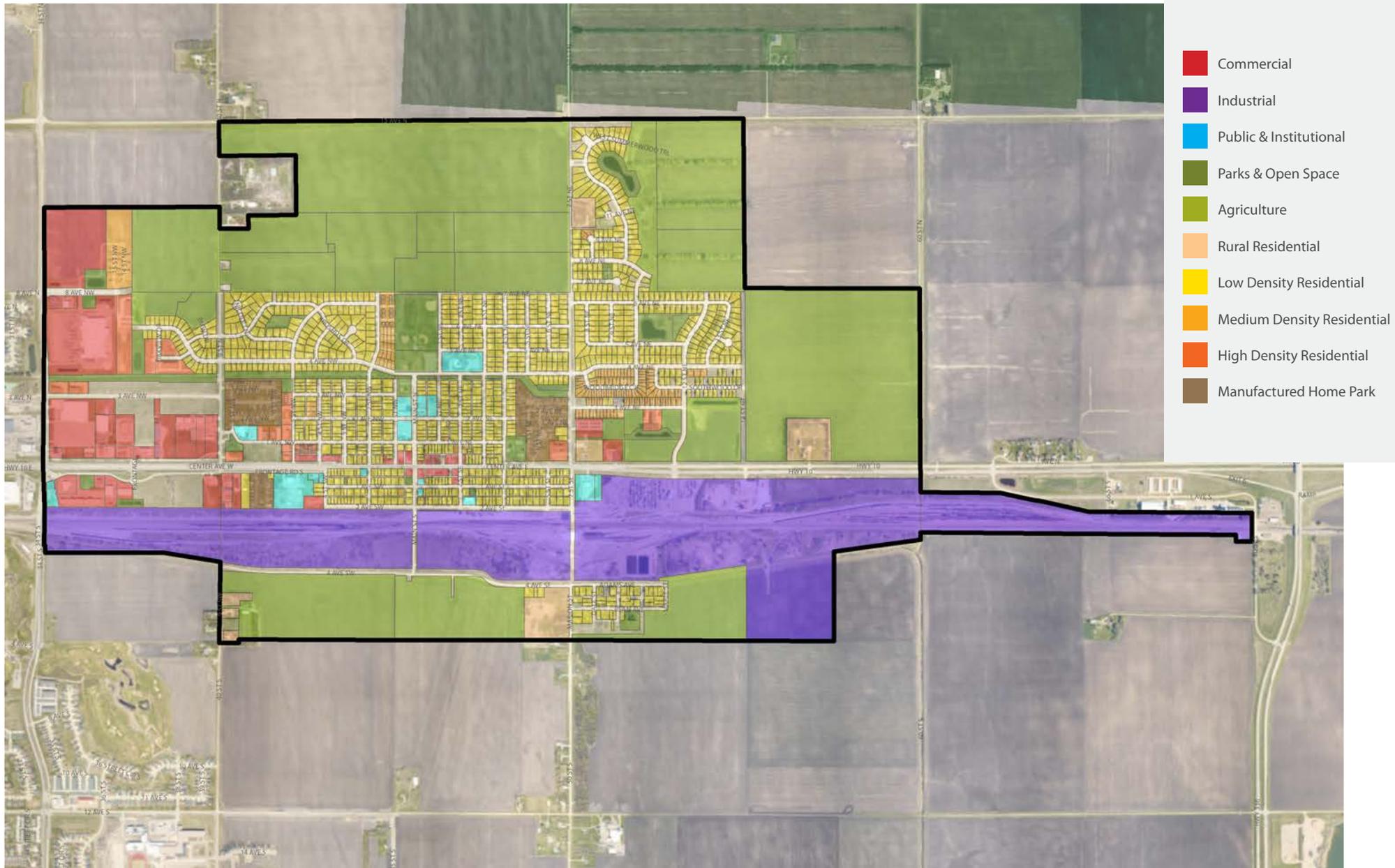


Figure 8 - Current Land Use Map

Residential

Dilworth has a long, proud history of its strong, stable residential neighborhoods. The city maintains a variety of different housing types including rental apartment units, townhomes and twin-homes, single-detached 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 384 acres allocated to residential land uses in Dilworth, which comprises 22 percent of the total land use area in the city. Of this, approximately 268 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 Dilworth's residential areas, therefore, future growth will be determined on development opportunities in new subdivisions as well as potential infill opportunities.

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

Rural Residential

The rural residential land use category represents very few actual homes in Dilworth. These homes tend to be located on the outskirts of the city and are characterized by large lots in rural settings, with some including agricultural accessory structures. Though only a handful of households live in these areas, the land area of the rural residential category is approximately 32 acres. This is more acreage than either the medium density residential or high density residential categories in the city.

Low Density Residential

Low density residential is by far the most common residential land use category in the city, representing almost 70 percent of all residential land uses. Low density residential includes all

detached single family housing in the city, not including those in the rural residential land use category. 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 Dilworth including townhouses, twin-homes, and several duplexes and multiplex units. In some areas, this serves as a transitional land use between low density and high density or commercial uses, such as the Eastview and Woodbridge neighborhoods. Dilworth has about 25 acres allocated to medium density residential land use in the city.

High Density Residential

In Dilworth, 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 in the western half of the city, abutting pre-manufactured housing and commercial properties. In total, there are 26 acres of high density residential land use.

Manufactured Home Park

Pre-manufactured housing in Dilworth is located in one of three of the city's manufactured home parks. These types of homes are typically constructed off-site in a factory and then brought to a site where they are connected to utility services. Some of these land uses also allow for overnight recreational vehicle (RV) and travel trailer park facilities. The combined acreage of the city's three manufactured home parks is just under 33 acres.

Commercial

The commercial land use category includes a range of retail centers, professional businesses, and other auto-oriented developments in Dilworth. Combined, these land uses take up approximately 99 acres within the city, or 5.7 percent of Dilworth's total land use. The majority of commercial land use is clustered around intersections and major roadways, including US 10 and 34th Street.

Industrial

Approximately 394 acres of land within the city are designated for industrial purposes. Though this is a sizable area and represents 22.5 percent of all land use in the city, in actuality little manufacturing occurs in the city. Most current industrial land use is either BNSF operating property or railroad right-of-way, including a ready mix concrete supplier.

Public and Institutional

Public and institutional land, including public property, private institutions, and educational facilities comprise approximately 23 acres, or 1.3 percent of land use in Dilworth. 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 36 acres of land within the city. These include the city's nine parks as well as areas utilized for other outdoor recreational activities.

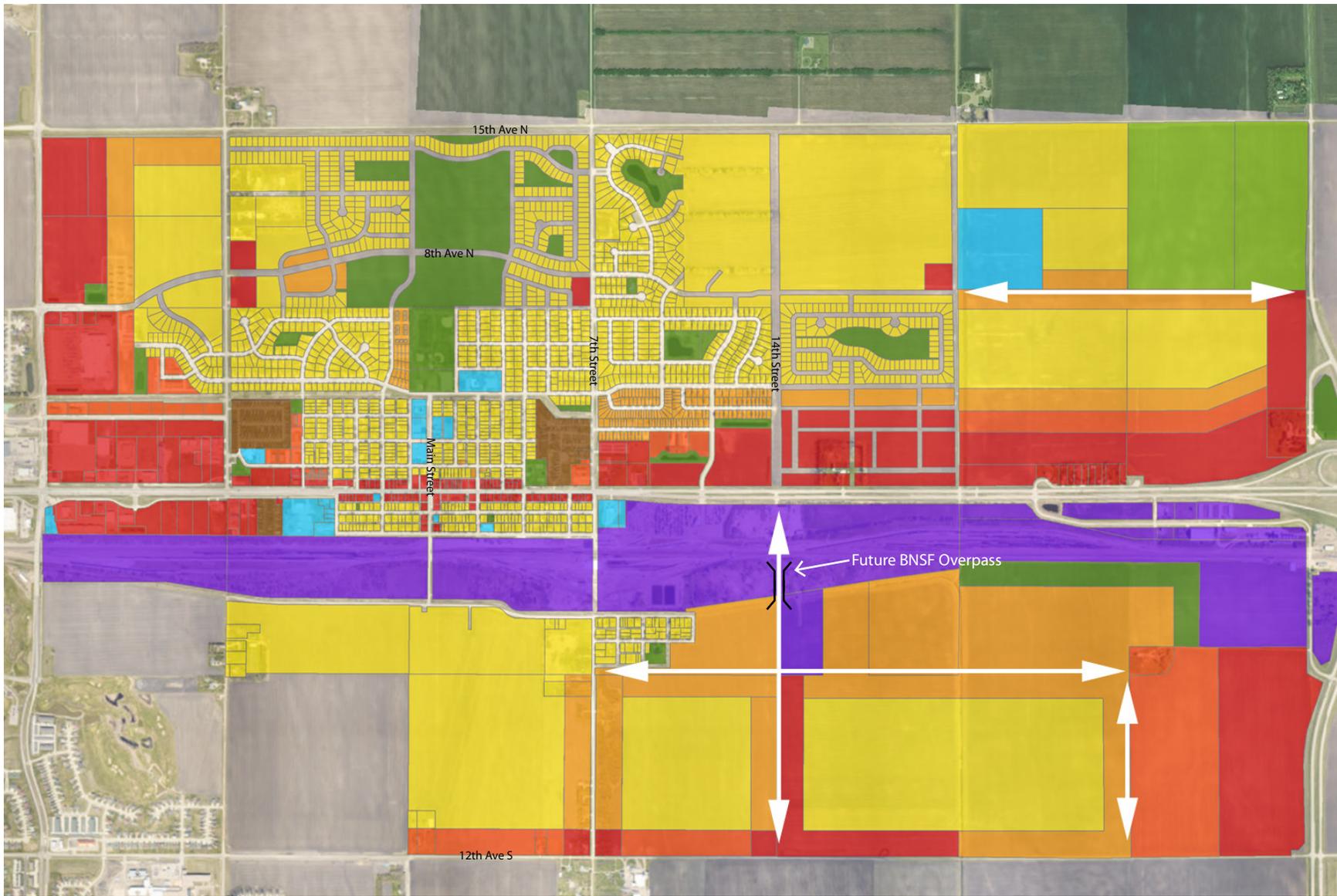
Agricultural

By and large, the most predominate land use in Dilworth is agriculture, comprising nearly 42 percent of all the city's current land use. These areas are all still utilized for farming and other 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 Dilworth is intended to be used over the coming years. The future land use plan does not necessarily show land use as it exists today

The designated uses on a future land use map for Dilworth 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.



- Commercial
- Industrial
- Public & Institutional
- Parks & Open Space
- Agriculture
- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Manufactured Home Park

Figure 9 - Future Land Use Plan

FUTURE LAND USE AND 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, Minnesota statute gives cities sole planning jurisdiction within a two-mile area surrounding the city limits. This area is referred to as the extraterritorial jurisdiction (ET).

Though zoning for ET areas is controlled by Clay County, Dilworth's subdivision ordinance controls how land is subdivided into smaller parcels for development. These regulations also inform lot sizes, structures, public areas, streets, and installations of utilities in ET areas. This ensures that, should these areas be incorporated into the city at a future date, the development will meet Dilworth's standards for a safe, functional, and enjoyable community.

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.

A planning unit development (PUD) is similar in that it is a type of building development with varied and compatible land uses, such as housing, recreation, commercial centers, and industrial parks, all within one contained development or subdivision.

Though Dilworth has seen limited use of mixed use or planned use developments to date, they could be an important element for future developments.

Development Patterns and Urban Design Strategies

The pattern and built form of a city reflects the character of a community. Built form attributes include land uses and their integration with other uses: building types, massing, density and their relationship to the street and public spaces; and street design and the travel modes that streets are designed for.

Urban design principles strive to improve the quality of life, or livability, within a community by enhancing the built environment and by creating new opportunities for social interaction among residents. Good urban design practices also help to create a legible development pattern that makes the community understandable to residents and visitors alike. They often deal with the sensory response of people to the city's physical environment: its visual appearance, its aesthetic quality, and its spatial character.

Urban design can be used to bolster people's sense of wellbeing and civic pride, their awareness of different places within the community, and even their behavior toward one another. The design and character of residential neighborhoods is an important component of the community's overall urban design, one which Dilworth should continue to keep in mind in the coming years.

TRANSPORTATION

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 connects 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 Dilworth 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 city and the region's transportation network must adapt.

This section highlights existing local and regional transportation plans and studies, major corridors, traffic volumes, crash data, multimodal needs, and rail and freight services.

MAJOR CORRIDORS AND 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 Dilworth are described in detail as follows:

Principal Arterials

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. TH 10 and TH 336 are both classified as principal arterials.

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. Examples of minor arterial roadways in Dilworth include 34th Street South and 15th Avenue North.

