

# Dilworth Comprehensive Plan



**METROCOG**  
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION



# Adoption Sheets

## RESOLUTION 26-01

### **APPROVING AND ADOPTING IMAGINE DILWORTH, THE 2025 COMPREHENSIVE & TRANSPORTATION 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 2018; and

**WHEREAS**, pursuant to Minnesota Statute (§ 462.353, Subd. 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 THE CITY OF DILWORTH:**

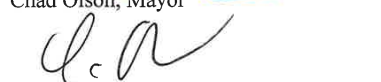
1. The 2025 Comprehensive & Transportation Plan is hereby adopted as a long-range planning document.
2. City of Dilworth staff and officials are hereby authorized to take necessary actions to implement the Comprehensive Plan.

**ADOPTED** by the City of Dilworth the 12<sup>th</sup> day of January, 2026.

MAYOR:

  
Chad Olson, Mayor

ATTEST:

  
L. Peyton Mastera, City Administrator

## RESOLUTION 26-02

### **APPROVAL OF IMAGINE DILWORTH: 2025 COMPREHENSIVE PLAN FUTURE LAND USE MAP**

**WHEREAS**, municipalities develop comprehensive plans to serve as a visionary guide of a community; and

**WHEREAS**, the City of Dilworth's 2025 comprehensive plan: Imagine Dilworth, was adopted by the Dilworth City Council on January 12, 2026; and

**WHEREAS**, a critical element of a comprehensive plan is its future land use map; and

**WHEREAS**, with recent corridor studies, growth patterns, and anticipated long-term investments, the future land Use map was reviewed by a sub-committee to provide feedback to the full Planning Commission; and

**WHEREAS**, the revisions to the future land use map reflect updated assumptions about transportation connections, development density, and land use transitions; and

**WHEREAS**, due to the extent of these changes, staff recommends a standalone action on the future land use map separate from the broader plan document; and


**WHEREAS**, a public hearing was held on December 3, 2025, to review the future land use map and the entire comprehensive plan as a whole; and

**WHEREAS**, the Dilworth Planning Commission unanimously forwarded a recommendation to the City Council to adopt the proposed future land use map.


**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DILWORTH** to approve the proposed future land use map as part of the 2025 City of Dilworth Comprehensive Plan.

**ADOPTED** by the City of Dilworth the 12<sup>th</sup> day of January, 2026.

MAYOR:

  
Chad Olson, Mayor

ATTEST:

  
L. Peyton Mastera, City Administrator

# Acknowledgements

## DILWORTH CITY COUNCIL

Chad Olson, Mayor

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Amber Borah

Dave Steichen

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IMAGINE DILWORTH PREPARED BY Fargo-Moorhead Metropolitan Council of Governments FOR the City of Dilworth

## DILWORTH CITY ADMINISTRATION

Peyton Mastera, City Administrator

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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.





# 1

## INTRODUCTION







# What is Imagine Dilworth?

## What is a Comprehensive Plan?

A Comprehensive Plan is a long range document that will guide the vision of what a city wants to become in the future.

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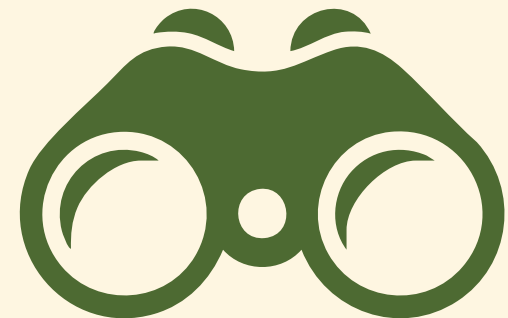
The City of Dilworth's Comprehensive Plan serves as a long-term roadmap for growth, development, and community enhancement over the next 20 years. It is a guiding document that reflects the collective vision, goals, and values of the community. This plan is intended to help city leaders, staff, residents, businesses, and developers make informed decisions about land use, infrastructure, housing, transportation, parks, economic development, and more.

As Dilworth continues to grow as a dynamic community in the Fargo-Moorhead metropolitan region, the Comprehensive Plan provides a proactive strategy to manage this growth while preserving the city's character, promoting livability, and enhancing quality of life for all residents.

## Vision for the Future

The vision for Dilworth is rooted in creating a connected, inclusive, and resilient city. A community where:

- Neighborhoods are safe, welcoming, and well-maintained
- Economic development supports local jobs and a diverse tax base
- Infrastructure and services are reliable and future-ready
- Natural resources are protected and enhanced
- Residents enjoy access to parks, trails, and community facilities





## Planning Process

The development of this Comprehensive Plan was a collaborative effort involving public input, community engagement, and guidance from elected officials, city staff, and planning professionals. The process included:

- **Community meetings and surveys**
- **Analysis of demographic, economic, and environmental data**
- **Coordination with regional agencies and neighboring jurisdictions**

This inclusive approach ensured that the plan reflects the aspirations and needs of the entire Dilworth community.

## How to Use This Plan

This plan is intended to be a living document that is updated periodically as conditions change and new opportunities arise. It should be used:

- **By city staff and elected officials in daily decision-making**
- **As a reference for developers and investors**
- **As a tool for coordinating with neighboring jurisdictions and regional and state agencies**
- **As a basis for applying for grants and external funding**
- **As zoning guidance**

## Plan Organization

The Comprehensive Plan is organized into the following chapters:

- **Introduction** - Purpose, process, and vision
- **Community Profile** - Demographic and economic trends
- **Land Use** - Current patterns and future development framework
- **Housing** - Needs assesment and strategies
- **Transportation** - Roadway, transit, and active transportation planning
- **Public Services & Infrastructure** - Utilities, emergency services, and facilities
- **Parks & Recreation** - Open space, trails, and recreational amenities
- **Economic Development** - Growth strategies and employment centers
- **Natural, & Cultural Resources** - Soil, Hydrology, community events
- **Implementation** - Action steps, priorities, and monitring

## Looking Ahead

Dilworth stands at a crossroads between honoring its historic legacy and embracing a future full of possibility. Imagine Dilworth represents a shared commitment to shaping that future thoughtfully, inclusively, and strategically. Through continued engagement, innovation, and responsible stewardship, Dilworth will remain a place where families thrive, businesses succeed, and community pride grows.

# Building on Past Planning

Imagine Dilworth isn't starting from scratch. It builds on many recent planning studies that have already explored the area's challenges, opportunities, and community goals. This plan brings all that work together into a clear, focused vision, helping shape Dilworth for years to come.



Dilworth's most recent comprehensive plan, Dilworth 2045, has been a valuable guide for growth and decision making. Imagine Dilworth aims to build on that plan - serving as a forward looking, community driven plan that helps shape the city's next chapter.



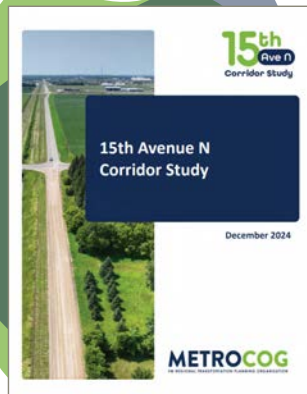
## Metro 2050

Metro 2050, the current metropolitan transportation plan (MTP) for the Fargo-Moorhead metropolitan area approved in 2025, 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 MTP 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.



## 15th Avenue N Corridor Study

In 2024, the City of Dilworth, Clay County, and Metro COG completed the 15th Avenue N Corridor Study. The objective of this study was to identify issues along the existing 15th Avenue N corridor, future use and travel patterns, and feasible alternatives for future improvements from CR 9 to CR 11. The study also outlined considerations for jurisdictional ownership of the operation and maintenance of 15



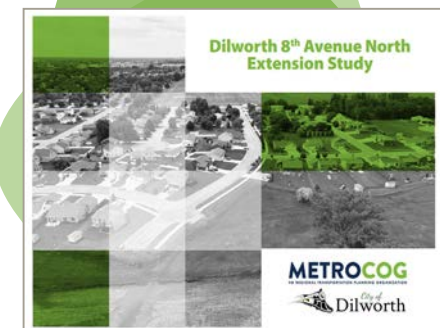
## Dilworth-Glyndon-Felton Safe Routes to School Plan

In 2023, Metro COG, in coordination with the Dilworth-Glyndon-Felton (DGF) School District and the cities of Dilworth and Glyndon, developed the DGF Safe Routes to School plan. This planning document encompasses the entire DGF School District, which includes the DGF Elementary School in Dilworth and DGF Middle/High School in Glyndon, and identifies existing challenges to walking and biking to/from school, provides recommendations for improving conditions, and suggests programs, policies, and activities which can encourage more students to walk and bike.



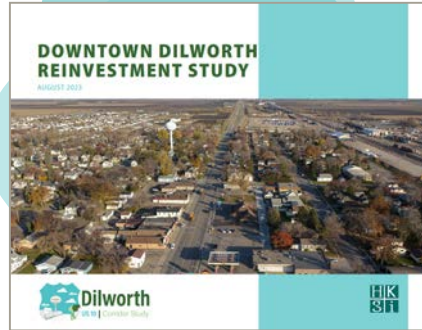
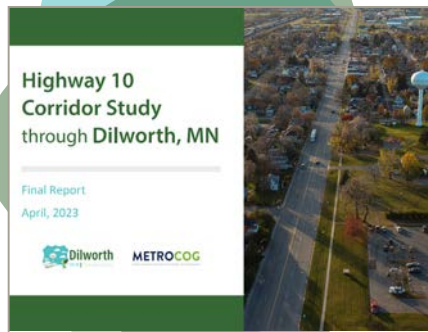
## 8th Avenue N Extension Study

In 2024, Metro COG and the City of Dilworth completed a corridor study of 8th Avenue N through Dilworth from the western city limits at 34th Street N to the eastern city limits at 60th Street N. The study also looked at the extension of Main Street from 4th Avenue N to 8th Avenue N. The study also looked at land use scenarios along the future corridor.



## Highway 10 Corridor Study

In 2023, the City of Dilworth, MnDOT, and Metro COG conducted a corridor study of TH 10 through Dilworth from the western city limits at 34 Street to the eastern city limits at 60 Street. The purpose of the study was to identify existing and future needs along the TH 10 corridor and evaluate corridor alternatives through a Complete Streets and context-sensitive approach. Proposed solutions were influenced by input from users, stakeholders, and the public, and the study developed corridor alternatives that would enhance pedestrian and roadway user experiences, provide speed reduction, and allow for on street parking opportunities. The study also laid out future development concepts for various land uses along TH 10 to help guide future studies for the surrounding area.



## Downtown Dilworth Reinvestment Study

The Downtown Dilworth Reinvestment Study, completed in 2023, outlines strategies to revitalize and strengthen the city's downtown core. The study focuses on improving infrastructure, attracting new businesses, enhancing public spaces, and supporting mixed-use development. Its goal is to create a more vibrant, walkable, and economically resilient downtown that reflects community values and supports long-term growth. This plan was completed alongside the Highway 10 Corridor study to plan for the future of downtown Dilworth.

## Other regional plans and related studies

TH 336/12th Avenue S Corridor Study

Fargo Moorhead Bike and Pedestrian Plan

Heartland Trail Study in Clay County

MATBUS Transit Development Plan

Metro Rail Needs Study

I-94 Study for TH 336 to the Red River Bridge



*City of Dilworth*









# 2 COMMUNITY PROFILE

## 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 4,800 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, the metro population of the region is 267,000. 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.

# Introduction

Understanding Dilworth's population, housing, economy, and physical setting is essential to shaping policies that reflect the needs and opportunities of the community. This chapter provides a snapshot of current conditions and trends that influence land use, infrastructure, housing, and economic development in Dilworth. It serves as the factual foundation for the goals and strategies outlined in later chapters.



*City of Dilworth*

## Regional Context

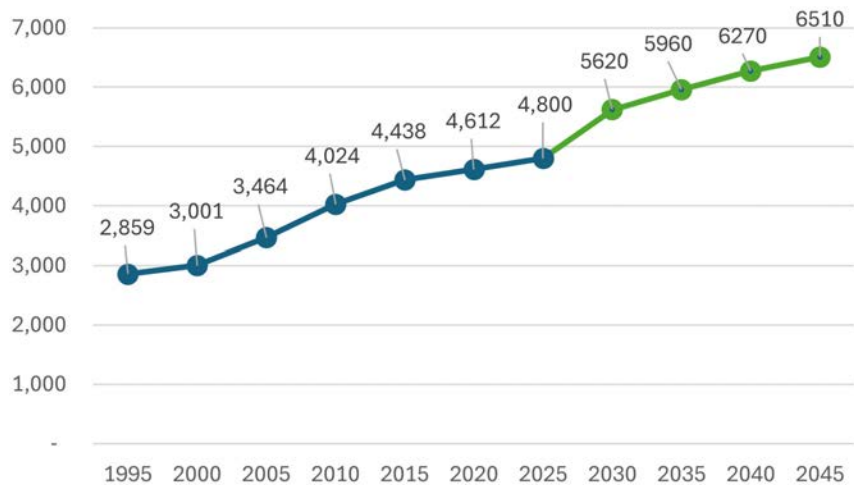
Dilworth is located in Clay County, in northwestern Minnesota. Situated immediately east of Moorhead and part of the Fargo-Moorhead metropolitan area, Dilworth benefits from strong regional connectivity via U.S. Highway 10 and its proximity to Interstate 94. The city is also served by a major BNSF rail line, a defining element of its history and identity.