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. Examples of collectors in Dilworth include Main Street, 7th Street NE, CSAH 9 (40th Street N), and portions of 4th Avenue NW. In addition, 8th Avenue North by Walmart is also identified as a collector.

Local Collectors

Local collectors look, act, and function much like collector roadways. The key difference is that these roadways have not been federally classified by the Federal Highway Administration (FHWA), which limits access to federal transportation funds for planning or roadway improvements. Portions of both 3rd Avenue NW and 4th Avenue NW are identified as local collectors in Dilworth.

Local Roadways

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

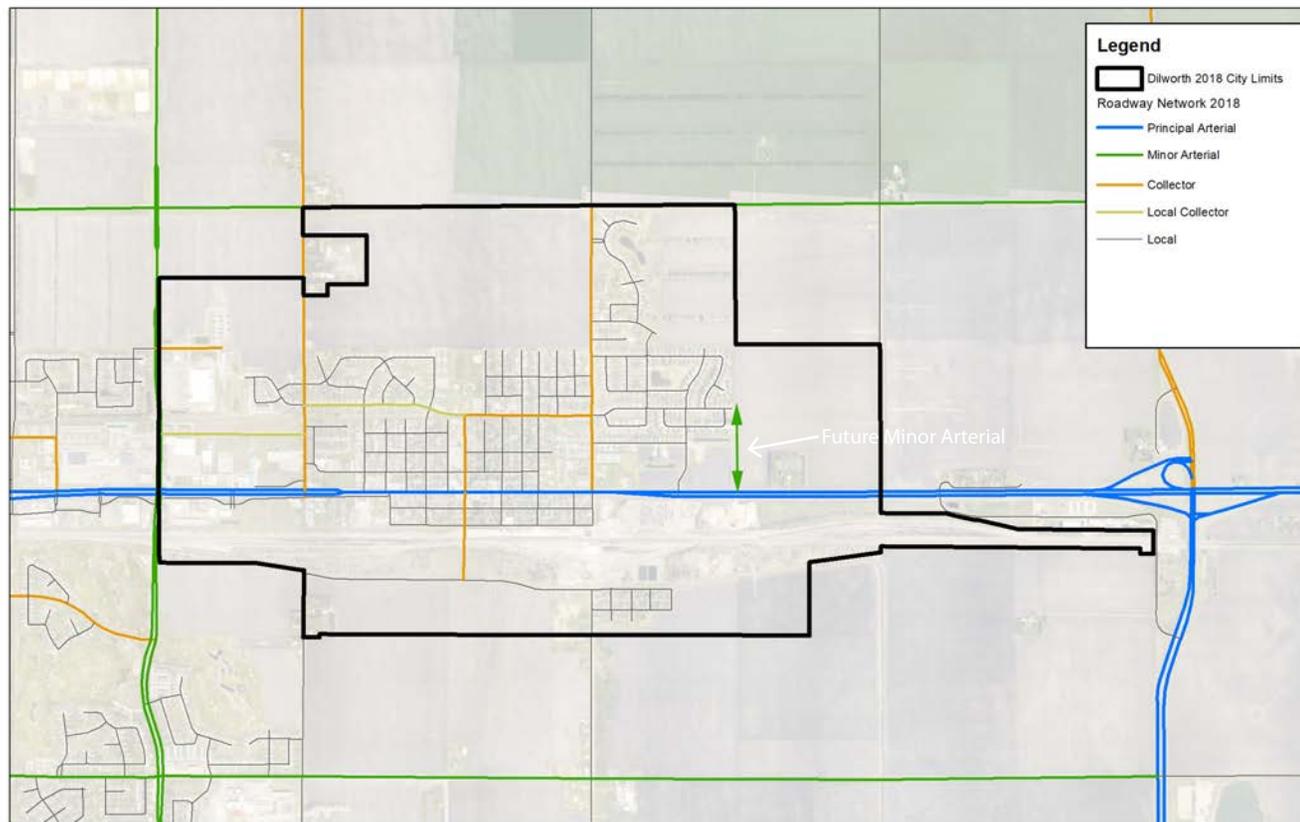


Figure 10 - Functional Classification Map

TRAFFIC VOLUMES

Forty-eight hour traffic volume counts are conducted 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. 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.

In 2015, traffic counts were conducted by Metro COG on all functionally classified roadways and key local roads in the metropolitan area, including Dilworth. The highest traffic volumes in or near Dilworth were reported along TH 10, TH 336, and 34th Street.

CRASH DATA

Metro COG annually documents reported vehicle accidents involving pedestrians and bicyclists in the Fargo-Moorhead metropolitan area. Bicycling and walking are generally considered safe modes of transportation and Dilworth 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.

There have been seven reported bicycle and pedestrian crashes in Dilworth between 2011 and 2016. The intersection of TH 10 and 34th Street saw two reported pedestrian crashes during this period. Both of these occurred during daylight hours under normal weather and surface conditions.

TRANSIT SERVICES

MATBUS Fixed Routes

Metro Area Transit (MATBUS) operates transit services in the Fargo-Moorhead metropolitan area. After a 17 year hiatus, fixed route transit service was reintroduced to the city in January 2014.

In Dilworth, fixed-route service is available through three routes on Monday through Friday from approximately 6:15 AM to 6:45 PM and 7:15 AM to 11:15 PM on Saturday. After 6:45 PM, the routes change and one evening route is offered in Dilworth until approximately 11:15 PM. MATBUS currently does not provide evening service.

The transfer hub located north of the Walmart in Dilworth provides opportunity for coordinated transfers between Routes 3, 6, and 9. The facility consists of a shelter and has sidewalk connections to Walmart. The hub in Dilworth is one of five designated fixed-route transfer hubs in the Fargo-Moorhead metropolitan area.

Routes in Dilworth have an average daily ridership of 249 passengers. Many homes and residences are within a quarter mile radius of MATBUS service in the city. While distance to bus service may not be a huge barrier, bus frequency has been cited as a limiting factor to transit ridership as buses only run hourly on fixed routes serving Dilworth.

Paratransit

MATBUS also offers door-to-door paratransit service to complement its fixed-route service. MAT Paratransit operates in accordance with the Americans with Disabilities Act (ADA) to people with disabilities who have obtained a Special User Card from the transit office for Moorhead. The ADA requires that all areas within three-quarters of a mile from fixed routes receive demand-response service. MAT Paratransit exceeds the minimum service area standards by offering service everywhere within the city limits of Dilworth. The cost of each ride is \$3.00 per passenger, though personal attendants and children under the age of seven can ride for free if accompanying an eligible passenger. Service is available Monday through Friday from 6:00 AM to 11:15 PM and Saturday from 7:00 AM to 11:15 PM.

Metro Senior Ride and Transit Alternatives

Valley Senior Services offers transportation in Dilworth for individuals age 60 and older. Van rides can accommodate medical, dental, and eye appointments, shopping, visiting, and other personal needs on a first-call, first-serve basis. Metro Senior Ride is not wheelchair accessible.

In addition to senior ride, Productive Alternatives is a nonprofit human services organization whose Transportation Alternatives program provides transit service from rural Clay County to various destinations in the Fargo-Moorhead metropolitan area. One of these destinations includes the Walmart in Dilworth. The service operates wheel-chair accessible vehicles. The demand response system requests reservations be made 48-hours in advance of the trip.

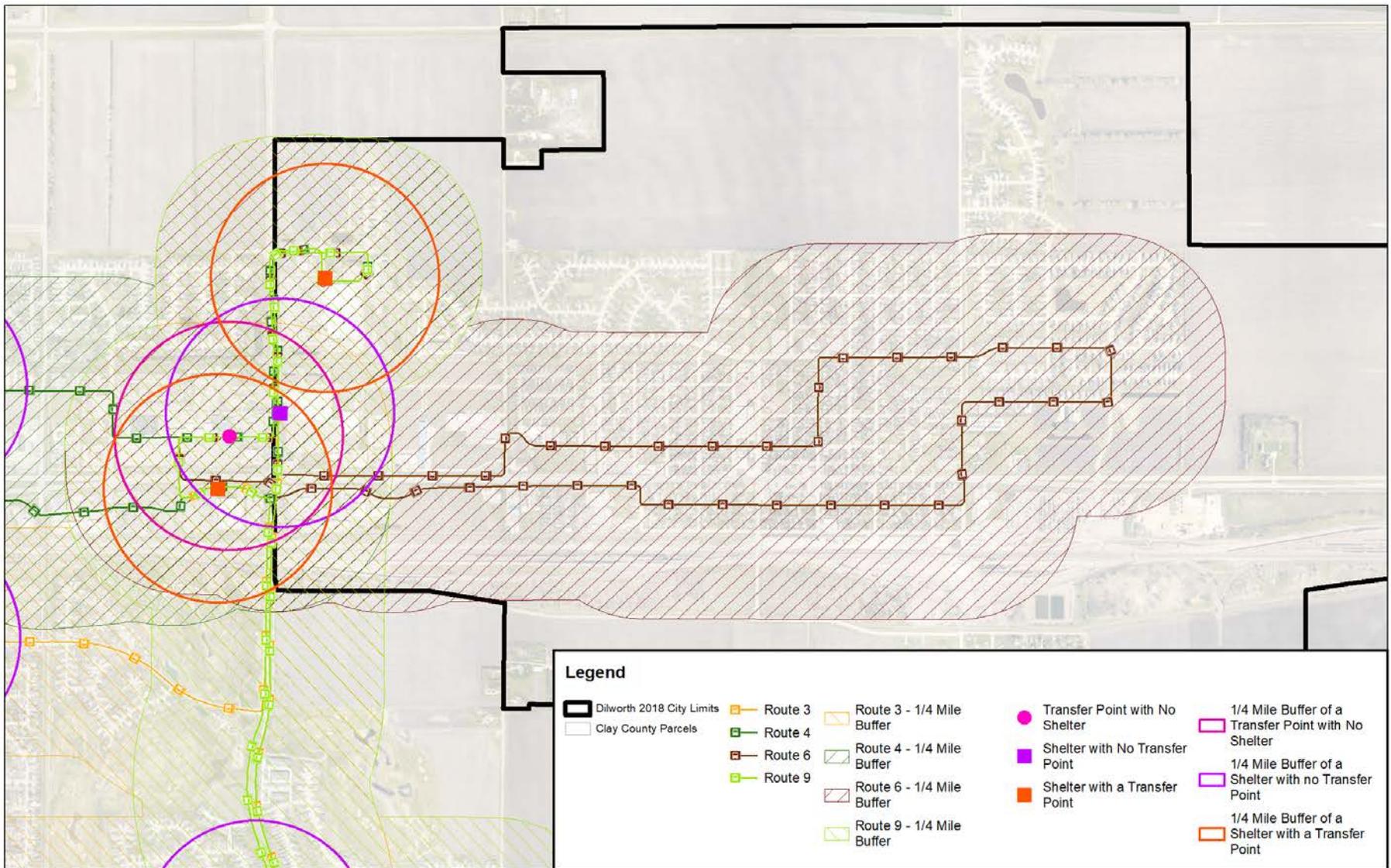


Figure 12 - MATBUS Service Area in Dilworth

BICYCLE AND PEDESTRIAN NETWORK

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.

In increasing numbers, people are recognizing the benefits of non-automobile travel. Traveling by foot is inexpensive, non-polluting, and available to people of all ages.

Dilworth has approximately 10.4 miles of sidewalks along its roadways. Although there are connected sidewalks along most of the major corridors, there are areas where the sidewalk network has significant gaps. Sidewalks in older areas of the city have also been called out for their poor condition. Additionally, some intersections along TH 10 are difficult for pedestrians to cross.

Bicycle and Shared Use Facilities

Bicycling is growing in popularity across the metropolitan area 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. Dilworth currently has approximately 5.3 miles of designated bicycle and shared use facilities.

Sidewalk and Shared Use Path Condition Report

In 2017, PartnerSHIP 4 Health conducted a sidewalk and shared use path network condition report for Dilworth. 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.

Heartland Trail

The Heartland Trail is one of many long-distance trails managed by the Minnesota Department of Natural Resources (DNR). When established in 1974, it became one of the first rails-to-trails conversions in the country. The nearly 50-mile trail currently connects the cities of Park Rapids and Cass Lake, intersecting with the Paul Bunyan State Trail at Walker. There are current plans to expand the trail to Frazee and Detroit Lakes.

The multi-use trail used for bicycling, hiking and walking, running, in-line skating and skate skiing, cross-county skiing, dog walking, and environmental education. Horseback riding, snowmobiling, and hunting are generally allowed except where regulated or prohibited by community ordinance or state park rules and regulations.

In 2006, the Minnesota Legislature approved a westward expansion of the trail to run 85-100 miles from Park Rapids to Moorhead. In June 2011, the Minnesota DNR approved the Heartland State Trail Extension Master Plan, aimed at expanding the Heartland Trail through Clay County, including the cities of Hawley, Glyndon, Dilworth, and Moorhead.

A specific trail alignment of the Heartland Trail through the city has not been identified. The possibility that the trail corridor will be located along County Highway 18 or CR 83 to the north of the city means that a spur trail would be needed to provide a connection to Dilworth. A spur trail could follow 50th Street, a north-south township road that becomes 7th Street within the city.

Whistle Stop Park, at 4th Street and TH 10, has also been identified as a potential trailhead site.

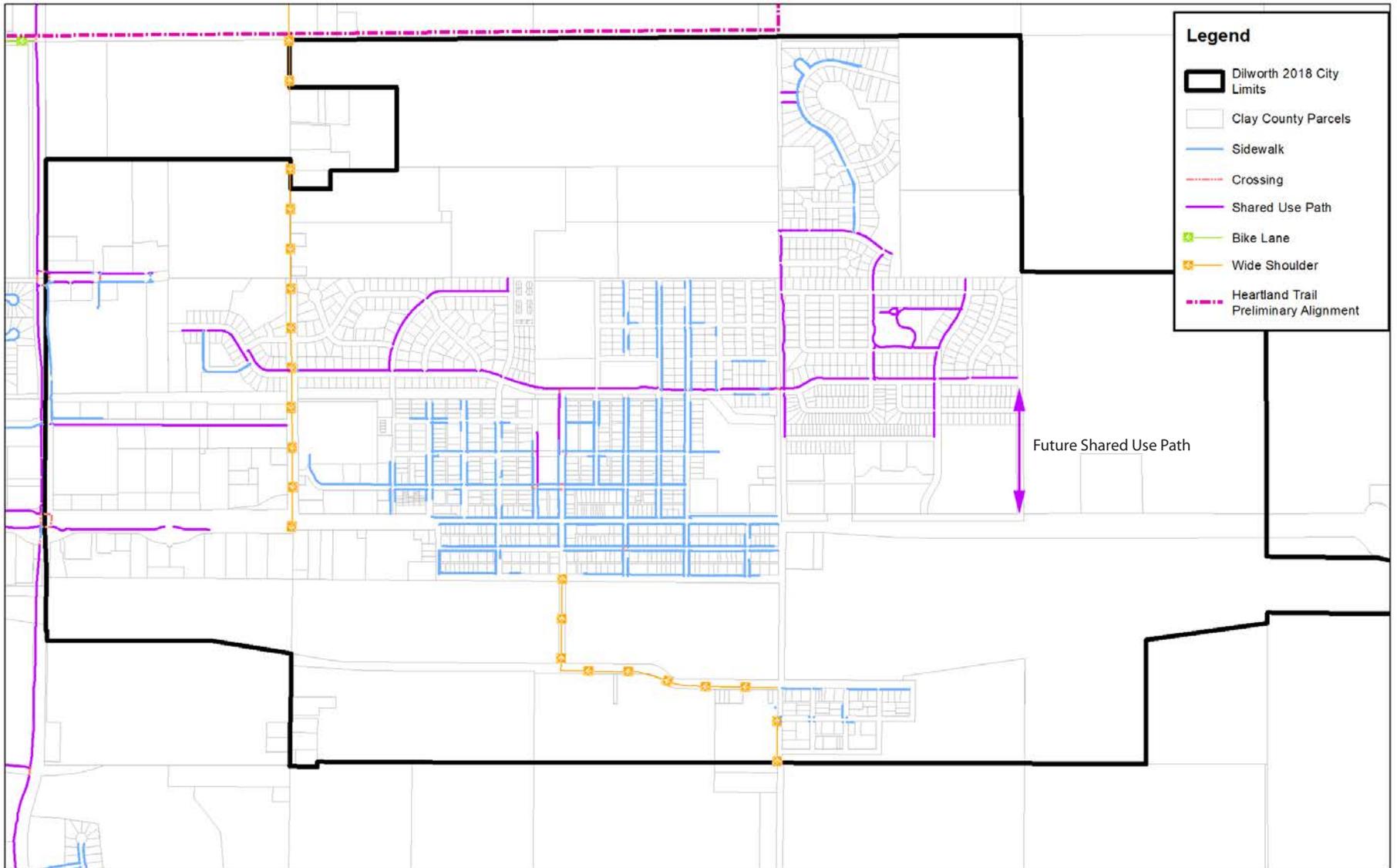


Figure 13 - Bicycle and Pedestrian Network in Dilworth

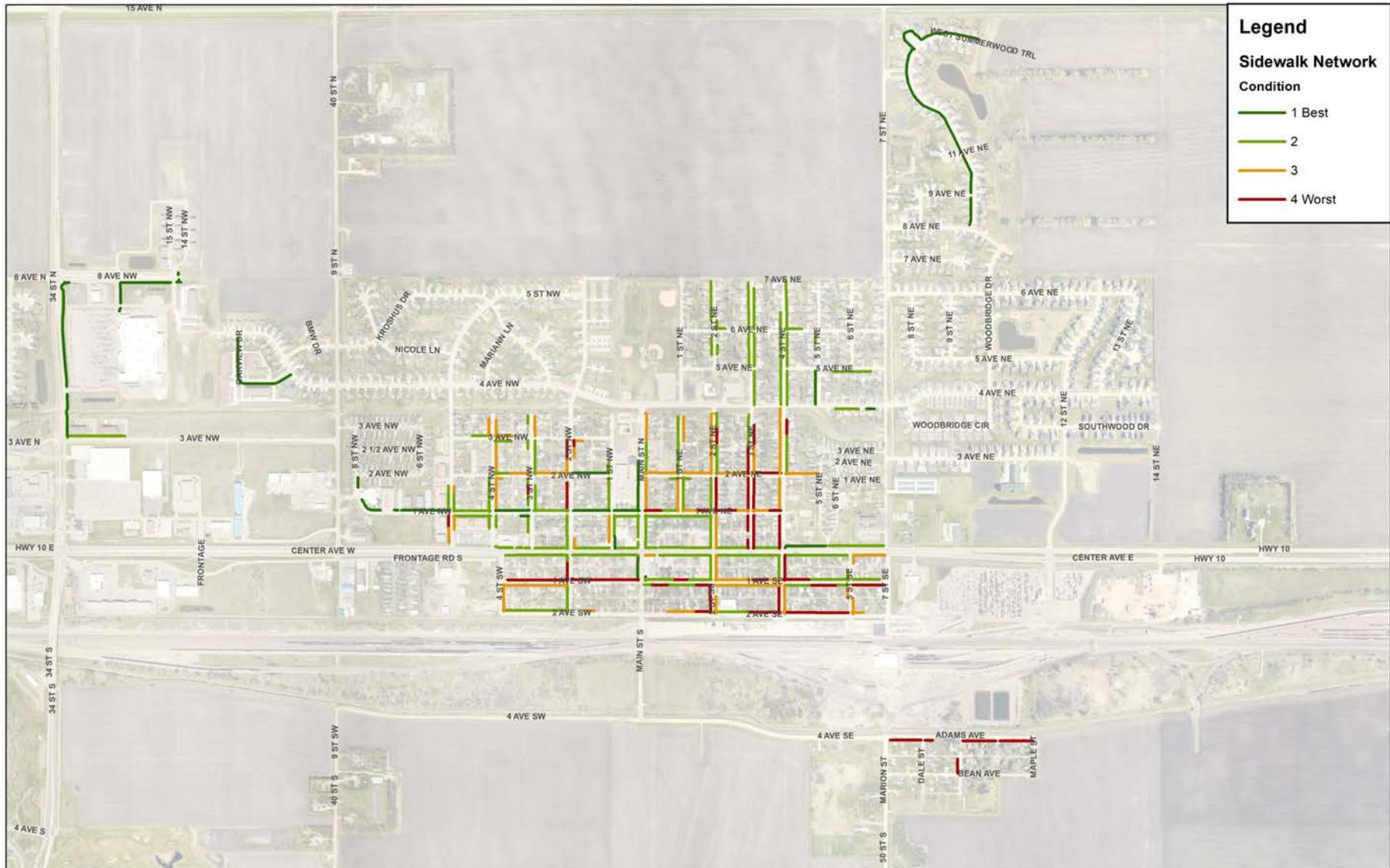


Figure 14 - Sidewalk Network Condition

ACCESS MANAGEMENT

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.

MnDOT's access spacing guidelines state that it is MnDOT's preference to permit public street connections rather than driveways in urban/urbanizing areas. Where possible, MnDOT should work with local agencies to encourage the development of a supporting road system to serve the property. With respect to the urban core category, driveways are permitted in areas where properties have access rights and no reasonable alternative is available for access to a public street. However, the statement of reasonableness should rule here to work toward access consolidation, where possible.

CORRIDOR PRESERVATION

Corridor preservation has been noted in several previous planning studies and 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 Dilworth and the metropolitan area 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 Dilworth 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 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 AND FREIGHT SERVICE

BNSF operates a regional freight intermodal facility at the Dilworth rail yard. Approximately 120 trains pass along tracks adjacent to the facility each day. The facility is located on a seven acre parcel and, up until 2008, container lifts were performed on-site.

Recent information suggests this facility continues to be marketed as an intermodal facility; however, containers are trucked to the St. Paul terminal where they are loaded on trains. In effect, the Dilworth facility is not being utilized as a transfer facility or true intermodal yard. In order for the facility to be successful, according to BNSF, it must provide the following: (a) traffic volume large enough to generate efficient shipment sizes to final destinations without being consolidated with other intermodal freight, (b) must have ancillary services available to the railroad that would give it a reason to stop and receive extra cars, (c) service to a market area that does not overlap with an existing intermodal facility, (d) weekly minimum volumes that allow trainload volumes and economic efficiencies, (e) in-bound/out-bound balance, and (f) sustainable growth forecasts over a long term planning horizon. Metro COG's Metropolitan Long Range Transportation Plan (LRTP) continues to support the development and identification of an intermodal facility for the Metropolitan Area.

Although this facility is not true intermodal facility in the sense, it nonetheless still serves an important transportation function and is an influential employer in the city.

AIR SERVICE

There are five airports within the Fargo-Moorhead metropolitan area. Of these, the largest is Hector International Airport in Fargo which provides scheduled commercial service. In addition to passenger service, Hector International Airport is also the primary hub for air-based freight and mail activity in the region. Four 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.

Another important airport is the Moorhead Municipal Airport. Located approximately five miles from downtown Dilworth, the Moorhead Municipal Airport is the closest to Dilworth. It is a general aviation airport with a 4,300 foot runway, 34 public t-hangers, and four private hangars. In 2017, the Moorhead Airport Committee began studying a proposed amendment to the Airport Layout Plan (ALP) which would designate areas for future hangar development.

An important consideration for Dilworth as the city develops is the Moorhead Municipal Airport's clear zones. These are boundaries which the delineated for the purpose of protecting the safety of take-off and landing of aircrafts. Future development in these zones will be limited in use and height, including a portion of Dilworth's extraterritorial jurisdiction north of 12th Avenue South.

REGIONAL PLANS AND PREVIOUS STUDIES

A number of transportation and related planning studies have been carried out for Dilworth and the surrounding area over the years. The following provides key background information and some of the recommendations from plans and studies completed for Dilworth since 2006.

Dilworth Growth Area Plan

The Dilworth Growth Area Plan was completed by Metro COG in 2006 as part of an update of the land use and transportation components of the 1998 Dilworth Comprehensive Plan. The document included information on existing and future demographics, municipal infrastructure, and transportation facilities focusing on future development in the city.

The plan focused on several potential recommendations including: updates to the city's zoning and subdivision ordinances, development of a utility master plan, updating the city's transportation plan, and working with MATBUS to provide transit services in Dilworth. Most of these recommendations have been completed in the years since.

TH 336/12th Avenue South Corridor Study

The Trunk Highway 336/12th Avenue South Corridor Study was the culmination of a series of important local and regional transportation decisions about future growth and roadway needs to the south and east of Dilworth. Completed in 2006, the study proposed a number of recommendations regarding key future corridors to the city. The study also included a corridor action management plan.

Some of the major recommendations developed as part of the study include:

- Preserve right-of-way for an interchange at TH 336/12th Avenue South, and cooperatively develop a funding package to construct the interchange
- Preserve and officially map the subarea roadway network and complete corridor preservation activities for all collector and minor arterial roadways, including preservation of I-94/55th Street future interchange and 14th Street overpass of the BNSF tracks at in Dilworth
- Discourage future at-grade intersection at TH 336/12th Avenue South that would require the need for a signalized intersection
- Discourage pocket development near TH 336/12th Avenue South until interchange is constructed

34th Street Access Study

In response to the relocation of Walmart to its current location at 34th Street and 8th Avenue North, a study was prepared in 2008 to examine future turn lane and access needs along the segment of 34th Street from 3rd Avenue NW to the frontage road south of TH 10. The study included a detailed traffic analysis summary and provided several street design alternatives to enhance safety and access. However, due to concerns from adjacent business owners about impacts to their businesses, the street designs developed for 34th Street have yet to be incorporated in any roadway reconstruction project.