Dilworth is one of five major 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 230,000 in 2023. 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's location at the urban-rural edge gives it a balance of small-town character and quality of life, while still offering easy access to the amenities, employment, and services of a growing metropolitan region.

# Demographic Trends

Dilworth has experienced steady population growth over the past two decades:



**Figure 01:** Population history & forecasts (1995-2045)

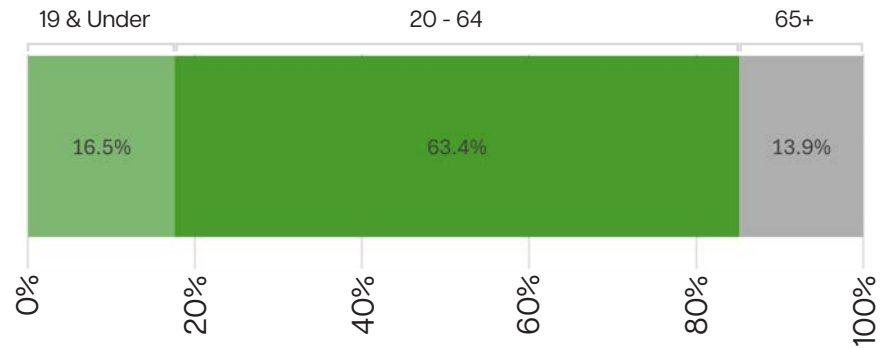
This growth has been driven by housing development, proximity to job centers in Fargo-Moorhead, and the city’s family-friendly environment. Continued population growth is expected, particularly as residential development expands along U.S. Highway 10 and into surrounding areas.



City of Dilworth

# Age Distribution

Dilworth has a relatively young population, with a strong representation of families and working-age adults. According to the most recent estimates:



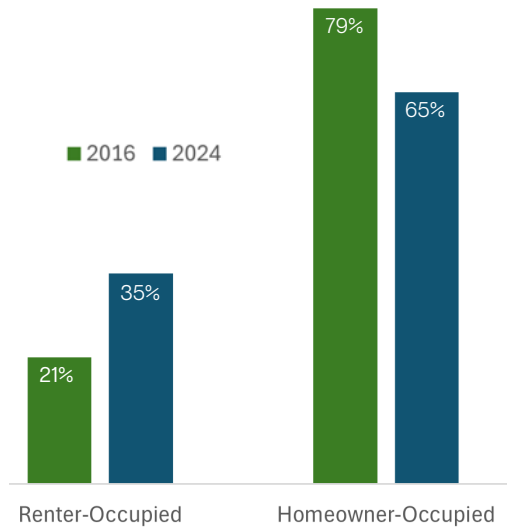
**Figure 02:** Age Distribution (2023)

This age structure indicates a need for family housing, youth programs, and increasing demand for senior services in the future.

# Household Characteristics

Dilworth’s mix of renters and owners reflects its role as both a long-term residential community and a more accessible entry point for new residents. Nearly 70% of all households in Dilworth are family households.

The People Per Household (PPH) has gone down slightly from 2.50 PPH in 2016, to 2.36 PPH in 2020.



**Figure 03:** Household Characteristics

## Economic Profile

Many Dilworth residents work outside the city, commuting to Moorhead, Fargo, or West Fargo. However, Dilworth supports a growing number of local businesses, particularly in retail, services, and logistics.

Top employment sectors for residents include:



Healthcare and  
Social assistance



Education



Manufacturing



Construction



Transportation  
and Warehousing

## Income and Poverty

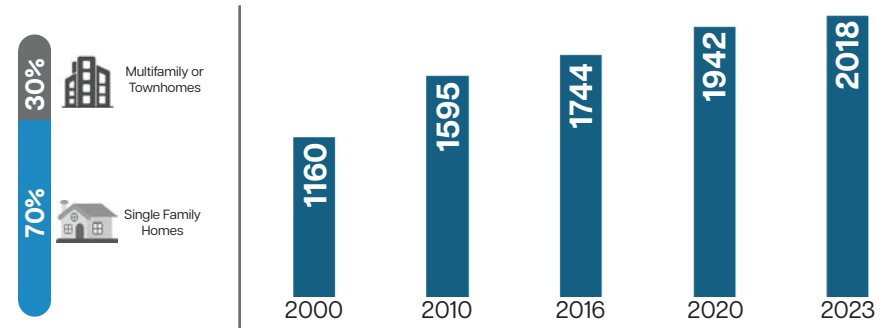
- Median Household Income: ~\$72,000
- Per Capita Income: ~\$34,000
- Individuals below the poverty line: ~10%

These figures are in line with state and regional averages, indicating a generally stable economic base.

**Note: Median Household Income rose nearly 25% since 2018**

## Housing Overview

Dilworth has seen new residential development in recent years, particularly single family homes. The city has a healthy balance of older homes near the historic center and newer subdivisions on the periphery.



**Figure 04:** Housing Units In Dilworth (2000-2023)

There is growing demand for a wider variety of housing types including townhomes, senior housing, and affordable rental options - To accommodate the changing needs of residents.

## Education & Community Services

Dilworth is part of the Dilworth-Glyndon-Felton (DGF) Public Schools, which serve students from across eastern Clay County. The DGF School District is a key asset, attracting families and playing a central role in community identity.



Other Services include:

- Dilworth Community Center
- Local Parks and Recreation Programs
- Police & Fire Departments
- Access to regional amenities such as Higher Education and Health Care





*City of Dilworth*

### **Physical & Environmental Features**

Dilworth sits in the Red River Valley, a flat and fertile area shaped by glacial Lake Agassiz. While ideal for development, the flat terrain also presents drainage and stormwater management challenges.

Key physical features:

- Flat topography
- Agricultural land to the east and south
- Drainage systems and stormwater ponds
- BNSF rail corridor bisecting the community

Environmental sustainability and resilience will be critical in planning for future development, especially regarding stormwater, green space, and climate adaptation.

### **Key Takeaways**

- Dilworth is growing steadily and is expected to continue expanding.
- It has a relatively young population and is attractive to families and commuters.
- The city's economy is closely tied to the Fargo-Moorhead region but has local strengths in transportation and services.
- There is a need for diversified housing options and long-term infrastructure planning.
- Dilworth's flat terrain, rail infrastructure, and location at the edge of the metro area create both opportunities and constraints for future development.

# 3 LAND USE

## Introduction

Land use planning plays a central role in shaping the physical, economic, and social character of a community. In Dilworth, thoughtful land use policy will ensure that growth is sustainable, infrastructure is used efficiently, and new development supports a high quality of life.

This chapter outlines existing land use patterns, analyzes trends, and presents a future land use framework that supports Dilworth's community vision—balancing growth with preservation, connectivity with livability, and economic opportunity with environmental responsibility.



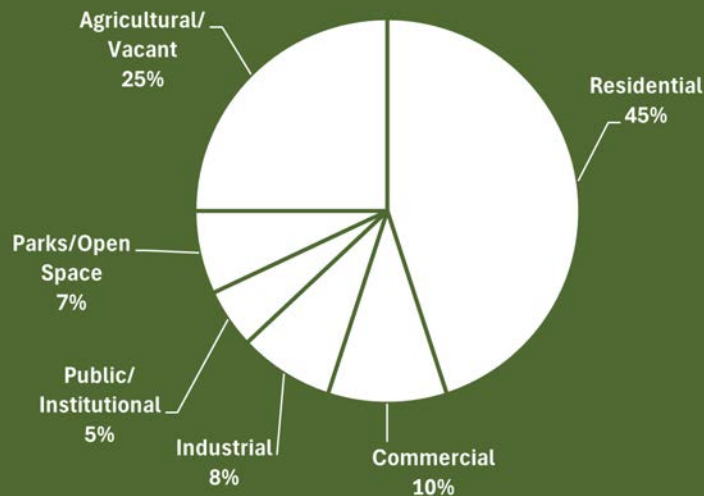






# Existing Land Use

Dilworth's land use pattern reflects its railroad heritage, suburban development trends, and its geographic proximity to Moorhead and the Fargo-Moorhead metropolitan area. Land use is concentrated along U.S. Highway 10 and the BNSF rail corridor, with residential development expanding outward.



**Figure 05:** Land Use Types

## Key Observations

- Residential development is expanding northeast and southeast of the core city.
- Commercial activity is concentrated along U.S. Highway 10.
- Industrial uses are generally located along or near the railroad.
- Large tracts of land on the east and south edges remain undeveloped but are prime for future growth.



## Land Use Descriptions

**Residential:** Single-family homes, duplexes, apartments

**Commercial:** Retail, services, restaurants along Highway 10

**Industrial:** Rail-served and warehouse uses near BNSF corridor

**Public/Institutional:** Schools, city hall, churches, fire station

**Parks/Open Space:** City Parks, Recreational trails, greenways

**Agricultural/Vacant:** Undeveloped land and farmland on city fringes

# Existing Zoning Map

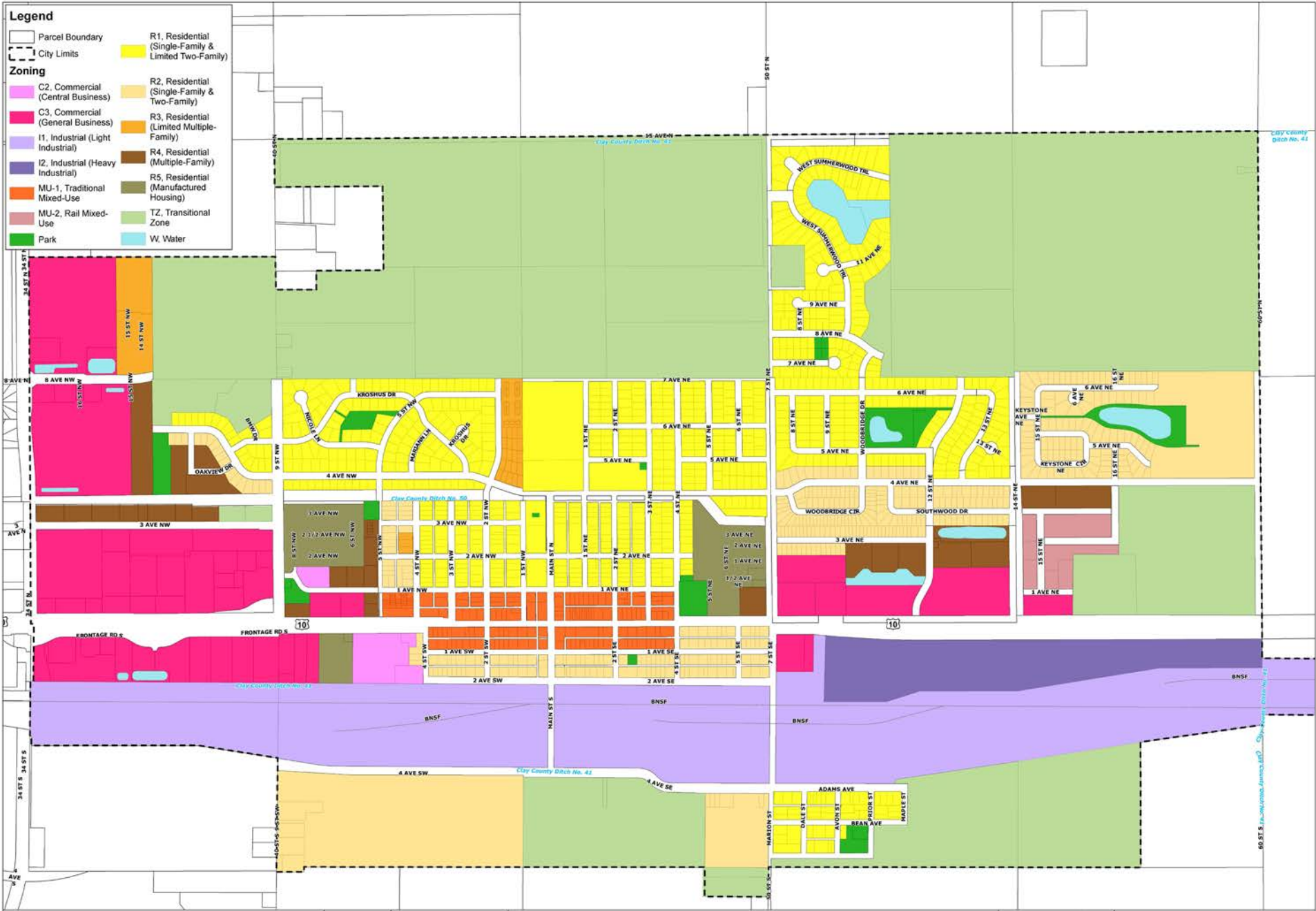


Figure 06: Existing Zoning Map

## Growth Patterns & Influences

Several factors influence Dilworth's land use trends and future development:

**Regional Connectivity:** Proximity to Moorhead and Fargo supports commuter-based residential growth.

**Highway 10 Corridor:** Continues to serve as the spine for economic and commercial development.

**Rail Infrastructure:** Industrial areas near BNSF are vital for freight and logistics opportunities.

**Development Pressure:** Increasing demand for residential housing is pushing city boundaries outward.

**Drainage and Environmental Constraints:** Flat topography and water management needs influence development patterns.

## Primary Growth Areas

**East and Southeast Expansion:** Opportunity for new residential neighborhoods with supporting amenities and parks.

**Southwest Corridor (U.S. Highway 10):** Continued development of commercial and mixed-use nodes.

**Industrial East:** Industrial and business park development near existing rail infrastructure.

**8th Avenue Corridor:** Opportunity for new residential and commercial development with supporting amenities and parks.

**Light Industrial Park:** Light industrial and business park development Northwest of Dilworth.

## Future Land Use Descriptions

**Low-Density Residential:** Single-family homes, duplexes

**Medium-Density Residential:** Townhomes, small apartment buildings, and senior housing

**High-Density Residential:** Large apartment buildings

**Mixed Use:** Vertical/Horizontal mix of residential and commercial along Highway 10

**Commercial:** Retail, services, and offices in accessible locations

**Industrial/Employment:** Warehousing, light manufacturing, logistics, - Primarily rail accessible

**Public/Institutional:** Schools, government buildings, community facilities

**Parks & Open Space:** Parks, greenways, trails, stormwater retention areas



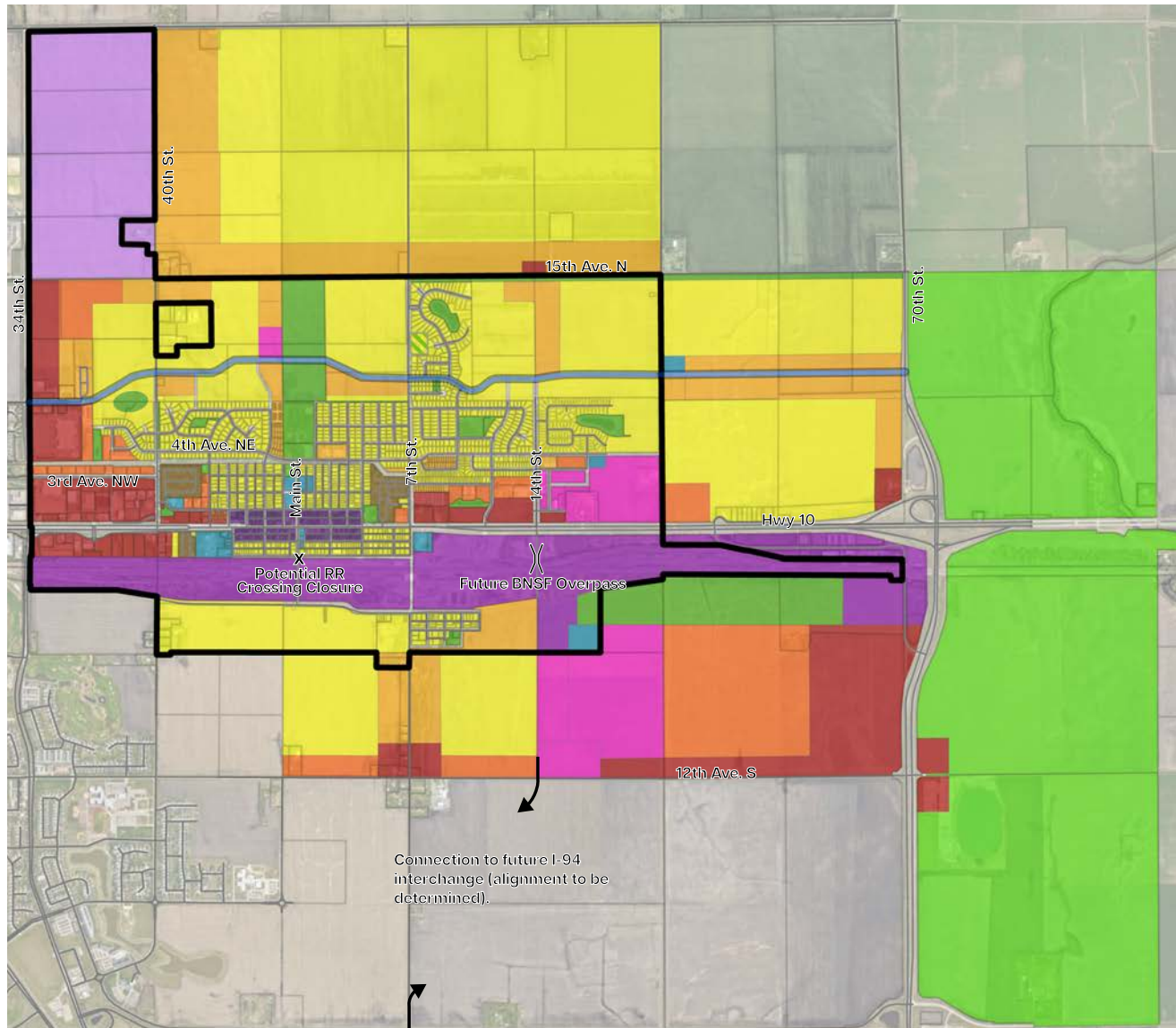
City of Dilworth



## Future Land Use Plan

The Future Land Use Plan provides a generalized vision for how land should be used in the years ahead. It is not a zoning map, but a guide to help inform rezoning, subdivision, infrastructure, and policy decisions.

Initial land use discussions focused on the 8th Avenue Corridor scenarios outlined in the 8th Avenue Corridor Study. Alignment B was ultimately selected as the preferred alignment for the future corridor.



### Legend

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Mobile Home Park
- Agricultural
- Parks and Open Space
- Public and Institutional
- Commercial
- Mixed Use - Rail District
- Mixed Use - Traditional
- Commercial and Light Industrial
- Industrial

Proposed Future Roadway

Future Roadway

0 0.5  
 Miles

**Figure 07:** Future Land Use

# Future Land Use Classifications

## Low-Density Residential

Low Density Residential is by far Dilworth's largest residential classification. The City intends for residential densities of 2.6 to 6.0 units per net acre in this land use category. Dilworth plans to continue this classification to support the City's current approach of integrating both attached and detached single-family housing types, including traditional single-family detached homes, detached townhomes, and two-family dwellings.



## Medium-Density Residential

The Medium Density Residential land use designation is intended to support moderately higher housing densities, ranging from 6.1 to 10.0 units per net acre. This category typically includes lower-density attached housing, manufactured homes, and single-family detached units at higher densities. Some types of stacked housing, such as condominiums and apartments, may also be appropriate within these areas, provided they are surrounded by additional green space to maintain compatibility with adjacent land uses.

## High-Density Residential

The High Density Residential land use category is designed to accommodate greater residential densities, typically ranging from 10.1 to 25 units per net acre. Housing types in this designation include multi-family developments such as apartments, condominiums, and high-density townhomes, generally in attached or stacked formats. These areas are commonly situated near employment centers and major commercial areas, with a strong emphasis on being well-connected to parks and open space, as well as transit options, services, and job opportunities.







## Mixed-Use Traditional

Mixed Use Traditional preserves Dilworth's oldest commercial area by promoting a compact, pedestrian-friendly mix of residential, commercial, public, and recreational uses. It supports single-family, two-family, and townhouses (up to four units), as well as multifamily buildings limited to 12 units. New development must respect the historic character with compatible architecture and human-scale design. Uses include retail, offices, personal services, and community facilities. Parking is designed to minimize impact on walkability, especially along Highway 10. The Mixed-Use Traditional land use designation was a recommendation that came out of the Downtown Dilworth Reinvestment Study.

## Mixed-Use Rail District

The Rail Mixed-Use District (MU2) in Dilworth is a new pedestrian-friendly area designed for a mix of commercial, residential, public, and recreational uses. It promotes compact, walkable development with architecture that fits the existing small-town character. Allowed uses include retail, offices, entertainment, and personal services, creating a vibrant community hub.



## Commercial

The commercial classification includes a wide variety of commercial land use activities that focus on retail goods, services, offices, restaurants, and entertainment. This classification may also include but is not limited to areas for offices and related uses, car dealerships, and auto repair services.



# Future Land Use Classifications

## Commercial & Light Industrial

Commercial and Light Industrial allows light industrial, commercial, and limited residential uses that won't negatively impact nearby areas. Permitted uses include light manufacturing, vehicle services, retail, offices, entertainment, lodging, and some agricultural processing. Accessory uses like parking and outdoor storage are also permitted. There are minimal lot and setback requirements, and building height follows standard limits.



## Industrial

This land use type is designated for heavy industrial and related commercial uses that may not be suitable in other areas. It supports a variety of manufacturing, processing, storage, and service activities while protecting public health and safety. Certain uses require special approval, and hazardous industries are prohibited. Development standards are flexible to accommodate industrial needs.

## Public-Institutional

This district is intended for public, institutional, and civic uses such as government buildings, schools, libraries, religious institutions, and community facilities. It supports activities that serve the public interest and provide essential services to the community, with development standards tailored to accommodate these uses.





## Parks & Open Space

Playgrounds, trails, greenways, and open spaces. It supports activities that promote outdoor recreation, conservation, and environmental protection. Development within this district is limited to uses that maintain the natural landscape and provide public access for passive and active recreation. Structures, if any, are typically limited to those supporting park functions such as restrooms, shelters, and maintenance facilities.

## Manufactured Home Park

This district is designated for the development and operation of mobile home parks and manufactured housing communities. It provides for residential use with standards to ensure safe, orderly, and well-maintained living environments.



## Agriculture

The City intends the open space classification to reflect lands that are currently undeveloped and are used for agricultural purposes.

# Land Use Goals and Policies

## Goal 1: Promote Balanced, Orderly Growth

- Coordinate land use decisions with infrastructure capacity.
- Encourage infill development and efficient land use before expanding city boundaries.
- Maintain a mix of housing types to serve all age groups and income levels.

## Goal 2: Support Economic Development through Land Use

- Reserve land for commercial and industrial uses in strategic areas.
- Reimagine downtown as a mixed-use corridor with employment and retail opportunities.
- Leverage rail access to support industrial expansion.

## Goal 3: Preserve Community Character and Livability

- Require connectivity between neighborhoods, parks, and community facilities.
- Use buffers and design standards to minimize land use conflicts.
- Maintain green space, parks, and trails as development occurs.

## Goal 4: Plan for Future Growth

- Identify and phase future growth areas to align with infrastructure planning.
- Coordinate land use decisions with school district, utility providers, and county partners.
- Use annexation policies that support logical, cost-effective expansion.





## Implementation Strategies

- Update zoning and subdivision ordinances to reflect the Future Land Use Plan
- Develop area-specific master plans for key growth areas
- Establish design guidelines for mixed-use and infill development
- Coordinate with developers to ensure access, utilities, and stormwater management are integrated into planning
- Monitor land supply and absorption rates annually to guide infrastructure investments

## Development Considerations

The form and layout of development in Dilworth significantly influence community identity, functionality, and quality of life. Key components of the city's built form include land use patterns, building scale and density, street design, and the relationship between private development and public space.

Strong **urban design principles** enhance the physical and social fabric of the community by:

**Supporting visual cohesion and aesthetic quality;**

**Encouraging social interaction and civic engagement;**

**Creating recognizable and navigable environments for residents and visitors alike.**

Dilworth's future land use is grounded in its past while looking forward to sustainable, strategic growth. By fostering compact neighborhoods, mixed-use centers, strong employment districts, and preserved open spaces, the city can continue to thrive as both a small-town community and a dynamic part of the Fargo-Moorhead region.











# 4 HOUSING

## **Introduction**

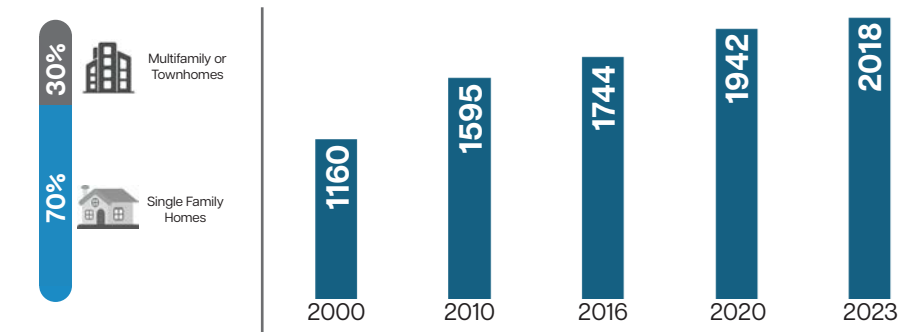
Housing is a cornerstone of community development, shaping neighborhood identity, supporting population growth, and contributing to economic vitality. As Dilworth evolves, providing a diverse range of housing options will be essential to meet the needs of families, young professionals, seniors, and residents of all income levels. This chapter analyzes existing housing conditions, identifies challenges and opportunities, and outlines strategies to support quality, accessible, and affordable housing throughout the city.