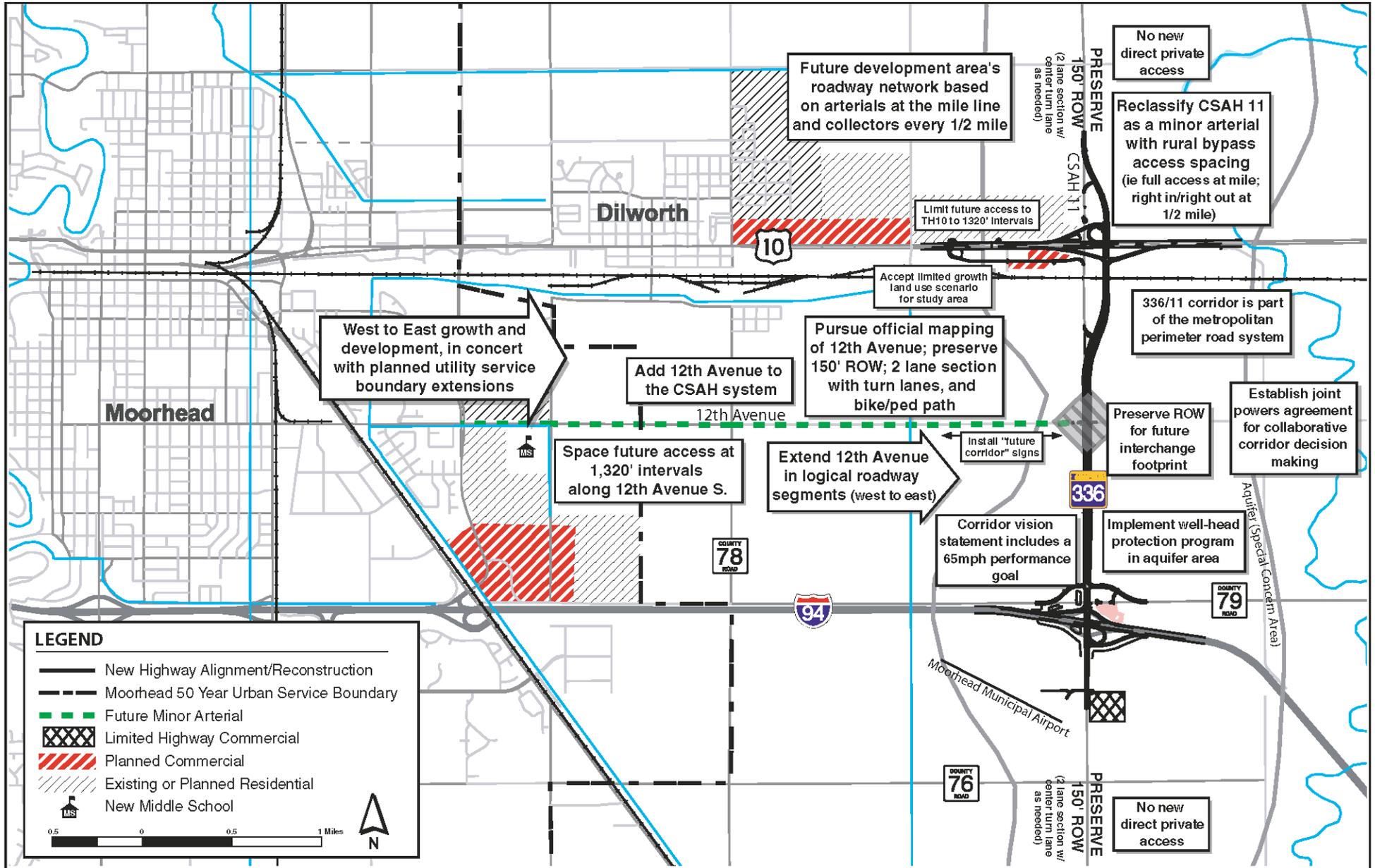


Figure 16 - Transportation Needs and Improvements Identified in the TH 336/12th Avenue South Corridor Study

Dilworth Transportation Plan

A recommendation of the Dilworth Growth Area Plan, the 2008 Dilworth Transportation Plan, was developed as a stand-alone advisory document focusing on transportation issues in the city. The plan summarized a number of previously completed planning efforts and provided information on transportation modes as well as transportation barriers, commuting patterns, street design, right-of-way standards, and access management guidelines.

The plan included a number of recommendations comprised under a framework which included six general goals:

1. Support the economic vitality of Dilworth, now and in the future
2. Increase the safety of the transportation system for both motorized and non-motorized users
3. Ensure good mobility for freight and people
4. Protect the environment and promote energy efficiency
5. Enhance integration across and between transportation modes for people and freight
6. Promote system preservation through efficient management and operation

CSAH 9/15th Avenue North Corridor Study

In 2011, Dilworth and Clay County undertook a study looking at the long-term needs of CSAH 9 and 15th Avenue North. The study looked at future volume forecasts, right-of way needs, opportunities and future considerations for bicycle and pedestrian improvements, and access management in future growth areas identified in the Dilworth Growth Area Plan. The plan also took into account future funding needs and implementation scenarios for improvements to both corridors.

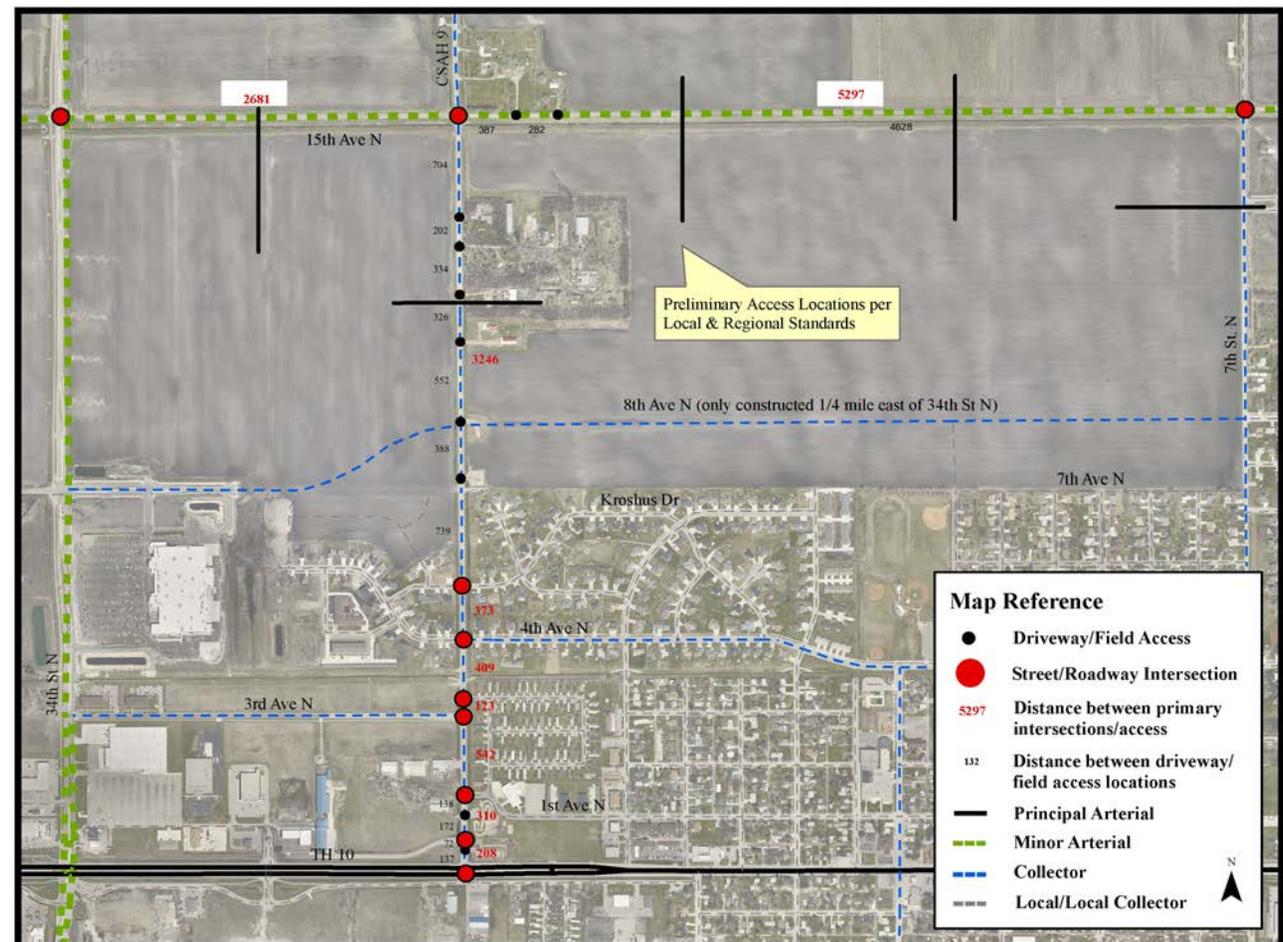


Figure 17 - Access Management Needs Identified in the CSAH 9/15th Avenue North Corridor Study

7th Street NE Programming Assistance Technical Memorandum

In an effort to assist Dilworth with development of a programming strategy for improvements along 7th Street NE, Metro COG developed a programming strategy to identify and better understand funding needs along the corridor from TH 10 to 15th Avenue North. The 2012 memorandum looked at a number of corridor issues including narrow roadway sections, unsafe shoulders, pedestrian facilities, access issues, pavement conditions, and right-of-way needs.



Figure 18 - Access Management and Right-of-Way along 7th Street

MnDOT TH 10 Corridor Study

The MnDOT TH 10 Corridor Study was a joint project in conjunction with TH 75 and Center Avenue in Moorhead. The six-mile segment analyzed how the corridor handles regional through traffic and how it serves as a gateway into Dilworth.

Several roadway alternatives were developed for roadway segments from 34th Street to TH 336, including future signalized intersections at CSAH 9, 7th Street, and 14th Street. The study also included a number of access management strategies including future alterations to driveways along TH 10 and reverting several intersections to right-in, right-out configurations, including the current intersection at 12th Street.



Figure 19 - Future Intersection Configurations for 7th Street, 12th Street, and 14th Street

Moorhead/Dilworth Fixed Route Study

Responding to growth in Dilworth and southeast Moorhead, MATBUS and Metro COG undertook a fixed route expansion study in late-2013 to provide new transit service to newly-developed and underserved portions of Dilworth and Moorhead.

As part of this study, two new MATBUS fixed routes were studied and proposed:

- Route 6: Walmart – Cash Wise – City of Dilworth
- Route 9: Walmart – 34th Street Corridor – Sanford Clinic

These new fixed routes went into effect in January 2014.

Metro 2040

Metro 2040, the current long range transportation plan (LRTP) for the Fargo-Moorhead metropolitan area, is a comprehensive transportation planning document developed and updated every five years by Metro COG. It is an important component of the regional transportation planning strategy but it also stands on its own as a planning document which is required to remain eligible for federal transportation grants. The LRTP is guided by Metro COG's Transportation Technical Committee (TTC) which includes city and county planning and engineering staff; and Policy Board comprised of officials from the Dilworth City Council, as well as elected and appointed officials from other jurisdictions in the metropolitan area.

Metro 2040 considers the full complement of multimodal transportation needs – roads, bridges, bicycles, pedestrians, trails, transit, parking, railroads, and airports. It presents the transportation improvements that are needed today and in the future to help move people and goods safely and conveniently about the community.

Metro 2040 is a fiscally constrained plan based on forecasted available transportation funding and addresses transportation operations and maintenance, rehabilitation, and capital projects. The plan also prioritizes projects and forecasts when

Transit Development Plan

Every five years, Metro COG works with MATBUS and other transit service providers to develop a Transit Development Plan (TDP). The plan helps identify transit service needs, prioritize improvements, and determine the resources required for implementing modified or new service. The most recent TDP was approved in December 2016.

One of the major recommendations of the plan with implications for Dilworth is addressing requests for Sunday service (including paratransit). Other minor recommendations include improving on-time performance for Route 3, improving Route 9 connectivity with the MATBUS network, and shelter enhancements to the transit hub at the Dilworth Walmart.

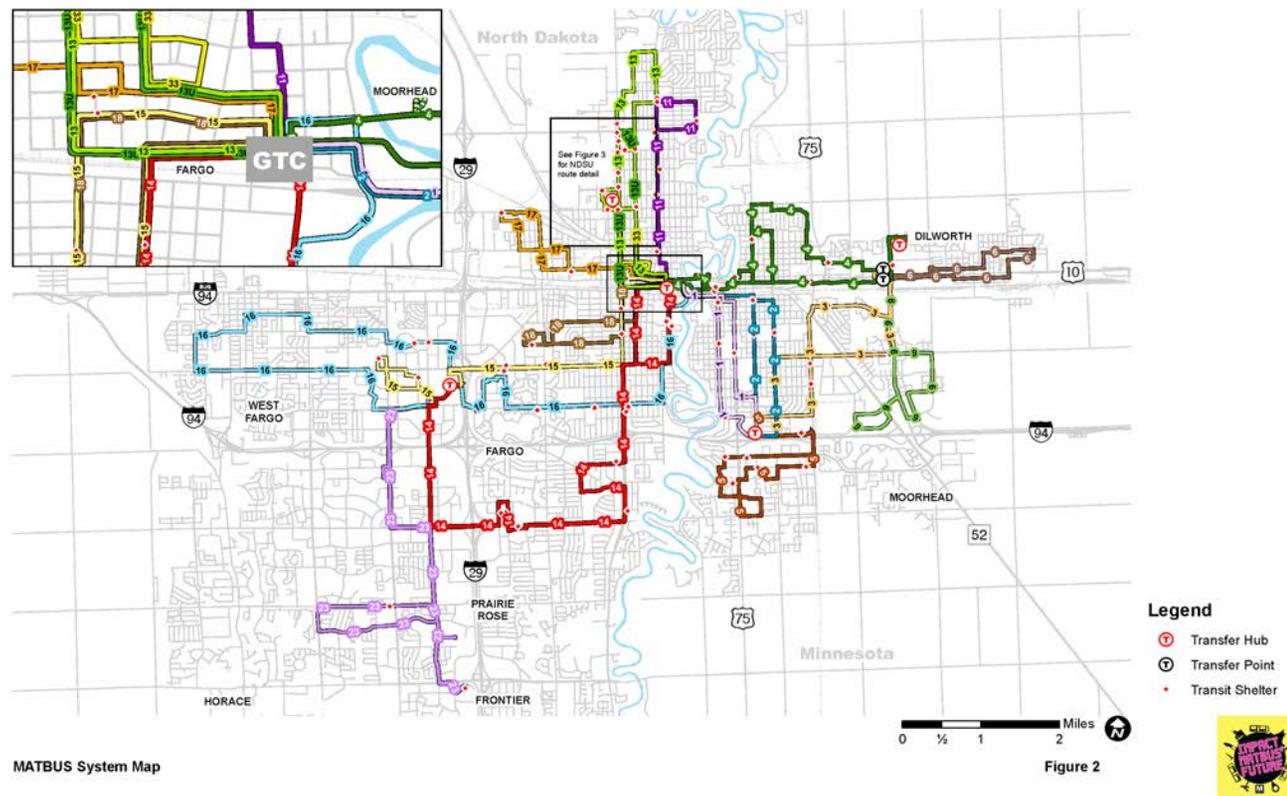


Figure 20 - MATBUS System Map

Metropolitan Bicycle and Pedestrian Plan

The 2016 Fargo-Moorhead Metropolitan Bicycle and Pedestrian Plan addresses citywide and regional bicycle and pedestrian needs like gaps in the network, safer ways to cross the street, and better ramps at street corners.

The purpose of the Metropolitan Bicycle and Pedestrian Plan is to promote a pedestrian-friendly environment that will encourage the choice to walk or bicycle for residents, students, and visitors. The plan is developed with a wide range of users in mind including bicyclists, pedestrians, scooters, skateboarders, stroller walkers, disabled and abled commuters, and recreational users. In addition, the plan promotes a pedestrian-friendly environment where public spaces, including streets and off-street paths, offer a high level of comfort, convenience, efficiency, quality of experience, and safety within the city.

The plan outlines issues and proposes solutions to problems for pedestrians with the ultimate goal being safe, easy, and convenient pedestrian travel for all members of the community. The plan summarizes these findings and acts as a guide as Dilworth and the metropolitan area grows and changes. This plan also includes a list of pedestrian improvement projects and explores potential funding options.

A number of proposed projects in the Metropolitan Bicycle and Pedestrian Plan for Dilworth are included in Table 22. Projects listed in red indicate short-range projects to be completed in the next five to 10 years while projects in green are more long-range or illustrative considerations for the city.

Project location	Project range	Project description
7th Street NE - 8th Avenue NE to 15th Avenue NE	Short range	Construct shared use path
7th Street NE - US 10 to 3rd Avenue NE	Short range	Construct shared use path
34th Street N to 7th Street NE	Long range	Construct shared use path
US 10 - 40th Street to 12th Street NE	Long range	Construct shared use path
12th Street NE - US 10 to 3rd Avenue NE	Long range	Construct shared use path

OPERATIONS AND MAINTENANCE

Dilworth is responsible for approximately 49 lane miles, including 10 miles of collectors and 39 miles of local roadways, all of which are asphalt. By 2030 and 2040, it is estimated that Dilworth will be responsible for 64 lane miles and 79 lane miles respectively.

From 2015 to 2020, it is estimated that 30 percent of all lane miles in Dilworth will receive asphalt overlay, 86 percent will receive chip seal, and that crack seal will be applied every other year. From 2020 to 2030 and 2030 to 2040, it is estimated that 50 percent of all lane miles will receive asphalt overlay, chip seal will be applied every seven years, and crack seal will continue to be applied every two years.

Table 23 details estimated expenditures required for roadways in Dilworth.

Table 23 - Dilworth Maintenance Analysis

Short-Range (2015-2020)			
Activity	Total Lane Miles	Cost per Lane Mile	Cost for Activity
Asphalt Overlay	15	\$165,825	\$2,437,630
Chip Seal	42	\$14,370	\$605,550
Crack Seal	147	\$2,210	\$324,870
Total Needs			\$3,368,050
Mid-Range (2021-2030)			
Activity	Total Lane Miles	Cost per Lane Mile	Cost for Activity
Asphalt Overlay	32	\$227,875	\$7,292,000
Chip Seal	92	\$19,750	\$1,807,520
Crack Seal	320	\$3,040	\$972,800
Total Needs			\$10,072,320
Long-Range (2031-2040)			
Activity	Total Lane Miles	Cost per Lane Mile	Cost for Activity
Asphalt Overlay	40	\$337,310	\$13,323,745
Chip Seal	113	\$29,235	\$3,302,680
Crack Seal	395	\$4,495	\$1,775,525
Total Needs			\$18,401,950

TRANSPORTATION FUNDING

Roadways designated under the functional classification system (principal arterials, minor arterials, collectors) have access to federal transportation funds which can be utilized for studies, network improvements, and construction. Local collectors and residential streets are not considered to be functionally classified and therefore federal transportation funding assistance is not available for planning or improvements related to these roadways. The following highlights transportation funding options for Dilworth and other cities in Minnesota.

Surface Transportation Program (STP)

Dilworth is currently under the population of 5,000 and is not a direct recipient of federal aid.

Transportation Alternatives (TA)

Dilworth is currently under the population of 5,000 and is not a direct recipient of federal aid. However, in the past Dilworth has received federal aid for TA eligible projects under the sponsorship of Clay County.

State-Aid

Dilworth is currently under the population of 5,000 and is not a recipient of funds for state-aid roadways.

Property Taxes and State LGA Funds

Dilworth currently spends approximately \$30,000 a year on street repair and maintenance which is covered by property taxes and state LGA funds.

Special Assessments

On new construction and major reconstruction projects, the city has the ability to set up a special assessment districts and special assess property owners for functionally-classed roadways.

Bonds

For large street improvement projects, the city reserves the right to sell bonds for financing and assesses according to policy.

PUBLIC FACILITIES & UTILITIES

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 Dilworth. This section also describes how Dilworth can continue to maintain an excellent level of public service, including the city's capacity to expand certain services as needed as it grows

PUBLIC SAFETY AND EMERGENCY SERVICES

The Red River Regional Dispatch Center (RRRDC) answers all 911 calls from callers in Dilworth as well as other residents in Clay County and Cass County. The RRRDC operates from a facility in downtown Fargo.

Fire and Rescue

Dilworth has a 30-member on-call fire department that covers the city as well as the City of Georgetown and Kragnes Township, as well as parts of Oakport, Moorhead, and Morken Township. The station is located at 709 1st Avenue NW and the department owns one command van, two tankers, two main line pumpers, and one grass and brush rig.



Dilworth Fire Department

Police

The Dilworth Police 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 complains, performing traffic patrols, and enforcing city ordinances. The department, located at 500 Center Avenue West, is staffed by seven full-time officers, two part-time officers, and additional civilian personnel.

As of 2018, the department was the only one in the Fargo-Moorhead metropolitan area that utilized police body cameras.



Dilworth Police Department

Ambulance

Medical transportation service for Dilworth residents is provided by F-M Ambulance. In addition to 13 licensed ambulances, F-M Ambulance also has a disaster response vehicle including a major incident transport unit, mobile incident command post, and a major incident response unit with supplies to treat up to 100 patients. In order to reduce response time, F-M Ambulance positions ambulances throughout the metropolitan area during the peak times of noon to midnight.

The Ready Wheels division of F-M Ambulance offers local and regional transportation for people with mobility limitations. Ready Wheels is typically used for non-emergency medical appointments, dental check-ups, or dialysis procedures.

EDUCATIONAL FACILITIES AND RESOURCES

Since 1994, Dilworth has been part of Independent School District #2164, a consolidated school district including the cities of Dilworth, Glyndon, and Felton. Serving a regional population of approximately 6,000, the DGF School District has a K-12 enrollment of over 1,300, including over 100 open enrollees.

The district maintains modern school facilities on two sites. The Dilworth site at 108 Main Street North is comprised of an elementary and a junior high school; the Glyndon site has an elementary and a senior high school. With an annual operating budget of eight million dollars, the district employs 160 faculty and staff members dedicated to providing students with a focused, quality education.



Dilworth Elementary School

In 2016, Moorhead Area Public Schools (ISD #152) and the DGF School District were given authority to realign their shared district boundaries. Before that time, much of the area east of 7th Street NE was part of the Moorhead district.

The initial exchange transferred Summerwood 1st and 2nd additions, Orchard Estates addition, and several undeveloped parcels in Dilworth from the Moorhead district to the DGF district. Students living in the affected areas who were open enrolled into the DGF district became residents of the district. Students living in the affected areas attending Moorhead Area Public Schools were able to open enroll in the Moorhead district, with continued transportation services to and from schools.

In July 2017, the net tax capacity of property transferred to Moorhead Area Public Schools in 2016 increased enough to equal the value of the next two parcels to exchange. The two parcels in Dilworth transferred to DGF schools included:

- Orchard-7th Street NE to 4th Avenue NE-Woodbridge Drive
- Orchard-Woodbridge Drive to 4th Avenue NE-12th Street NE

Four remaining parcels will be transferred to the DGF district once the net tax capacity of property transferred to Moorhead increases to match the value of land being transferred out of the district:

- Orchard-12th Street NE to 4th Avenue NE-14th Street NE
- 4th Avenue NE-7th Street NE to 3rd Avenue NE-12th Street NE
- 4th Avenue NE-12th Street NE to 14th Street NE
- 3rd Avenue NE-7th Street NE to TH 10-12th Street NE

EARLY EDUCATION AND CHILDCARE

Since 2005, Clay-Wilkin Head Start has operated an early education facility at 112 1st Avenue SE. Head Start is a federal program that promotes school readiness and provides comprehensive early childhood education, health, nutrition, and parent involvement services to low-income children and their families. The facility in Dilworth accepts children between the ages of three to five and has a licensed capacity of 22.

There are three licensed childcare facilities in Dilworth: ABC123 Child Enrichment Center, Early Years Enrichment Center, and Just Ducky Daycare. In addition, there are 19 home and group home daycares providing childcare in home environments by licensed professionals.

GOVERNMENT AND COMMUNITY FACILITIES

City Hall

The Dilworth City Hall is located at 2 1st Avenue SE. City Hall houses offices of the city administrator, city planner, finance officer, deputy clerk, building official, and administrative assistants. The city hall offers a variety of general administrative services for residents including general information on building permits, utility billing, zoning, community center and depot reservations, and city meetings.

Maintenance Shop

The Dilworth Maintenance Department is responsible for maintenance and snow plowing on city streets, maintaining street and traffic signs, and utility and pavement markings. The department is also responsible for maintaining parks, city grounds, and municipal swimming pool.

The shop is located at 202 2nd Avenue SE.

Post Office

The Dilworth Post Office is located at 1 1st Avenue SE. Mail is delivered directly to households or to cluster mailbox units throughout the city.