# Housing Needs & Trends

## Housing Supply & Types

As of 2023, Dilworth has an estimated 2,018 housing units, figure 08 below shows the housing distribution for the city.



**Figure 08:** Housing Units In Dilworth (2000-2023)

Most new developments in recent years has been concentrated in low-density residential neighborhoods on the city’s edge, reflecting regional trends in suburban growth.



**Large Multifamily Apartment complex under construction (2025)**

Since 2016, new residential development in Dilworth has primarily consisted of Single Family - Detached homes and large multifamily apartment complexes (20+ units).

	Dilworth	%	Moorhead	%	Fargo	%	West Fargo	%	Horace	%
Total housing units	2,018		18,852		64,940		16,227		1,414	
Single-family, detached	1,277	63.3%	9,810	52.0%	21,792	33.6%	8,433	52.0%	1,286	90.9%
Single-family, attached	217	10.8%	1,959	10.4%	5,557	8.6%	2,461	15.2%	12	0.8%
2 units	10	0.5%	430	2.3%	627	1.0%	348	2.1%	-	0.0%
3-4 units	37	1.8%	419	2.2%	2,463	3.8%	555	3.4%	-	0.0%
5-9 units	40	2.0%	892	4.7%	2,549	3.9%	363	2.2%	-	0.0%
10-19 units	28	1.4%	1,757	9.3%	5,843	9.0%	1,120	6.9%	7	0.5%
20 or more units	279	13.8%	3,377	17.9%	25,195	38.8%	2,445	15.1%	-	0.0%
Mobile home	130	6.4%	208	1.1%	915	1.4%	497	3.1%	109	7.7%

**Figure 09:** Metro Area Housing Units by Type (2023)

## Rental Housing

Approximately 35% of households are renters, a proportion that reflects Dilworth's growing appeal to new residents and regional commuters. There is a strong need for:

- **Quality, well maintained rental units**
- **Workforce housing**
- **Affordable rental developments with proximity to services and transit**

## Senior Housing

With 15% of residents ages 65+ and that percentage expected to increase, there is growing demand for:

- **Accessible single level homes**
- **Independant and assisted living options**
- **Aging-In-Place retrofits and support services**

## Regional Housing Study

The Fargo-Moorhead Regional Housing Needs Analysis and Strategies plan intends to create a common grounding on regional housing needs through robust housing data. For Dilworth specific needs and strategies see: <https://www.fmmetrocog.org/projects-rfps/housing-needs-and-market-analysis>



## Key issues & Opportunities

**Limited Housing Diversity:** Predominance of single-family homes may limit options for seniors, young adults, and lower-income households.

**Land Availability:** Dilworth has significant undeveloped land suitable for new housing, particularly in designated growth areas.

**Infill Potential:** Opportunities exist to redevelop underutilized parcels near the city center with multifamily or mixed-use housing.

**Market Pressure:** Proximity to Fargo-Moorhead creates ongoing demand for housing, offering economic opportunity but also contributing to rising land and housing costs.

**Infrastructure Alignment:** Future housing development must be closely coordinated with transportation, stormwater, and utility planning.

## Affordability & Cost Burden

While Dilworth's median home values and rents are generally lower than in nearby urban centers, affordability remains a concern, particularly for:

- **Low-income households**
- **Seniors on fixed incomes**
- **Young adults and first time homebuyers**

A segment of households experiences **housing cost burden** (paying more than 30% of income on housing), underscoring the need for affordable rental and ownership options.

# Housing Goals and Policies

## Goal 1: Provide a Range of Housing Types and Price Points

- Encourage the development of all housing types.
- Support housing that serves a mix of incomes, ages, and household sizes.
- Consider incentives to promote workforce housing and fill housing gaps in the Dilworth community.

## Goal 2: Promote Housing Quality and Neighborhood Vitality

- Enforce property maintenance standards and support housing rehabilitation programs.
- Encourage high-quality design in new residential development.
- Preserve and enhance established neighborhoods through reinvestment.

## Goal 3: Address the Needs of Seniors and Special Populations

- Support development of senior housing and assisted living facilities.
- Promote accessible design in new housing (universal design principles).
- Coordinate with local and regional service providers to support aging in place.

## Goal 4: Encourage Infill and Redevelopment

- Identify strategic sites for infill housing near downtown and Highway 10.
- Support mixed-use development in key areas such as Highway 10 and the Rail District.





## Implementation Strategies

**Zoning Ordinance Considerations:** Monitor residential zoning district needs and opportunities to include diverse housing forms, including accessory dwelling units (ADU's) and cottage homes.

**Housing Needs Assessment:** Conduct periodic assessments to monitor affordability, demand, and changing demographics.

**Public-Private Partnerships:** Collaborate with developers, nonprofits, and regional agencies to build affordable and senior housing.

**Incentive Programs:** Explore tax credits, density bonuses, and infrastructure support to attract housing investment.

**Housing Redevelopment Program:** Identify aging housing stock and prioritize it for rehabilitation or replacement efforts.

## 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.

## Development Considerations

Dilworth should ensure that its housing remains responsive to the evolving needs of residents as they move through different life stages. Housing needs typically shift over time, from affordable basic units for young people in college or just entering the workforce, to affordable single-family homes for first-time buyers and young families, then to housing for those with growing families or rising incomes. As residents age, they may seek empty-nester homes once children leave, followed by low-maintenance housing as the ability to care for property declines, and eventually, assisted living environments that provide necessary health and medical care. With changes in the city's population and age demographics, Dilworth's future housing strategy should continue to prioritize a diverse mix of housing types, including rental options, affordable units, and active senior or retirement communities.

Dilworth's future depends in part on its ability to offer housing that is affordable, diverse, and responsive to evolving community needs. By planning for growth, promoting inclusive housing options, and preserving neighborhood quality, the city can support a vibrant population and ensure all residents have a place to call home.



# 5 TRANSPORTATION

## Introduction

Transportation systems are critical to a city's functionality, safety, and economic vitality. As Dilworth grows, a well-planned and connected transportation network is essential to support mobility for all residents—whether driving, walking, biking, or using transit. This chapter examines the current transportation infrastructure, highlights local and regional transportation plans and studies, identifies challenges and opportunities, and outlines strategies for a multimodal system that enhances accessibility, safety, and long-term sustainability.







## Existing Roadway Network

Dilworth's roadway network is built around a combination of local streets, county roads, and regional corridors. This network of streets and highways is classified according to a roadway's 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 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 principal 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 tend not to be used for through travel.

# Functional Classification Map

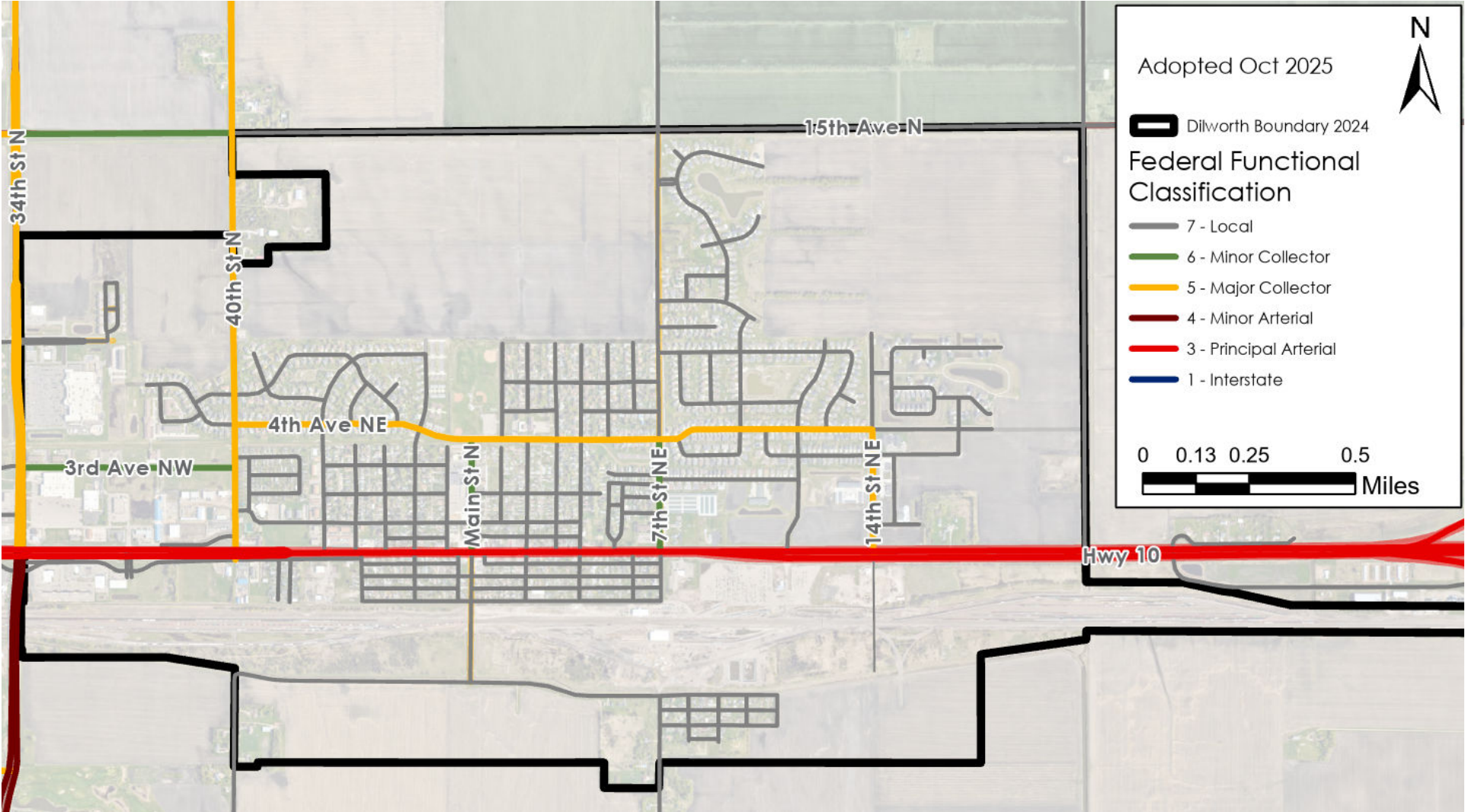


Figure 10: Federal Functional Classification Map (2025)



## Traffic Volumes

Average daily traffic volumes show how many vehicles travel on roadways on any given day. In Dilworth and the greater metropolitan area, 48-hour traffic volume counts are conducted by Metro COG every five years to provide base annualized average daily traffic (AADT) data for use in regional traffic model calibration processes. These counts also help in determining future roadway needs. In addition to these counts, MnDOT also conducts traffic counts every four years on trunk highways, county roads, and select municipalities. Periodically, Metro COG completes peak turning movement counts and hour traffic volume counts over a 12- to 48-hour period to assist local jurisdictions in various planning efforts.

In 2021, traffic counts were conducted by Metro COG on all functionally classified roadways and key local roads in Dilworth and the metropolitan area. The highest traffic volumes were reported along TH 10, TH 336, and 34 Street.

## Crash Data and High Injury Network

Metro COG annually documents reported accidents involving pedestrians, bicyclists, motorcyclists, and other vehicles in the Fargo-Moorhead metropolitan area. MnDOT also maintains a crash database and provides crash data procurement and analysis. This data is gathered from multiples sources of information and assists in the planning of safety programs and projects.

In 2024, Metro COG and area jurisdictions completed the Regional Comprehensive Safety Action Plan. This study, in part, helped to identify a high injury network (HIN), where a high number of severe crash concentrations occur in the region. An online dashboard was also developed where people can see the location and severity of all crashes in Dilworth and surrounding areas.

Between 2018 and 2023, there were nine reported automobile crashes in or near Dilworth, with two of those fatal. Five crashes involving motorcycles were during the same period, two of which resulted in fatalities. There was also one reported crash involving a pedestrian and one crash involving a bicyclist. Both resulted in non-incapacitating injuries.

## Safety Action Plan

Metro COG's Safety Action Plan aims to improve transportation safety across the region by identifying high-risk areas, reducing traffic-related injuries and fatalities, and implementing data-driven strategies to make roads safer for all users - drivers, pedestrians, and cyclists.

Visit <https://metrocoog-ss4a-fmcog.hub.arcgis.com/> for more information on the regional safety action plan.