Dilworth Municipal Pool

The swimming pool is located at 301 1st Street NW, just north of the DGF elementary and middle school. The pool is normally open from early June to late August.

Dilworth Community Center

The Dilworth Community Center is located at 701 1st Avenue NW. Connected to the Dilworth Area Fire Department, the community building is used by civic organizations for activities and other social events. The facility is also used to hold public meetings.



Dilworth City Hall



Dilworth Post Office

PARKS AND OPEN SPACE

Dilworth has developed and continues to maintain a park and open space system that is evenly distributed throughout the city and provides diverse recreational opportunities. The largest city park is Whistle Stop Park which has a variety of recreational facilities and a community meeting facility that is available for rental. The rest of the parks are small neighborhood parks. Development of a large regional park on the north side of the city has been a consideration for a number of years.

Dilworth Parks & Amenities

- 1 APPLE ORCHARD PARK – located at 7th Ave. NE & 9th St. NE
 - Concrete picnic table on concrete pad
 - Slide
 - Play Module
 - Twist Pipe Climber
 - Horseshoe Pit
 - Sand volleyball court
 - Basketball pole on concrete pad
 - Metal barbecue grill
 - 2 Benches with Arbors
- 2 ASH TREE PARK – located at 3rd St. NE & 5th Ave. NE
 - 2 Benches on concrete pads
 - Picnic table on concrete pad
 - Slide & Tot climber
 - Volleyball court
 - Swing w/ 2 regular seats & 2 infant seats
 - 2 Spring animals
 - Bug Climber

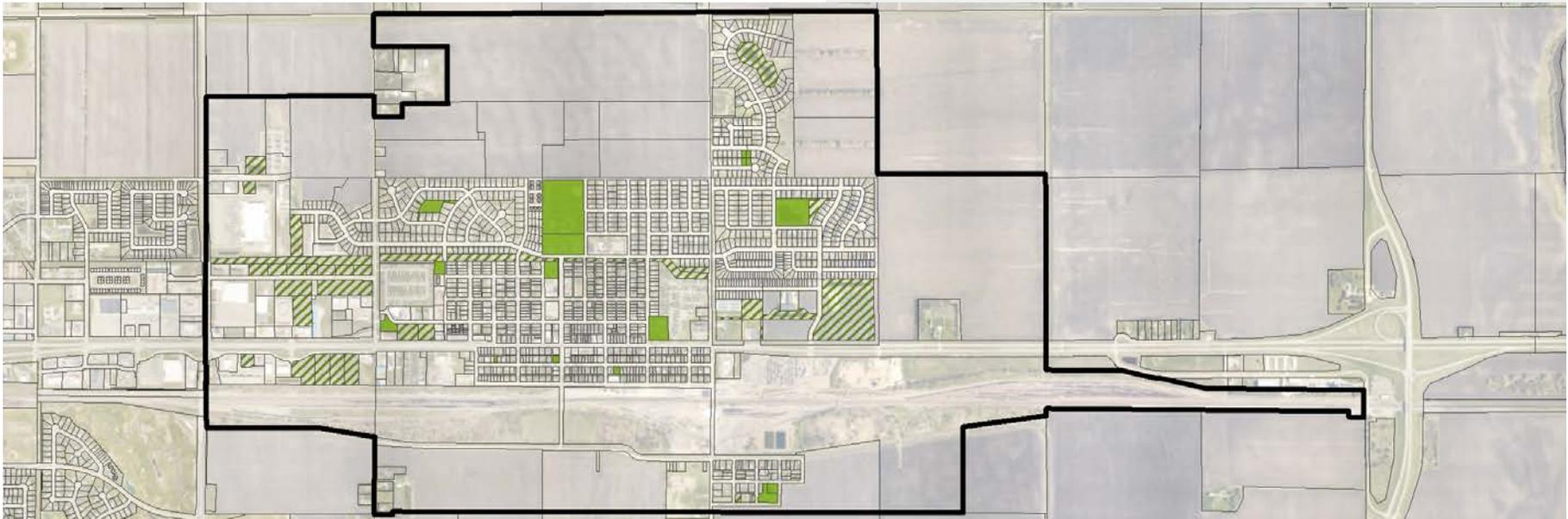


Figure 21 - Parks and Open Space in Dilworth

- 3 BIRCH TREE PARK – located at 5th St. NW & 3rd Ave. NW
 - Concrete picnic table on concrete pad
 - Swing with 2 regular seats
 - Slide
 - 2 Spring animals
 - Basketball pole on concrete pad
- 4 CONSTITUTION PARK – located at 1st Ave. NW & County Road 9
 - Swing set with 4 regular seats, 1 glider & 1 infant seat
 - Metal barbecue grill
 - Park shelter w/ 3 concrete picnic tables and 2 bathrooms
 - BMX track with announcer’s booth
 - 3 bleachers
 - 2 concrete picnic tables
- 5 COTTONWOOD PARK – located at Bean Ave. & Prior St. (south side of city)
 - Swing w/ 3 regular seats, 1 glider & 2 infant seats
 - Wood pole & tire swing
 - 2 spring animals
 - Wood pole tire climber
 - 2 tire sandboxes
 - Slide
 - Large tire climber
 - Basketball pad and pole
 - 3 concrete picnic tables
 - Softball backdrop
- 6 ELM TREE PARK – located on 1st Ave. SW
 - 2 Spring animals
 - Loop pipe climber
 - Tot slide
 - Swing w/ 2 regular seats & 2 infant seats
 - Aluminum picnic table on concrete pad
 - 1 stone fireplace
 - Bench with arbor
- 7 OAK TREE PARK – located at Oakview Drive and 4th Ave. NW
 - Play module with 3 swings and a slide
 - 2 Benches on concrete pads
 - 1 Concrete picnic table

- 8 PINE TREE PARK – located on 1st Ave. SE
 - 3 Spring animals
 - Concrete picnic table on cement pad
 - Swing w/ 3 regular seats & 1 infant seat
 - Slide
 - Basketball pole on cement pad
 - Wood and pipe climber
 - 2 Benches on concrete pads
- 9 WALNUT TREE PARK – located at Kroshus Drive & 5th St. NW
 - Play module
 - Handicap accessible swing
 - 6 Benches (4 with arbor)
 - Water fountain
 - 8’ wide Walking path
- 10 WHISTLE STOP PARK – located at 4th St. NE & Center Ave. East (Hwy 10)
 - Clock with 2 benches on concrete pad
 - Play module
 - Slide
 - Picnic shelter with 4 concrete picnic tables
 - 3 Barbecue grills (metal)
 - Ice rink, hockey rink & warming house with 2 bathrooms
- 11 WOODBRIDGE PARK – located at Woodbridge Drive & 5th Ave. NE
 - Play Module with 3 swings, 1 rope swing and a slide
 - 7 benches on concrete pads
 - 2 Concrete picnic tables on a concrete pad
 - 2 Recycling containers
 - Pond with fountain
 - Stream pump
 - Bridge over stream
 - Sandbox
 - 1 Barbecue grill (metal)
 - Shelter with 2 picnic tables
 - Parking area for 4 to 6 cars

HEALTH AND WELLNESS SERVICES

The Fargo-Moorhead metropolitan area is a regional healthcare destination offering Level I and Level II trauma services. The regional health service area consists of 25 clinics and five hospitals. Dilworth currently does not have any health care providers located in the city; however the Sanford Moorhead Campus is located approximately 2.5 miles away just north of I-94.

The clinic at 4000 28th Avenue South in Moorhead includes 52 exam rooms and is home to over 20 physicians and clinicians, plus more than 100 staff members. Specialties and services include:

- Family medicine
- Internal medicine
- OB/GYN
- Pediatrics
- Behavioral health
- Lab
- Pharmacy
- X-ray
- Ultrasound
- Mammography

In addition to health services, there is one dental clinic in Dilworth, Edeen Family Dentistry, located at 802 Center Avenue West.

Dilworth is also home to the Red River Recovery Center, a licensed drug and alcohol treatment center with a primary focus on chemical and substance abuse treatment services. The 66-bed facility located at 701 Center Avenue East provides outpatient and residential long-term treatment care, as well as halfway housing services to the public.

SANITARY SEWER SERVICE

Dilworth does not own or operate its own sewer treatment facilities, but rather contracts for these services with Moorhead on an annual basis. The city has 10 sanitary sewer lift stations, three of which feed to a main lift station prior to discharge into Moorhead's collection system. Each lift station has two pumps that alternate on each start and stop cycle.

WATER SUPPLY

Dilworth provides drinking water to its residents from two sources: surface water from the Red River which is treated and purchased from Moorhead, and two underground sources, including the Buffalo Aquifer just east of the city. The city utilizes a 500,000 gallon water storage tower for water distribution.

STORMWATER MANAGEMENT

Stormwater runoff in Dilworth is handled by 11 lift stations throughout the city. Stormwater drainage north of TH 10 discharges to Drain #50 which flows west into Moorhead. Stormwater drainage south of TH 10 is discharged to Drain #41 which also flows west into Moorhead. Since the early 2000's, new subdivisions have been required to incorporate retention basins to better provide stormwater attenuation and treatment.

In 2015, the city adopted a stormwater management ordinance. The ordinance sets forth uniform requirements for stormwater management systems within the city.

GARBAGE, RECYCLING, AND YARD WASTE

Garbage collection in Dilworth is handled by Clay County Solid Waste with residential pick-up every Tuesday. Hauling is provided by Fuchs Sanitation Service.

A recycling center is located at 202 2nd Avenue South and accepts most recyclable products. Dilworth also provides a yard waste roll-off container for residential use at the city maintenance shop at 600 Center Avenue West. Dilworth currently does not offer curbside recycling.

TELECOMMUNICATIONS

Dilworth residents have several options among available telecommunication services, including broadband internet access from major providers with advertised download services at 10 Mbps up to 1 Gbps (1,000 Mbps). Most areas of the city have access to broadband internet service, with speeds starting at 3 Mbps. However there are reportedly areas, including Beans addition, with limited service options.

ELECTRICAL SERVICE AND NATURAL GAS UTILITIES

Xcel Energy provides most of Dilworth with electric service, with Red River Valley Cooperative providing electricity to Orchard Estates and Summerwood additions. Xcel Energy provides the city with natural gas.

FUTURE TRENDS AND PROJECTIONS

Additional residents and employees will have an impact on a variety of public services. Greater demands will be placed on the city's governmental and other services in the coming years and the demand for public safety services will also grow with an increase in residential and commercial-generated population. These changes will need to be considered in future public safety staffing decisions.

AGRICULTURAL, NATURAL & CULTURAL RESOURCES

Geology, topography, soils, groundwater, surface water, floodplains, air, trees, and prime farmland are all vital resources to the city. In addition, cultural resources make a significant contribution to the quality of life and can enhance the city's cultural tourism and livability.

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

AGRICULTURE

Amidst the Red River Valley, prime farmland soils are plentiful within Dilworth 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.

In addition to prime farmland, farmlands of statewide importance have been identified in Minnesota as soils that are nearly prime farmland that have the capacity to produce as high a yield as prime farmland soils under favorable conditions.

Not all prime farm soils in Dilworth are used for farming; some have been developed with residential or other 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 40.2 percent of Dilworth's current land use is still dedicated to agriculture, along with most of the land within the city's extraterritorial jurisdiction. Major crops include wheat, corn, sunflower seeds, soybeans, sugarbeets, and hay/alfalfa.