# Traffic Volume Map

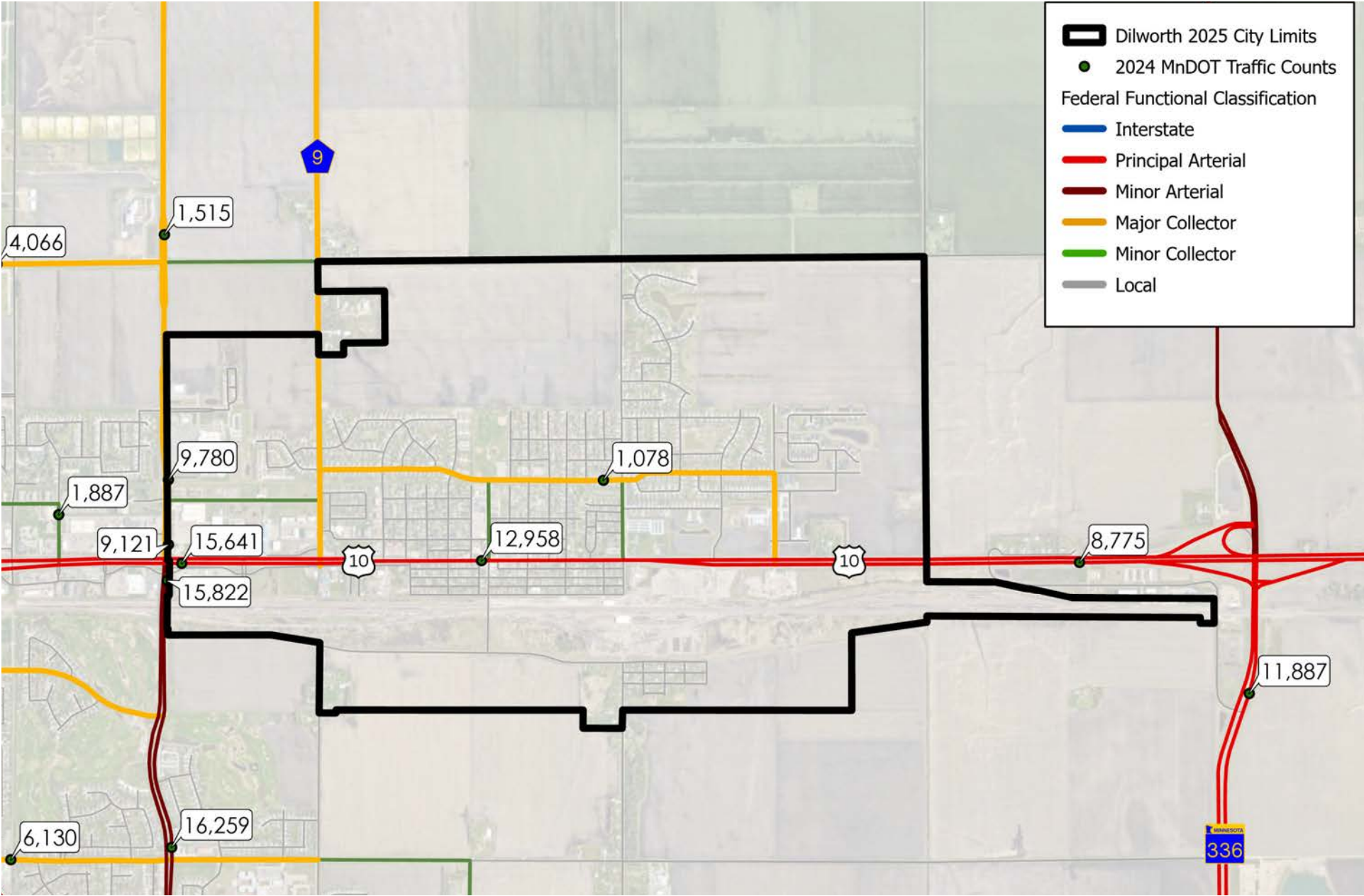
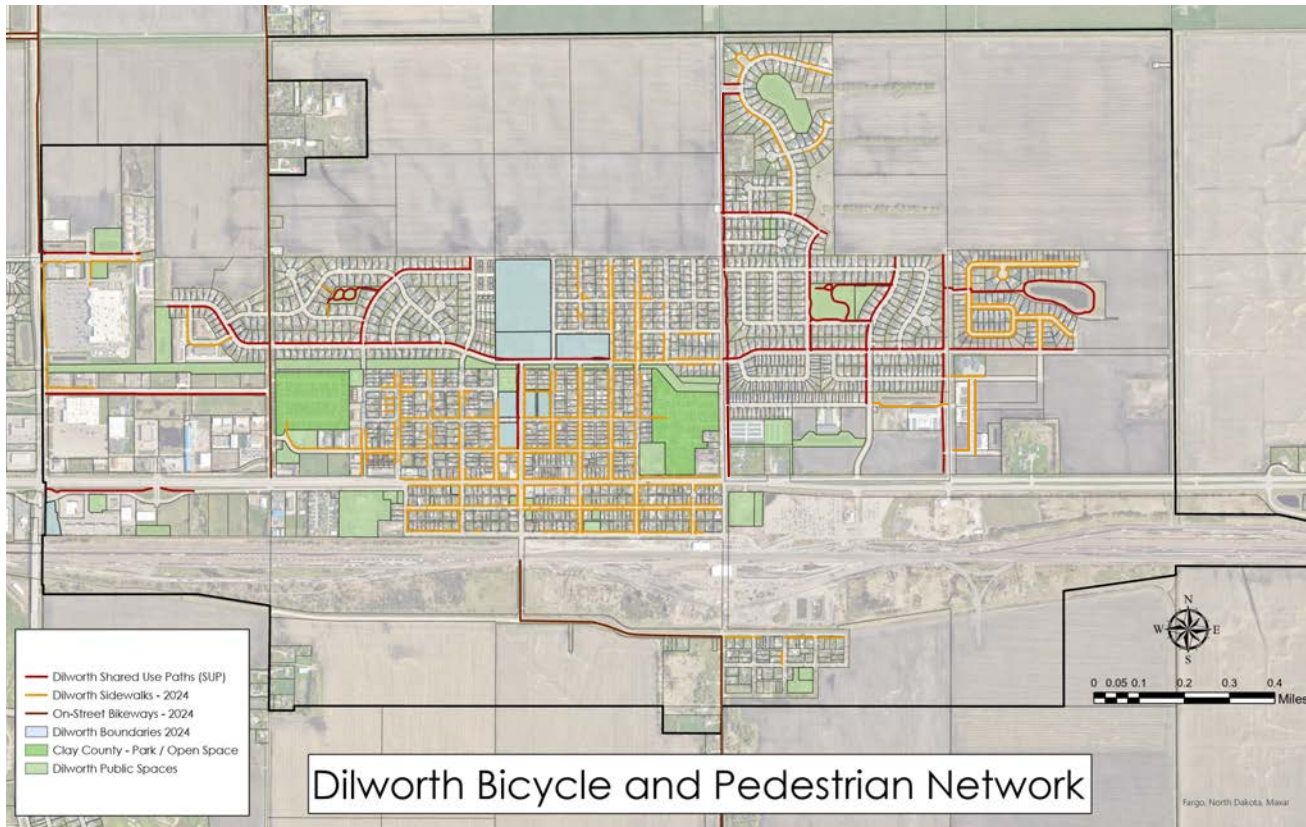


Figure 11: Traffic Volume Map (2024)

## Existing Pedestrian & Bicycle Facilities

- The city has a basic sidewalk network, mainly in older neighborhoods and near schools.
- There are several trails and paths, including those connecting to local parks and schools, but gaps remain in the network.
- Bicycle infrastructure is minimal, and most cyclists share the road with vehicles.
- There is strong community interest in expanding safe, connected trails and sidewalks.



**Figure 12:** Bike and Pedestrian Network (2024)

### What we heard from the community:

“Increase walkability.”

“There is a need for sidewalk installation/improvement near the school. Also, there is a need for improved street lighting near the school.”

“New bike and walk paths”

“it would be great to see more walking and biking paths developed throughout the city, especially in the older neighborhoods south of Highway 10 and in the area between Highway 10 and 4th Ave NE. Expanding the larger walking/biking network in these parts of town would help improve accessibility, encourage outdoor activity, and better connect the community”

“Larger parks, walking path, bike trails, more trees”

## Best Practices

The City of Dilworth is dedicated to creating a safe, accessible, and connected network for walking and biking that supports transportation, recreation, and wellness for residents of all ages and abilities. The following pedestrian and bicycle best practices are intended to guide the City Council, Planning Commission, Park Board, and city staff in their efforts to enhance the city's transportation system.

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- » Develop a comprehensive network of uninterrupted trails that connect parks, open spaces, and neighborhoods across the city.
- » Link pedestrian and bicycle routes seamlessly with public transit facilities to encourage multimodal travel.
- » Prioritize off-street bike routes where possible, and where on-street facilities are necessary, provide clearly marked bike lanes, signage, and well-designed intersections for safe bicycle passage.
- » Implement traffic calming strategies on residential and neighborhood streets to reduce vehicle speeds and improve safety for all users.
- » Ensure that all pedestrian and bicycle infrastructure meets ADA standards, making routes accessible to individuals with disabilities.
- » Focus on creating safe, high-quality pedestrian and bike routes adjacent to schools, parks, commercial areas, and along major corridors.
- » Coordinate with neighboring cities and counties to integrate the city's trail system into the broader regional network.
- » Incorporate thoughtful design elements such as trimmed vegetation at intersections, clear signage, and careful placement of on-street parking to maximize visibility and safety for cyclists and pedestrians.



*City of Dilworth*



# Bike-Ped Planning Studies

Over the past five years, numerous studies and planning efforts have addressed bicycle and pedestrian infrastructure within the City of Dilworth. These range from large-scale regional trail connections to focused, site-specific sidewalk improvements. Together, they form a clear blueprint for developing a robust and connected active transportation network. As these plans continue to evolve, they reflect the city's growing commitment to creating safe, accessible, and enjoyable walking and biking opportunities for residents and visitors alike.

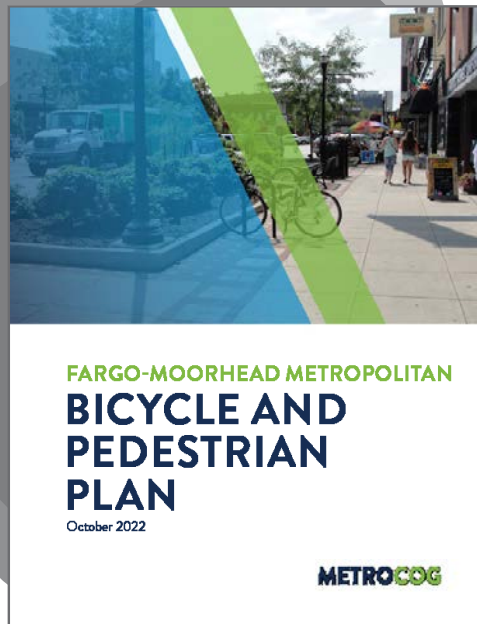
## Dilworth-Glyndon-Felton Safe Routes To School Plan

Completed in 2023, the Dilworth-Glyndon-Felton Safe Routes to School (SRTS) Study focused on improving safety and accessibility for students walking and biking to school within the DGF School District. The study identified key barriers to active transportation, such as high-traffic crossings, lack of sidewalks, and inconsistent trail connections, and provided a prioritized set of infrastructure and programmatic recommendations. These include sidewalk gap closures, improved crossings, signage enhancements, and education initiatives aimed at encouraging walking and biking among students and families. The SRTS Study plays a vital role in shaping Dilworth's broader active transportation vision by integrating school-focused safety improvements into the city's overall pedestrian and bicycle network planning.



## Fargo-Moorhead Metropolitan Bicycle & Pedestrian Plan

The 2022 Fargo-Moorhead Metro Bike and Pedestrian Plan serves as a comprehensive framework for enhancing bicycle and pedestrian infrastructure across the entire metro region, including the City of Dilworth. The plan identifies existing conditions, regional gaps, and opportunities for improved connectivity between communities. For Dilworth, the plan highlights the importance of strengthening east-west trail connections to Moorhead, improving local sidewalk networks, and enhancing on- and off-street bike facilities to support both regional commuting and local recreation. The plan also emphasizes coordination across jurisdictions to ensure consistent design standards, signage, and safety measures.



## Heartland Trail

The Heartland Trail Study in Clay County, completed in 2025, established a preferred alignment for the trail as it passes through the City of Dilworth. The proposed route extends along the south side of 15th Avenue toward Dilworth and then turns south onto 14th Street NE, which will ultimately connect back to 15th Avenue. Coordination with the recently completed 15th Avenue Corridor Study by Metro COG helped identify the most feasible and effective option for incorporating a trail along this corridor. Under the preferred scenario, the trail would continue along the west side of 14th Street NE.

A trailhead is proposed along 14th Street NE, near the Rail District—a growing area of Dilworth anticipated to serve as a key hub within the regional trail network. Planned amenities at the trailhead include benches, bike racks, a water fountain, and trail signage to support both recreational and commuter use. From the Rail District, the trail would extend south, crossing Highway 10 at-grade before continuing over the BNSF Railroad via a future pedestrian bridge currently in the planning stages.



## Fixed Route Transit Service

Dilworth is served by MATBUS, the regional transit provider for the Fargo-Moorhead metro area. Services include:

**Route 6:** Route 6 operates Monday - Friday from 6:40am to 7:10pm and Saturdays 7:40am to 6:10pm. Route 6 departs the Dilworth Walmart every 60 minutes until 5:40pm, and has two additional weekday trips at 6:10pm and 6:40pm. This route is entirely within the City of Dilworth.

**Route 4:** Route 4 operates Monday - Friday from 6:16am to 10:16pm and Saturdays from 7:16am to 10:16pm. Route 4 departs the GTC every 30 minutes until its last departure at 9:45pm. Route 4 provides service between Dilworth, downtown Moorhead, and central Fargo.

**Route 9:** Route 9 operates Monday - Friday from 7:10am to 5:40pm and Saturdays from 7:10am to 6:40pm. Route 9 departs the Dilworth Walmart every 60 minutes until its last departure at 5:10pm on weekdays, and 6:10pm on Saturdays. Route 9 provides service between the Dilworth Walmart and southeast Moorhead.

Transit is most used by seniors, students, and low-income residents, and there is interest in expanded service as the community grows.



Matbus

## Transit Development Plan Update

The 2026-2030 Transit Development Plan proposes some changes to the service in Dilworth. The proposed changes are listed below:

- Route 4 would be modified to serve the Clay County Social Services Department and Courthouse, as well as the neighborhoods in north Moorhead, the Dilworth Walmart and be extended to serve the Clay County DMV and Detox Center on 15th Avenue N. This would be a bidirectional route as opposed to a one-way alignment on the existing route.
- The southern segment of the existing Route 4 would be converted to a new bidirectional route (renamed as Route 6) that would operate every 30 minutes weekdays and Saturday from the GTC to the Dilworth Walmart, generally via Main Avenue, 1st Avenue N, Viking Trail and 34th Street N. This route would be interlined with Routes 6A and 6B, both of which would operate hourly weekdays and Saturday.
- Route 6A would be the same as the existing Route 6 but be interlined with the new Route 6 to offer a new single-seat ride to the GTC for passengers boarding in Dilworth.
- Route 6B is essentially Route 9 but modified to exclude route segments with no or very low ridership. This route would also serve Ridgewood Boulevard between 34th Street S and 12th Avenue S, covering a segment of 12th Avenue S that would be eliminated on existing Route 3. As with Route 6A, Route 6B would be interlined with the new Route 6 that offers a single-seat ride to the GTC.





## Paratransit Service

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. 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 \$4.00 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 6:15 AM to 10:15 PM and Saturday from 7:15 AM to 11:15 PM, and Sunday from 7:00 AM to 5:00 PM.

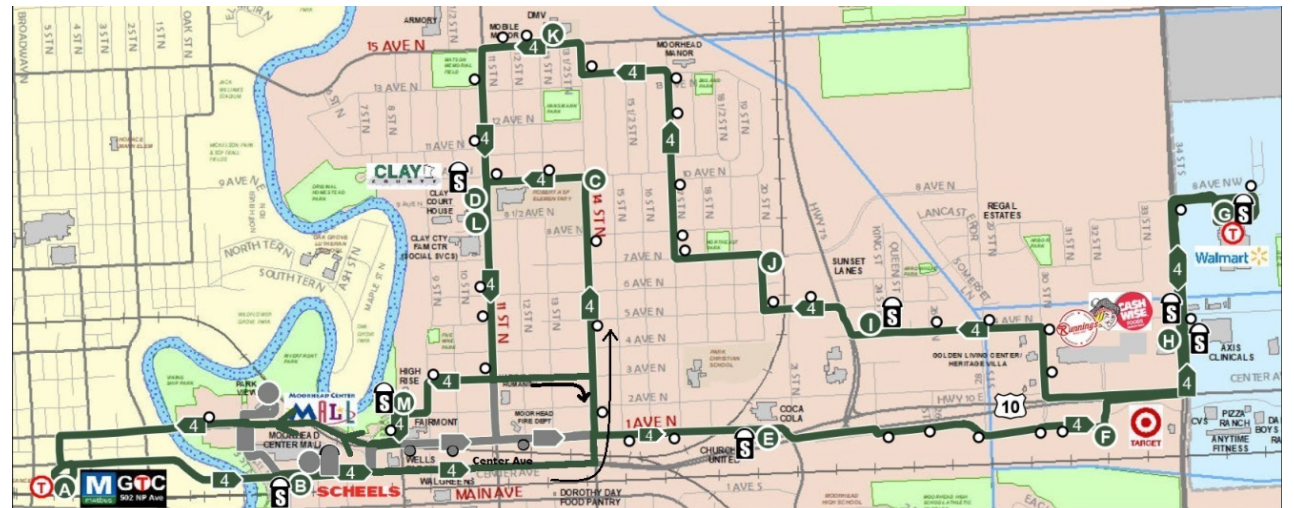
## Route 9



## Route 6



## Route 4



# Roadway Planning Studies

Over the past five years, several important roadway planning studies have been completed to address current and future transportation needs in Dilworth:

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The Highway 10 Corridor Study focused on identifying existing and anticipated needs along the TH 10 corridor using a Complete Streets and context-sensitive approach. The study developed alternatives that enhance the experience for all users - pedestrians, drivers, and cyclists, while promoting speed reduction and allowing for on-street parking, with input from community members and stakeholders guiding the proposed solutions. MNDOT is currently in the design phase with construction slated for 2031.

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In 2024, Metro COG and the City of Dilworth completed a corridor study of 8th Avenue North, spanning from the western city limits at 34th Street North to the eastern limits at 60th Street North. This study also evaluated a potential extension of Main Street from 4th Avenue North to 8th Avenue North. This study was important in finding a preferred alignment for the roadway, and examining some land use scenarios.

.....

That same year, the City of Dilworth, Clay County, and Metro COG finalized the 15th Avenue North Corridor Study, which examined current challenges, future travel patterns, and potential improvements between 34th Street and County Road 11. It also addressed future jurisdictional ownership and responsibilities related to the corridor’s operation and maintenance.

## Looking Forward

As Dilworth continues to grow and evolve, so must its transportation network. Community feedback has made it clear: residents are eager to see improvements in roadway conditions, connectivity, and safety across the city. Roads like 3rd Avenue, 4th Avenue, and 15th Avenue have been identified as key areas where resurfacing, maintenance, and upgrades are needed to support daily travel, recreation, and neighborhood access. These streets, along with major corridors like Highway 10, serve not only local traffic but also act as vital connectors within the broader regional system.

## What we heard

- “Many roads need to be resurfaced.”
- “It would be great if 14th ST NE connected to 15th Ave NE.”
- “4th could be updated”
- “15th N between 34th and 7th east needs paving”
- “Highway 10 is hard to get across sometimes when not using the light”
- “Many pot holes and uneven pavement on 3rd. Which makes wheeled sports hard to do.”
- 4th Street (Avenue) needs to be consistently addressed as it is used more of a pass through for Dilworth residents.”

## Rail Infrastructure

The BNSF Railway bisects Dilworth and is a prominent feature of the city's identity and economy. Rail supports industrial activity and freight logistics but also presents barriers to North-South mobility, noise concerns, and potential safety issues at at-grade crossings.



*City of Dilworth*

## Metro Rail Needs Study

The Metro Rail Needs Study aims to study the railroad lines that traverse our metro area. Looking specifically at at-grade crossings, and grade separations.

BNSF indicated they would be willing to provide funding for a study because one of their objectives is to study the potential for closure of the Main Street at-grade crossing in Dilworth to allow for expansion and/or greater flexibility at their Dilworth intermodal facility. This would also be accompanied by identifying a grade-separated crossing to serve the area south of the tracks. Previous studies have identified this on the alignment of 14th Street, but the feasibility or desirability of a grade-separated crossing at this location has not been studied beyond the early conceptual planning level.

## Key Transportation Issues

**Rail-related barriers** and traffic delays on Highway 10.

**Limited pedestrian and bike infrastructure**, especially in newer neighborhoods.

**Insufficient transit frequency** and coverage in growing areas.

**Connectivity gaps** between neighborhoods, parks, and commercial areas.

Need for **complete streets** that safely accommodate all users.



# Transportation Goals and Policies

## Goal 1: Ensure a Safe and Efficient Street Network

- Maintain and improve key corridors like Highway 10, 34th Street, and 15th Avenue.
- Address intersection safety, signage, and traffic calming across the community.
- Plan for long-term road capacity and pavement maintenance.

## Goal 2: Expand Multimodal Transportation Options

- Develop and implement a citywide sidewalk and trail master plan.
- Add bike lanes and off-street paths to support cycling for recreation and commuting.
- Improve pedestrian crossings near schools, parks, and commercial centers.

## Goal 3: Improve Public Transit Access and Use

- Work with MATBUS to expand service hours, frequency, and coverage.
- Explore options for transit stops and park-and-ride facilities near future growth areas.
- Promote transit use through education and coordination with senior housing, schools, and employers.

## Goal 4: Enhance Connectivity and Mobility Across the City

- Create more connections between neighborhoods and between residential areas and commercial or public facilities.
- Seek funding for overpasses or safe crossings across the BNSF rail corridor.
- Use land use planning to support walkability and reduce vehicle dependency.



## Implementation Strategies

**Transportation Master Plan:** Develop a citywide plan to guide investment in roads, trails, and transit connections.

**Capital Improvement Program (CIP):** Prioritize infrastructure projects in alignment with land use and growth plans.

**Safe Routes to School:** Partner with the DGF School District to improve student walking and biking routes.

**Complete Streets Policy:** Adopt design standards that support sidewalks, bike lanes, and transit in all new street construction.

**Grant and Funding Partnerships:** Pursue federal and state funding (e.g., MnDOT, MPO, TAP) for multimodal improvements.

**Future Grade Separation:** Work with Metro COG to include a grade separation over BNSF Railyard at 14th Street as a mid-term (2031-2040) or reserve project in the Metropolitan Transportation Plan.

**Intergovernmental Coordination:** Coordinate with Metro COG, MnDOT, Clay County, the City of Moorhead, and the DGF School District to align plans, share resources, and advance regional transportation projects.

## Development Considerations

As Dilworth plans for future growth, transportation will remain a key factor in supporting safe, efficient, and accessible mobility for all residents. Future development may bring questions related to roadway capacity, neighborhood connectivity, and access to regional corridors. Considering a mix of travel options—such as walking, biking, driving, and public transit—can help support a well-rounded transportation network.

It may also be helpful to explore how land use and transportation decisions work together to shape long-term mobility. In areas of new development, there may be opportunities to extend the existing street grid, reduce fragmentation, and improve overall connectivity.

The presence of rail in Dilworth adds another layer of consideration. As the city continues to grow, it will be important to stay mindful of rail crossings, safety concerns, and opportunities for coordination with freight operators.









# 6 PUBLIC SERVICES & INFRASTRUCTURE

## Introduction

High-quality public services and modern infrastructure are fundamental to a community's health, safety, and long-term sustainability. As Dilworth continues to grow, ensuring that essential systems—including water, sewer, stormwater, emergency services, and public facilities—can accommodate current needs and future development is a top priority. This chapter evaluates existing infrastructure, identifies gaps and challenges, and outlines strategies for maintaining reliable, resilient, and efficient public services.

## Water Supply & Distribution

Dilworth operates a municipal water system that provides clean, treated water to homes, businesses, and public facilities. Key features include:

**Water source:** Purchased from Moorhead Public Service through an interconnection agreement.

**Distribution system:** Composed of underground water mains, valves, hydrants, and a water tower.

**System capacity:** Adequate to serve current demand; future growth areas will require system expansion and looping to maintain pressure and redundancy.



### Challenges and Opportunities:

Need to monitor and maintain aging infrastructure in older parts of the city.

Coordination with Moorhead for long-term water supply planning.

Planning extensions to serve future annexation and development areas.

## Sanitary Sewer System

Dilworth's sanitary sewer system collects and conveys wastewater to the City of Moorhead Wastewater Treatment Plant through a regional agreement.

**Collection system:** Includes a series of gravity mains, lift stations, and force mains.

**System condition:** Generally adequate but will need upgrades to accommodate population growth and comply with environmental regulations.

### Key Priorities:

Prevent infiltration and inflow (I&I) during storm events.

Evaluate lift station capacity and reliability.

Ensure system extensions are aligned with land use plans and phased development.

Replace aging infrastructure.

## Stormwater Management

Dilworth's flat topography and clay soils make stormwater drainage a significant planning concern. The city has implemented a network of storm sewer pipes, retention and detention ponds, and drainage ditches and swales.

### Issues:

Localized flooding during heavy rain events.

Need for regular pond maintenance and system cleaning.

Coordination with watershed districts for compliance with stormwater regulations and environmental protection.

### Strategies:

Use green infrastructure (e.g., bioswales, rain gardens) where feasible.

Incorporate stormwater design early in new subdivision planning.

Update the city's Stormwater Management Plan to guide future improvements.

Monitor the Stormwater Management system to ensure it remains up to date.