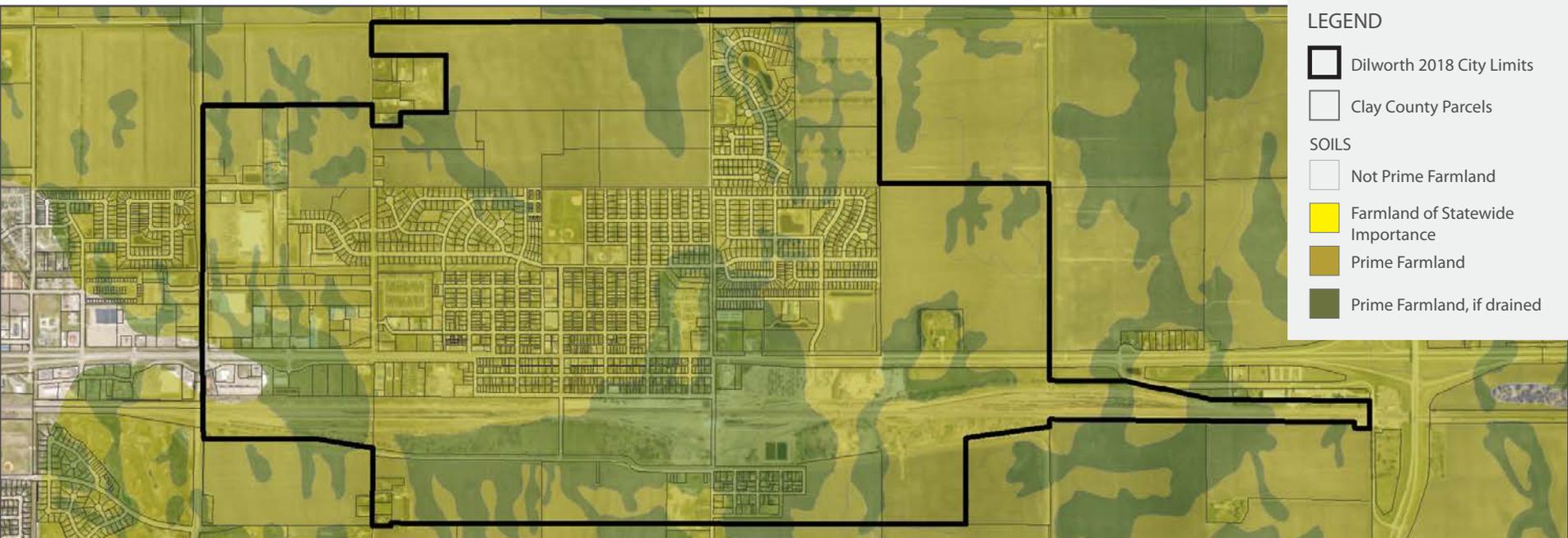


Figure 22 - Prime Farmland in and around Dilworth

GEOLOGY

While most geologic landscapes have their histories measured in millions or tens of millions of years, the geology of the Fargo-Moorhead metropolitan area is less than 10,000 years old. Back then, the area was 200 feet below the surface of Lake Agassiz, a huge 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 metropolitan 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 clays 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. As they release water, they contract and become hard and brittle.

These properties can make it difficult to engineer and protect permanent structures in Dilworth 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.

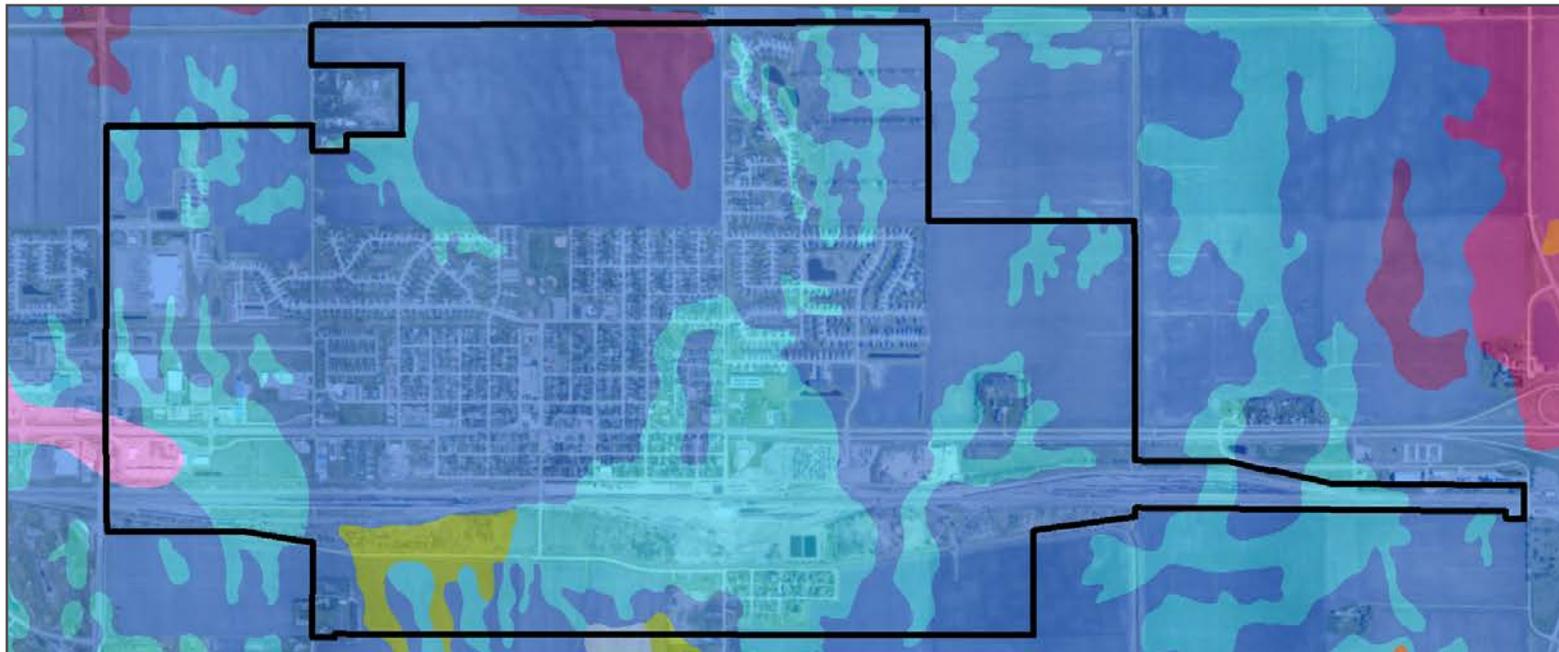


Figure 23 - Soil Classifications in and around Dilworth

SOILS

The soils in Dilworth are predominately Bearden-Colvin. These soils are silty clay loams; Bearden soils are somewhat poorly drained and Colvin soils are poorly drained. Bearden-Colvin soils are very fertile and good for agricultural purposes; however, they are highly 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

The topography of Dilworth 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 905 to 913 feet above sea level.

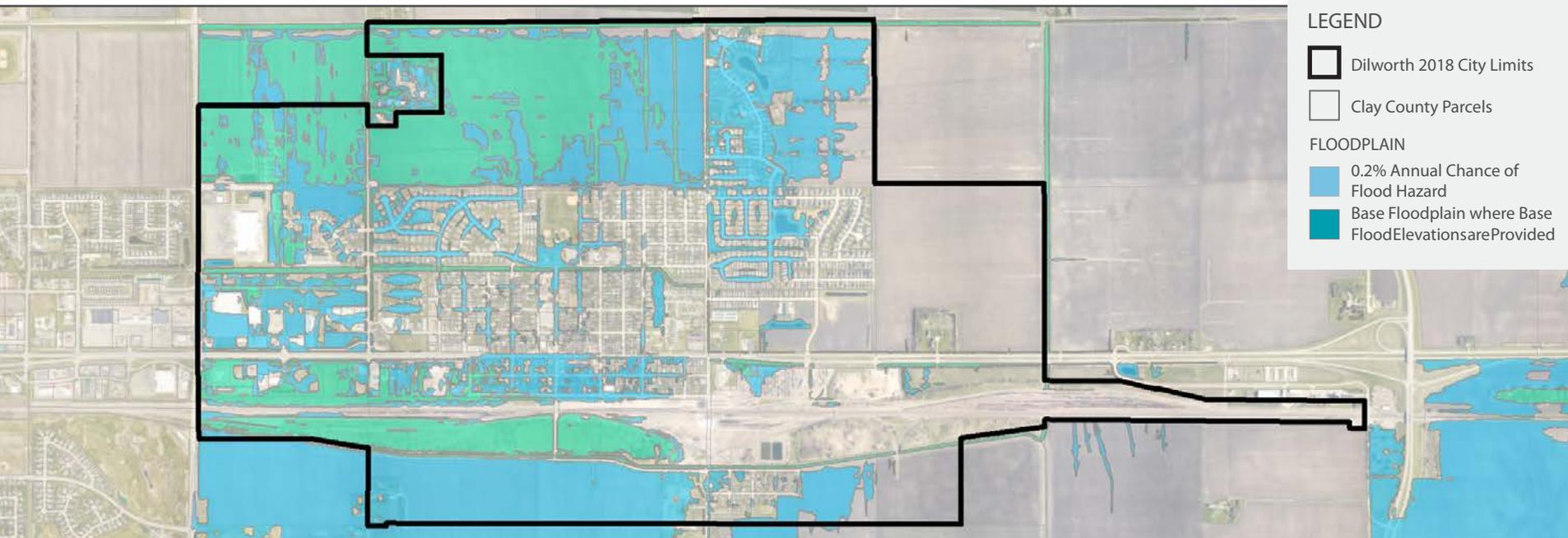


Figure 24 - Floodplain Map for Dilworth

SURFACE WATER

Dilworth is located within the Buffalo-Red River Watershed District, one of 81 major watersheds in Minnesota and one of 10 major watersheds in the Red River Basin. Within the Buffalo-Red River Watershed District are a number of wells, aquifers, and surface water features.

The only surface water bodies inside Dilworth are shallow retention ponds created in newer subdivisions built to manage stormwater runoff and prevent flooding. The Buffalo River (South Branch) is located approximately one mile east of the city and the Red River is located two and a half miles to the west. In addition, several open drainage ditches crisscross the city and surrounding area.

GROUND WATER

The Buffalo Aquifer (also called the East Dilworth Aquifer) serves as the primary source of groundwater for Dilworth. The aquifer is also an important source of water for Moorhead (serving approximately 15 to 20 percent of the city's needs) and other parts of Clay County. The aquifer, located just east of TH 336/CSAH 11, is 32 miles long and ranges from one to eight miles wide.

There are three sources of recharge to the Buffalo Aquifer: the Buffalo River and its tributaries, recharge from precipitation where the aquifer is at or near land surface, and leakage from overlying glacial Lake Agassiz sediments and adjacent till. In the late 1990's Moorhead completed a water treatment plant which allowed the city to obtain more of its drinking water from the Red River. Because of these efforts, the aquifer has been able to recharge considerably to its highest levels since the 1940's.

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

The Minnesota Department of Natural Resources has identified wetland areas within Dilworth's extraterritorial jurisdiction near the Buffalo River (South Branch).

Floodplains are areas designated by the Federal Emergency Management Agency (FEMA) that are prone to flooding during a 100-year storm event. Within Dilworth, agricultural land in the north and vacant land uses in the south are designated floodplains.

COMMUNITY GARDENS

With growing interest in food systems issues in the Fargo-Moorhead metropolitan area, community gardens are seen as 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 encourage people to eat more vegetables and healthy foods.

Dilworth has one unofficial community garden located off of 7th Street NE just north of Drain #50.

FARMERS MARKET

Farmers 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. They are also a critical component in rebuilding local food economies.

The Dilworth Farmers Market offers a variety of fresh vegetables, fruits, homemade jams and jellies, teas, jewelry, and unique handmade items. The market is located at Whistle Stop Park and is open every Thursday from July through September from 3:00 to 7:00 PM.



Dilworth Community Garden



LOCO DAZE

Dilworth is home to several important community events and festivals throughout the year. The biggest of these events is Loco Daze. Since 1965, this time-honored tradition celebrates Dilworth's history as a railroad community and features numerous events including a downtown parade, mini carnival, family games, a half-mile and 5K fun run, and live musical performances.

Loco Daze is an important cultural event for Dilworth and provides an important opportunity to define and redefine the community. It is a way for residents and visitors to come together and participate in performances and civic activities.



Photos from Loco Daze in Years Past



ECONOMIC DEVELOPMENT

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 describe how market trends can impact a city and identify opportunities to enhance and diversify the economic base through economic development partnerships.

CITY AND 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 sectors of an economy. It can be achieved through the new construction of homes or businesses and/or through the redevelopment of existing residential or commercial structures. Byproducts of this growth are the creation of jobs and tax revenues. Economic development that will be experienced in the future in Dilworth will occur through development opportunities in new subdivisions as well as infill and redevelopment opportunities.

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

ECONOMIC DEVELOPMENT PARTNERSHIPS

Clay County partners with the Greater Fargo-Moorhead Economic Development Corporation (GFMEDC) for development of primary sector industries in Clay County and the greater Fargo-Moorhead metropolitan area.

Economic development programs are available through West Central Initiative (WCI), a public foundation serving counties in west central Minnesota, including Clay County.

The maximum total of loans to any one business is \$300,000. For retail or local service businesses, the maximum loan amount is \$35,000. In most cases, private investment and/or private financing is required, in addition to WCI loan funds.

The Fargo Moorhead West Fargo Chamber of Commerce is a bi-state, regional federation of over 2,100 private, public, and non-profit member firms representing more than 109,000 people. The largest local chamber in Minnesota (and North Dakota), the Chamber advocates for a strong metropolitan community and supports the interests of its members located in Clay County and beyond.

BORDERS-CITIES ENTERPRISE ZONE PROGRAM

The Border-Cities Enterprise Zone Program provides business tax credits (property tax credits, debt financing credit on new construction, sales tax credit on construction equipment and materials, and new or existing employee credits) to qualifying businesses that are the source of investment, development, and job creation or retention in the Border-Cities Enterprise Zone cities of Breckenridge, Dilworth, East Grand Forks, Moorhead, and Ortonville.