## Solid Waste & Recycling

The City contracts with a private hauler to provide curbside garbage and recycling services for residents and businesses. Yard waste drop-off and seasonal cleanup events also support environmental stewardship.

Potential enhancements may include expanded education about recycling and composting, future consideration of organics collection or drop-off options.

## Technology & Utilities

High-speed internet and utility services are essential for modern life and economic competitiveness.

Broadband access: Generally strong through multiple providers, but ongoing investment is needed to ensure equitable access in all neighborhoods.

Electric and natural gas: Provided by regional utility companies; coordination is needed for expansion to future development areas.



Woodbridge Park Stormwater Pond - City of Dilworth



## Emergency Services

### 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 7 full time officers, 2 community service officers, a police cheif, and one administrative staff.

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### Ambulance

Sanford Ambulance provides advanced life support services to communities across eastern North Dakota, southeastern South Dakota and western Minnesota.

### Fire

Dilworth has a 30-member on-call fire department that covers the city as well as the City of Georgetown, parts of Moorhead, and all of Kragnes and Oakport townships. The department owns one command van, two tankers, two main line pumpers, and one grass and brush rig.

A brand new fire station was opened in August of 2025. It lays the groundwork for changing and challenging needs in their 100-square-mile primary response area, including not only the city itself but Georgetown and three townships – Kragnes, Oakport and Moorhead.



*Dilworth Fire Station*

## Public Facilities

### Key facilities include:

**City Hall** – Dilworth City Hall is located at 2 1st Avenue SE. City Hall houses offices of the city administrator, community development director, 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 Facility** – 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 shops are located at 202 2nd Avenue SE. and 600 Center Avenue W.

**Dilworth Municipal Pool** – The swimming pool is located at 301 1st Street NW, just north of the DGF elementary school. The pool is normally open from early June to late August. The pool is leased from the DGF school district.

**Dilworth Community Center** – The Dilworth Community Center was co-located with the old Dilworth Area Fire Department building. The community passed a 0.5% sales tax to help fund a new community center. The new building will be located in the Rail District on Dilworth's east end.



*Dilworth City Hall- City of Dilworth*



*Dilworth Community Center Rendering - City of Dilworth*



## Educational Facilities & Resources

Dilworth, along with the communities of Glyndon and Felton is proud of it's school system that serves a regional population of over 6,700 and blends small-town rural values with the advantages of the F-M Metro area. The school district's strong partnerships and support within all three communities provides a cooperative, caring atmosphere.

DGF has a growing K-12 enrollment of about 1,300 students, including over 200 students open enrolled from other districts. DGF takes pride in the academic achievements of all students and the many opportunities for students to be successful.

While most students in the Dilworth-Glyndon-Felton area attend schools in the DGF district, some residents living within the city of Dilworth are part of the Moorhead Area Public Schools district.

## Early Education & Childcare

**Clay-Wilkin Head Start:** 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.

**Serenity Kids Intergenerational Learning Center:** Serenity Kids provides pre-k education with an emphasis on building social skills, academic preparedness, emotional and spiritual development of the child.

**Early Einsteins Learning Center:** Early Einsteins provides childcare and early learning services in the City of Dilworth and has a licensed capacity of 94.



DGF Elementary



Clay-Wilkin Head Start



Early Einsteins Learning Center





City of Dilworth

# Infrastructure Goals and Policies

## Goal 1: Maintain and Upgrade Core Infrastructure

- Prioritize investment in water, sewer, and stormwater systems based on condition and growth patterns.
- Implement asset management practices and capital improvement programming.
- Minimize system disruptions through proactive maintenance.
- Continued partnerships and intergovernmental coordination with neighboring jurisdictions.

## Goal 2: Plan for Long-Term Growth and Resiliency

- Align infrastructure investment with the Future Land Use Plan.
- Coordinate utility expansion with phased development and annexation strategies.
- Design systems that can withstand extreme weather events and changing climate conditions.

## Goal 3: Provide High-Quality Public Spaces

- Maintain high standards for police, fire, and emergency response.
- Ensure equitable access to clean water, sanitation, broadband, and solid waste services.
- Evaluate and modernize public facilities for efficiency and accessibility.



## Implementation Strategies

**Capital Improvement Program (CIP):** Update annually to reflect priorities and funding.

**Developer Agreements:** Require infrastructure to be installed to city standards in new developments.

**Regional Collaboration:** Work with Moorhead, Clay County, watershed districts, and utility providers to share resources and coordinate planning.

**Resilience Planning:** Incorporate risk assessments for infrastructure under climate stress (e.g., flooding, drought).

## Development Considerations

As Dilworth grows, it will be important to consider how public services and infrastructure can continue to support a high quality of life. Growth may present challenges and opportunities related to water, sewer, stormwater, and emergency services, particularly as demand increases and systems age.

Future development could benefit from aligning with areas where infrastructure can be extended efficiently, helping to manage long-term costs and service delivery. It may also be helpful to consider how land use decisions impact infrastructure capacity and maintenance needs over time.





# 7 PARKS & RECREATION

## Introduction

Parks, trails, and recreational facilities are vital components of a livable and healthy community. They provide spaces for physical activity, social interaction, environmental stewardship, and civic pride. As Dilworth continues to grow, expanding and enhancing its parks and recreation system is essential to maintaining a high quality of life, supporting wellness, and strengthening neighborhood identity. This chapter outlines current assets, community needs, and strategies to ensure a vibrant and inclusive parks and recreation system for all residents.









## Existing Conditions

Dilworth offers a well-loved and accessible parks and recreation system that contributes significantly to the city's quality of life. The city's parks provide important spaces for play, exercise, community gathering, and connection to nature. As a smaller community within the Fargo-Moorhead metro, Dilworth's parks system reflects its friendly, family-oriented character.

Residents currently have access to several neighborhood and community parks that offer a range of amenities such as playgrounds, picnic areas, ball fields, open green space, and paved walking paths. These parks are generally well-distributed across the community, with most households enjoying a park within walking or biking distance.

Dilworth has slightly less parkland per capita when compared to other metro area cities, but has made steady progress in expanding trail and sidewalk connections, and parks & open space. As the community continues to grow, especially on the city's outer edges, ensuring continued access to parks and green space in new developments will be an important consideration.



*City of Dilworth*



*City of Dilworth*

While most park facilities are in good condition and regularly used, many have been in place for several decades and will eventually require reinvestment to maintain their functionality and appeal. Future updates will offer opportunities to refresh amenities such as playgrounds, restrooms, shelters, and signage, and to enhance accessibility for all users.

Community feedback has emphasized a strong interest in expanded trails, better pedestrian and bicycle connectivity, and new recreational opportunities – particularly those that support year-round use and meet the needs of a wider range of age groups. Continued collaboration with regional partners, including the school district and neighboring cities, remains important to complement local offerings and meet shared goals.

Looking ahead, Dilworth is well-positioned to build on the strengths of its existing park system. Investments that support park access in growing areas, improve system-wide consistency, and celebrate the unique character of each park will ensure that the parks and recreation system continues to meet the needs of current and future residents.



## Existing Parks & Open Space

### APPLE ORCHARD PARK

- Play system
- Slide
- Concrete picnic table
- Basketball pole on concrete pad
- Metal barbecue grill
- 2 Benches with Arbors

### ASH TREE PARK

- 2 Benches on concrete pads
- Picnic table on concrete pad
- Slide & Tot climber
- Snad volleyball court
- Swing w/ 2 regular seats & 2 infant seats
- Bug Climber

### BIRCH TREE PARK

- 2 Basketball courts, 1 full & 1 half
- Double slide
- 2 spinners
- Climbing structure
- Kids play house
- Benches
- Picnic table

### OAK TREE PARK

- Play module with 4 swings and 2 slides
- 2 Benches on concrete pads
- Spinner
- 1 Concrete picnic table

### PINE TREE PARK

- Swing
- Concrete picnic table on cement pad
- Slide
- Basketball pole on cement pad
- Concrete picnic table on cement pad
- 2 Benches on concrete pads

### WALNUT TREE PARK

- Play system
- Swings (2 Regular, 1 Infant, 1 Handicap)
- Benches
- Motorcycle spring
- Concrete picnic tables
- 8' wide Walking path

### WHISTLE STOP PARK

- Clock with 2 benches on concrete pad
- Play system
- 1 Tetherball pole
- Picnic shelter with 4 concrete picnic tables
- 3 Barbecue grills (metal)
- Ice rink, hockey rink & warming house with 2 bathrooms

### CONSTITUTION PARK

- Swing set with 2 regular seats & 2 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

### COTTONWOOD PARK

- Swing w/ 2 regular seats & 2 infant seats
- 2 spring animals
- Slide
- Spinning climbing system
- Basketball pad and pole
- 3 concrete picnic tables
- Small baseball field w/ 2 bleachers

### WOODBIDGE PARK

- Preschool ago play system
- School ago play system with 4 swings
- Shelter with 2 picnic tables
- Concrete picnic tables
- 11 benches
- Grill
- Walking path with bridge
- Pond with fountain
- Parking area for 4 to 6 cars

### ELM TREE PARK

- Aluminum picnic table on cement pad
- 3 benches
- 1 swing with arbor

## Community Needs & Opportunities

Community engagement for the Comprehensive Plan revealed strong interest in enhancing and expanding Dilworth's parks and recreation offerings. While residents appreciate the parks currently available, several key themes emerged that highlight unmet needs and opportunities for future investment.

### What we heard:

"An in-door walking facility for use during inclement weather (i.e. rain, snow, excessive heat or winds)."

"Keystone park!!!! Every new resident that moves into keystone has been asking me when they will build a park by the pond."

"Add a large regional park, playgrounds, fields, water features, splashpad"

"The 'Central Park' concept has been kicked down the road too long, let's make an investment in outdoor amenities, facilities and recreation - walking paths, Dog Parks, green space for soccer, baseball, softball and a retention pond for scenery, maybe a splashpad or pickleball courts."

"beautification of city parks and downtown."

## Desire for a Central Community Park

Many residents expressed a desire for a larger, centrally located city park that can serve as a true community gathering place. This park would ideally offer a wide range of features and amenities to engage residents of all ages and provide space for both organized activities and informal recreation. In addition to warm-season use, there is strong interest in designing the space to support year-round use, such as ice skating, sledding, or winter events. The City of Dilworth has purchased 52 acres of land in the North Central part of the community to be set aside for a community park.



Painted Prairie - Aurora, CO

**Model approaches to park design:** Painted Prairie Park in Aurora, Colorado, offers a valuable example of how high-quality public open space can be successfully integrated into low and medium-density residential neighborhoods. Designed as the centerpiece of a growing mixed-density community, the park provides a variety of recreation options, gathering spaces, and natural features that support both active and passive use.

## Need for Year-Round Recreation Access

Residents also shared a need for indoor recreational space, particularly a facility that offers walking opportunities during the winter months. Such a facility could support health and wellness throughout the year, especially for older adults and others seeking safe, accessible environments during colder seasons.

## Interest in a Dog Park

Community members also voiced strong support for the addition of a dog park within the city. A dedicated, off-leash space for dogs would not only support pet owners but also foster social connections among residents.

## Updating Aging Park Infrastructure

While Dilworth's parks are generally well-used and valued, many residents noted that park equipment and amenities are aging or outdated. Playgrounds, restrooms, shelters, and other key features may no longer meet current accessibility standards or community expectations. Updating existing parks with modern, inclusive, and durable equipment will help ensure they continue to serve residents safely and comfortably.

### Tips for Implementation

- Parks and Trails Master Plan:** Develop a long-term plan to guide future park improvements, land acquisition, and trail connectivity.
- Park Dedication Policies:** Ensure new developments contribute to the parks system through land dedication or fees-in-lieu.
- Capital Planning:** Use the Capital Improvement Plan (CIP) to prioritize projects based on condition, equity, and demand.
- Grant Funding:** Seek funding from state and federal programs (e.g., Minnesota DNR, Greater Minnesota Regional Parks and Trails Commission).
- Public Engagement:** Continue gathering community input to ensure that parks and recreation investments reflect public priorities.



Oak Park Community Recreation Center - Oak Park, IL



Rotary Natural Play Hill - Moorhead, MN



Best Friends Bark Park - Lafayette, LA



# Parks & Recreation Goals and Policies

## Goal 1: Provide High-Quality, Accessible Parks and Facilities

- Maintain and upgrade existing parks to ensure safety, accessibility, and relevance.
- Incorporate inclusive play and universal design in all new facilities.
- Use community input to guide design and investment priorities.

## Goal 2: Expand Recreational Opportunities

- Support diverse recreation programming for all age groups.
- Develop new parks in growth areas as development occurs.
- Explore new facilities such as splash pads, fitness stations, or a small indoor recreation center.

## Goal 3: Build a Connected Trail & Greenway Network

- Complete missing links in the city's sidewalk and trail system.
- Provide safe, separated bicycle and pedestrian routes across the city, especially across Highway 10 and near schools.
- Coordinate with regional partners to extend trail access to Moorhead and other destinations.
- Coordinate with regional partners to plan for and implement the Heartland Trail expansion across Clay County.