Businesses locating or existing in those cities are eligible, excluding a recreation or entertainment facility, one owned by a fraternal or veteran's organization, one owned by a public utility, one used in operation of a financial institution, or one owned by a retail food or beverage service business operating under a franchise agreement requiring the business to be located in the state.

MINNESOTA DEPARTMENT OF EMPLOYMENT AND ECONOMIC DEVELOPMENT

The Minnesota Department of Employment and Economic Development (DEED) is the state's principal economic development agency. DEED programs promote business recruitment, expansion, and retention; international trade; workforce development; and community development.

The Minnesota Department of Employment and Economic Development offers a number of grants and business financing programs to help companies and communities retain existing jobs and create new high quality jobs.

INTERGOVERNMENTAL COOPERATION

Intergovernmental cooperation may be defined as any arrangement through which two or more jurisdictions communicate visions and coordinate plans, policies, and programs to address and resolve issues of mutual interest. It can include sharing information, facilities, and equipment, or involve entering into formal intergovernmental agreements.

Intergovernmental cooperation is a critical component of this plan and the future well-being of Dilworth. Local services and planning strategies can be strengthened by continued cooperative relationships.

This section briefly describes existing intergovernmental agreements.

FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is the metropolitan planning organization (MPO) for Dilworth, Moorhead, Fargo, West Fargo, Horace, and parts of Clay County and Cass County.

Metro COG is governed by its Policy Board composed of local and state officials. In addition to a biannual Unified Planning Work Program (UPWP) providing descriptions of projects and studies the organization will pursue, the two main products of Metro COG are the Long-Range Transportation Plan (LRTP) and the short range plan, the Transportation Improvement Program (TIP). The LRTP sets a long-term vision for transportation improvements in the metropolitan area. The four-year TIP serves to prioritize those improvements and sets more specific timelines for their implementation. Both plans are regularly reviewed and updated (LRTP every five years; TIP every year).

Metro COG is an important partner when it comes to soliciting federal funding for local planning projects in Dilworth. In many instances, Metro COG is able to provide up to 80 percent on local or regional studies impacting transportation and land use. As the community grows and as needs arise, Dilworth should continue to partner with Metro COG on future planning studies.

MOORHEAD-DILWORTH ORDERLY ANNEXATION AGREEMENT

In 2008, Dilworth and Moorhead negotiated orderly annexation boundaries with Glyndon, Moorhead, and Oakport Townships for the future growth of both cities. The annexation agreements are intended help Dilworth plan properly for anticipated growth and assist in the orderly planning of the expansion of municipal services to the area.

RECOMMENDATIONS

The recommendations developed as part of Dilworth 2045 provide the framework, steps, and tools for making the vision a reality. There are 10 recommendations total, each of which match up to the themes discovered from responses to the public input survey.

Recommendation 1: Promote a variety of housing options within Dilworth while preserving the city's small town character of residential areas.

1. Encourage a mix of housing types that allow people to live in Dilworth throughout their lives, at all stages of life with a range of housing options. The city should promote a range of options for senior housing, including smaller and accessible housing units to allow aging in place, independent living centers, and assisted living arrangements.
2. Encourage home ownership and long-term residency in Dilworth that is attractive to a range of households.
3. Promote multi-family housing as a transitional area between lower density residential units and commercial developments.
4. Consider incentives to assist economically distressed owner-occupant home owners with home repairs and maintenance.
5. Work with surrounding communities and Clay County in addressing the quality, supply, and affordability of housing in the region.

Recommendation 2: Promote a strong and unique sense of community through downtown development that adds to Dilworth's charm and integrity as a small town.

1. Support existing local businesses and facilitate the creation of new local and area businesses that will strengthen downtown Dilworth.
2. Conduct a downtown options and analysis study to better understand the possibilities and opportunities for investment in downtown.
3. Promote the development of mixed-use and multi-family residential units in the downtown area that complement the character of downtown.

Recommendation 3: Provide an efficient, safe, and connective transportation system that is coordinated with existing needs and will effectively serve projected travel needs.

1. Maintain a continuous, coordinated transportation planning process which addresses long-term needs while emphasizing short-term problem solving. Continue to work with MnDOT and other local and regional planners to ensure the city benefits from future improvements to state and county roads.
2. Minimize disruption to residential areas in Dilworth by minimizing traffic volumes on local streets through neighborhood designs which encourage connectivity to other streets.
3. Ensure that future major corridors in Dilworth continue to be preserved and monitor growth and development in outlying areas of the city.
4. Work with MnDOT on future speed transition zones and monitor as new subdivisions develop in the city.
5. Continue to promote MATBUS as a safe, reliable alternative form of transportation for Dilworth residents. Work with transit planners to monitor transit needs and potential modification or expansion of transit routes and shelters in the city.

Recommendation 4: Enhance walking and bicycling as alternative transportation options which increase mobility and improve public health.

1. Work to establish and implement a complete bike route system throughout the city.
2. Continue to implement multimodal improvements included in the Metropolitan Bicycle and Pedestrian Plan.
3. Continue to work with the Heartland Trail Taskforce to develop a permanent alignment for the Heartland Trail that best connects areas of the city with a statewide trail system.

Recommendation 5: Assist with the continuation of excellent, comprehensive educational opportunities in Dilworth.

1. Coordinate with the DGF school district on future expansion plans, including the design of any new schools, facilities, transportation, and access plans. Work with the DGF school district to increase safe and connected walking, bicycle, and vehicle access to and from schools.
2. Seek out partnerships with Dilworth schools to support community health and safe access to schools. The city can encourage partnerships between local health providers and DGF area schools to develop new opportunities for learning about community health, as well as help to develop a Safe Routes to Schools program.
3. Promote open communication and educational opportunities through annual meetings between the School Board, City Council, and Planning Commission.

Recommendation 6: Maintain parks and recreational facilities that allow for all Dilworth residents to experience and enjoy the city's open space and recreation.

1. Increase and enhance parks, recreational facilities, and activities in all areas of the city.
2. Continue a dialog with the Park Board on community recreational needs and desires.

Recommendation 7: Ensure that Dilworth'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 manner.

Recommendation 8: Support sustainability efforts and local food opportunities.

1. Identify ways the city can foster energy conservation and efficiency
2. Ensure the safeguard of local ecosystems, trees, soils, and water resources
3. Continue to promote healthy living amongst Dilworth residents
4. Continue to support and promote the Dilworth Farmers Market
5. Work with community members to gauge interest in local food opportunities. Regularly review the Minnesota Food Access Planning Guide for ways Dilworth can improve healthy food access and promote equity and health.

Recommendation 9: Ensure that city services and facilities adequately serve the needs of residents and businesses in Dilworth, and that such services and facilities are adaptable to future growth.

1. Ensure that there is 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, etc.) to enable such protection for future residents.
2. Continue to promote recycling efforts for city residents.

Recommendation 10: Encourage community spirit through memorable events and landmarks that reinforce Dilworth’s charm and integrity as a small town.

1. Continue to partner with local and area businesses to support festivals and arts-related events such as Loco Daze that celebrate the city’s history and culture.
2. Promote growth of community-based entertainment businesses and “things to do” in Dilworth that strengthen the city’s arts and cultural resources.
3. Support the integration of public art within community buildings, streetscapes, parks, and open spaces.

IMPLEMENTATION STRATEGY

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 on-going guidance from the Dilworth City Council, Planning Commission, 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.

MONITORING AND UPDATING THE PLAN

Changes in Dilworth'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.

Dilworth 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 AND 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 better applicable in the long-term.

Table 24 - Previous Implementation Strategy from 1998 Comprehensive Plan

PROJECT DESCRIPTION	IMPLEMENTATION DATE	COMPLETED?
● Update Zoning Ordinance	1998	Yes
● Update Subdivision Regulations	1999	Yes
● Construct first phase of north side park project	2000-2005	No
● Construct second phase of north side park project	2005-2010	No
● Construct third phase of north side park project	2010-2015	No
● Construct fourth phase of north side park project	2015-2020	No
● Pave County Road 78 to Little Italy	1998-1999	Yes
● Establish a Senior Ride Service	1998-1999	Yes
● Construct 3rd Avenue bicycle/pedestrian trail from 34th Street to CSAH 9	1999-2000	Yes
● Construct bicycle/pedestrian trail on Main Street and 1st Street North from the Junior High School to the north boundary of the city	1999-2000	No
● Develop a City Sidewalk Maintenance and Construction Program	1999-2000	No
● Construct 4th Avenue North from 34th Street to CSAH 9	2000	No
● Evaluate the public transportation service	2000	Yes
● Implement Sidewalk Plan	2000-2005	No
● Construct 8th Avenue North corridor from 7th Street to 34th Street	2005	No
● Construct 34th Street from 4th Avenue North to 15th Avenue North	2005-2010	Yes
● Complete 4th Avenue South connection from 34th Street to Little Italy	2005-2010	No
● Construct 15th Avenue North from 34th Street to 7th Street	2010-2015	No
● Resolve concerns regarding long-range water supply and construct new wells and an appropriate treatment facility	1998-1999	Yes
● Resolve long-standing wastewater treatment concerns and either construct a new connection to the Moorhead Wastewater Treatment Facility or construct a new stabilization pond system for treatment of Dilworth's wastewater	1998-2001	Yes
● Replace deteriorated water mains	1998-2001	Yes
● Meet growing needs of the Police Department by constructing a new building	1999-2001	Yes
● Resolve the Street Department's need for increased storage	1999-2001	Yes
● Replace storm sewer system pumps and controls	2002-2004	Yes
● Implement provisions of the Stormwater Master Plan as development occurs	1998-2020	Yes

Table 25 - New Implementation Strategy

SHORT TERM PROJECTS - Through 2025
<ul style="list-style-type: none"> ● Develop a comprehensive study which considers options, as well as potential costs and benefits, of a joint municipal building housing the city hall and other city services.
<ul style="list-style-type: none"> ● Work with MnDOT to install striped crosswalks and advanced stop bar pavement markings at the intersection of Main Street and TH 10 with advanced stop bars.
<ul style="list-style-type: none"> ● Work with MnDOT to install Advance School Crossing signs on TH 10 at Main Street.
<ul style="list-style-type: none"> ● Construct 14th Street N from TH 10 to 4th Avenue.
<ul style="list-style-type: none"> ● Conduct a downtown options and analysis study to better understand the possibilities and opportunities for investment in downtown.
<ul style="list-style-type: none"> ● Develop a character overlay district in Dilworth’s Zoning Ordinance that incorporates urban design principles and form-based guidelines for downtown developments.
<ul style="list-style-type: none"> ● Work with the Park Board to develop a comprehensive study detailing the short-term and long-term recreational needs and desires of residents in Dilworth.
<ul style="list-style-type: none"> ● Conduct a study analyzing costs and public support for a curb-side recycling program.
<ul style="list-style-type: none"> ● Develop a brief public art master plan identifying examples or opportunity sites for public art in Dilworth.

MID TERM PROJECTS - 2025 to 2035
<ul style="list-style-type: none"> ● Conduct a brief analysis of housing trends and document emerging housing needs within Dilworth.
<ul style="list-style-type: none"> ● Work with MnDOT to develop a concept plan for TH 10 that improves the character, safety, and functionality of the corridor for downtown Dilworth.
<ul style="list-style-type: none"> ● Develop an alley improvement plan for potential future access management needs for properties along TH 10.
<ul style="list-style-type: none"> ● Construct 8th Avenue N from 34th Street to 7th Street.
<ul style="list-style-type: none"> ● Rebuild 7th Street from TH 10 to 15th Avenue N.
<ul style="list-style-type: none"> ● Pave 15th Avenue N from 34th Street to Summerwood Addition.
<ul style="list-style-type: none"> ● Work with the Park Board to develop a master plan for a north side regional park.
LONG TERM PROJECTS - 2035 to 2045
<ul style="list-style-type: none"> ● Construct the Heartland Trail or a trail head connecting Dilworth to Moorhead and Buffalo State Park.
<ul style="list-style-type: none"> ● Work with Moorhead to construct 4th Avenue South connection from 34th Street to Bean’s Addition.
ILLUSTRATIVE PROJECTS - Beyond 2045
<ul style="list-style-type: none"> ● Construct a grade separated overpass at 14th Street over the BNSF railroad.

ON-GOING PROJECTS
● Develop and maintain a street improvement master plan for Dilworth.
● Develop and implement a city sidewalk maintenance and construction program
● Develop stormwater management systems for developments in accordance with the stormwater management ordinance.
● Update the Future Land Use Plan as necessary and maintain consistency with future planning studies.
● Review the Zoning Ordinance on an annual basis and revise as needed.
● Review the Subdivision Ordinance on an annual basis and revise as needed.