## Goal 4: Enhance Environmental and Community Benefits

- Incorporate natural features, pollinator gardens, and native landscaping into park design.
- Use parks and greenways as part of the city's stormwater management strategy.
- Promote volunteerism and civic partnerships in park stewardship.
- Continued park promotion from the Park Board



## Development Considerations

As Dilworth grows, parks and recreation planning will play an important role in supporting quality of life and fostering community identity. Future development presents opportunities to thoughtfully incorporate parks, trails, and open spaces that reflect the needs of both new and existing residents.

Considerations may include how parkland is distributed across neighborhoods, how future trail connections can support walkability, and how recreational spaces can serve a variety of age groups and interests. As development occurs, there may also be opportunities to improve access to nature, expand community gathering spaces, and explore partnerships for shared-use facilities.



*City of Dilworth*









# 8 ECONOMIC DEVELOPMENT

## Introduction

A strong, diverse economy is essential to community prosperity, financial resilience, and quality of life. Economic development in Dilworth focuses on growing the local tax base, attracting and retaining businesses, creating employment opportunities, and supporting the city's long-term sustainability. As Dilworth continues to grow within the Fargo-Moorhead metropolitan region, it is uniquely positioned to benefit from regional economic momentum while fostering its own identity as a vibrant, small-city hub.

Existing Economic Conditions

The City of Dilworth, located in the growing Fargo-Moorhead metropolitan area, has experienced steady residential growth over the past two decades. Its strategic location along major transportation corridors, such as U.S. Highway 10 and proximity to I-94, has made Dilworth an attractive community for both commuters and businesses seeking access to regional markets. While Dilworth has traditionally been a bedroom community, the city is increasingly focused on diversifying its local economy by expanding commercial development, supporting small businesses, and attracting light industrial and service-oriented industries.

Economic indicators such as housing starts, commercial permitting activity, and population growth show positive trends, suggesting a stable environment for future investment. However, like many growing communities, Dilworth faces challenges related to infrastructure capacity, workforce availability, and maintaining a balanced tax base. Addressing these challenges through proactive planning and public-private partnerships will be essential to ensure long-term economic sustainability.



Dilworth Walmart

INDUSTRY		
Construction	236	9.0%
Manufacturing	177	6.7%
Transportation, warehousing, and utilities	104	4.0%
Information	0	0.0%
Wholesale trade	33	1.3%
Retail trade	329	16.3%
Finance, insurance, and real estate	158	6.0%
Professional, scientific, and management	264	10.0%
Entertainment and recreation services	255	9.7%
Educational, health, and social services	763	29.0%
Other professional and related services	95	3.6%
Public administration	160	6.1%
Total employed population (16 and older)	2,628	

Figure 13: Employment by Industry (2023)

Table 13 provides a breakdown of employment in Dilworth by general industry classification. Educational, health, and social services make up the largest share of employment in the city, accounting for 29 percent of all employed residents. Retail trade is also a significant source of employment, comprising over 16 percent of the workforce, followed by professional, scientific, and management services at 10 percent. Entertainment and recreation services (9.7%) and construction (9.0%) also represent notable portions of the employment base in Dilworth. Compared to Clay County and the Fargo-Moorhead metro area, Dilworth has a higher concentration of its workforce in education and retail-related sectors, and a smaller share in manufacturing (6.7%) and finance, insurance, and real estate (6.0%). Interestingly, no reported employment was found in the Information sector, suggesting limited presence of publishing, media, or telecommunications businesses within the city. This employment profile reflects Dilworth’s role as a growing residential community with strong ties to regional service and retail economies.

## Opportunities & Competitive Advantages

Dilworth offers several strategic advantages for business development:

**Highway 10 Frontage:** Provides visibility, accessibility, and traffic for commercial growth.

**Rail Access:** Supports logistics and industrial development, especially for businesses needing freight services.

**Affordable Land:** Compared to neighboring urban centers, land and development costs are competitive.

**Growing Population:** Increases demand for goods, services, and local employment opportunities.

**Proximity to Metro Labor Market:** Access to a skilled regional workforce.

**Small-Town Character:** Offers a supportive environment for entrepreneurs and local business owners.

## Challenges

**Limited Commercial Diversity:** Reliance on retail and services; limited professional and technology sectors.

**Infrastructure Readiness:** Some growth areas require investment in roads, utilities, and broadband to be development-ready.

**Downtown Identity:** Need for clearer branding and reinvestment to enhance community gathering and retail space.

**Workforce Availability:** Like many communities, businesses face challenges recruiting skilled labor.

## Sucess Story

Dilworth's Rail District has become a great example of how thoughtful mixed-use development can reshape an area of town. The area now hosts a mix of shops, eateries, and local businesses - like Roasted Rail Coffee House, Silver Spike Bar & Grill, Butcher Block Meats, The Mix Picks home goods store, and Nygaard Nursery - creating a gathering place for both residents and visitors.

This growth in the Rail District is tied to larger housing developments surrounding it, with multi-unit apartment buildings rising, new residential subdivisions to the north, and zoning changes allowing mixed-use buildings. These provide both population base and diverse housing options, helping support the businesses in the district.



*Rail District*



# Economic Development Goals & Policies

## Goal 1: Support Local Business Growth and Retention

- Partner with the Chamber of Commerce and regional agencies to support local entrepreneurs.
- Encourage homegrown businesses and provide resources for start-ups.
- Create programs that support business expansion and succession planning.

## Goal 2: Expand Commercial and Employment Opportunities

- Promote strategic commercial development along U.S. Highway 10 and within new mixed-use areas.
- Attract light industrial, logistics, and manufacturing to the Industrial area near the BNSF corridor.
- Ensure infrastructure investments support designated employment centers.
- Attract office/light industrial to the 34th Street Corridor North of 15th Avenue.

## Goal 3: Strengthen Dilworth's Identity and Brand

- Develop a marketing strategy that positions Dilworth as a business-friendly, family-oriented city.
- Highlight access to regional markets, rail, and workforce as part of business recruitment efforts.
- Revitalize and promote a walkable, mixed-use town center or "Main Street" areas.

## Goal 4: Coordinate with Regional Economic Development Efforts

- Collaborate with the Greater Fargo-Moorhead Economic Development Corporation (GFMEDC), Minnesota Department of Employment and Economic Development (DEED), and West Central Initiative (WCI).
- Support regional workforce development initiatives, technical training programs, and infrastructure funding partnerships.



## Implementation Strategies

**Economic Development Plan:** Develop a city-level strategy with short- and long-term targets for business growth and job creation.

**Business Incentives:** Consider tools such as tax increment financing (TIF), revolving loan funds, and tax abatements for targeted industries.

**Zoning and Site Readiness:** Ensure appropriate zoning for commercial and industrial uses and invest in shovel-ready site preparation.

**Marketing and Outreach:** Create promotional materials, a business welcome guide, and digital tools to assist site selectors and developers.

**Support Workforce Development:** Partner with schools, colleges, and job training organizations to match workforce skills with local industry needs.

## Looking Forward

Dilworth's economic future is bright, rooted in its connectivity, community character, and regional position. By fostering local entrepreneurship, attracting diverse business sectors, and aligning land use with infrastructure investments, the city can grow a resilient and inclusive economy. With thoughtful planning and strong partnerships, Dilworth can continue to thrive as a hub of opportunity within the Fargo-Moorhead region.



# 9 NATURAL & CULTURAL RESOURCES

## Introduction

Dilworth is supported by a range of vital resources, including its geology, topography, soils, and prime farmland. These natural assets are essential to the city's environmental health and long-term sustainability. Cultural resources also play a key role, enriching the community's identity, enhancing quality of life, and contributing to cultural tourism and overall livability. This section offers a summary and analysis of the natural, and cultural resources found within Dilworth and its surrounding area.

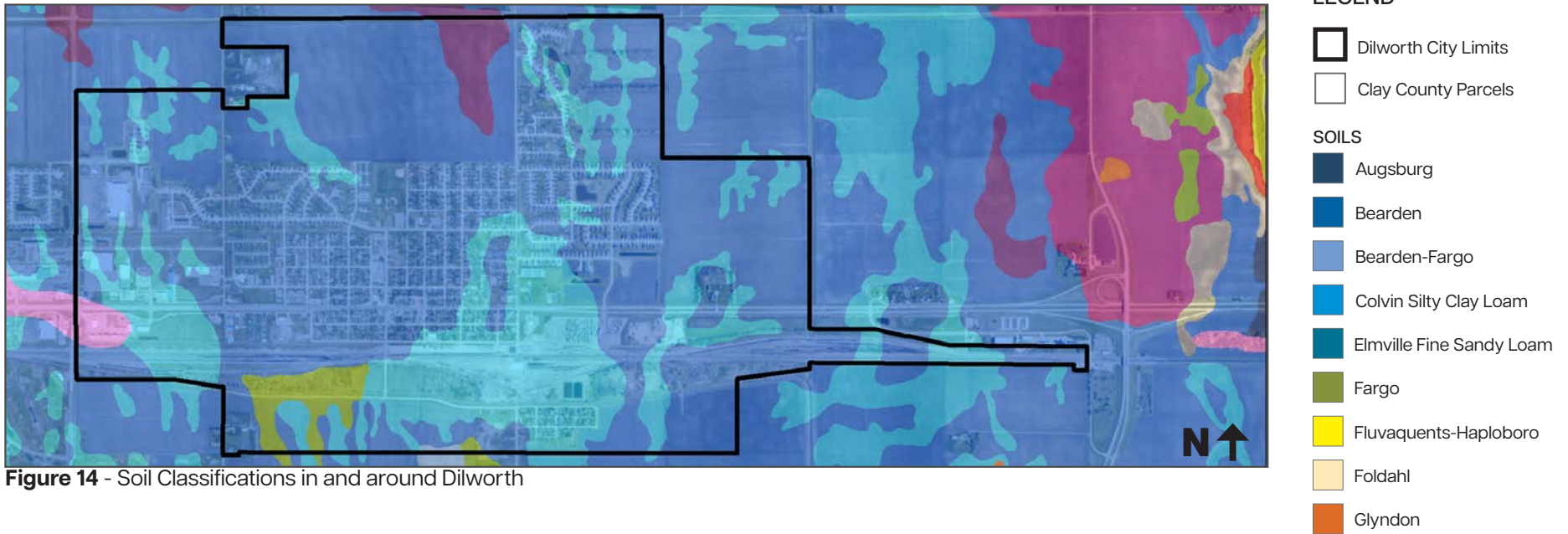








## Natural Resources

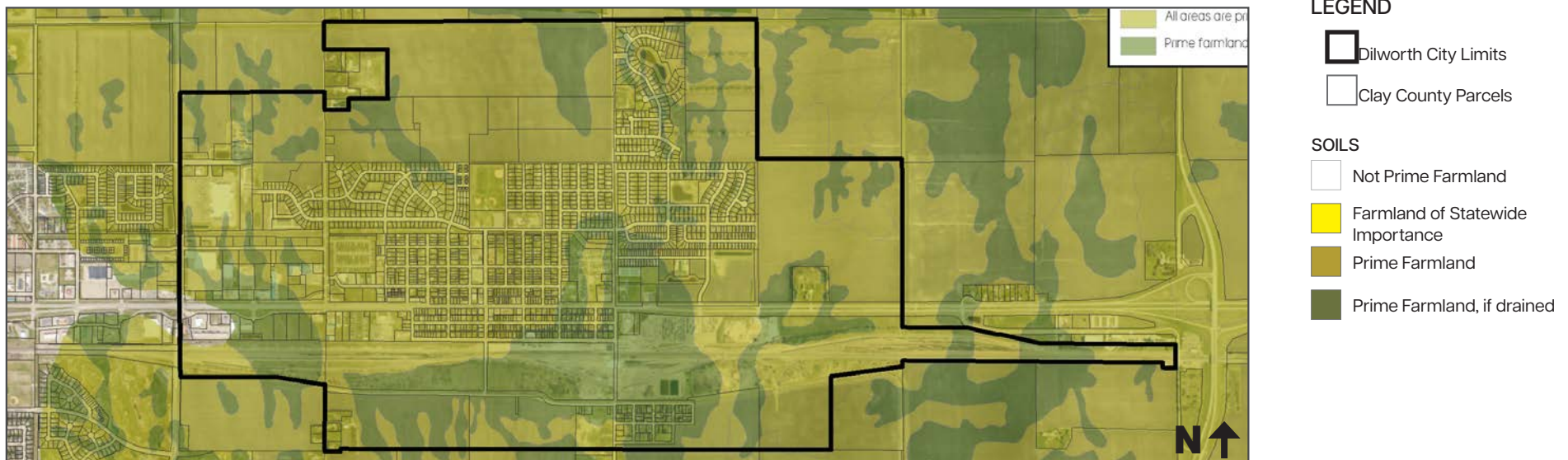


### Soils

The soils in Dilworth are predominantly of the Bearden-Colvin series, classified as silty clay loams. Bearden soils are somewhat poorly drained, while Colvin soils are poorly drained. Despite these drainage challenges, Bearden-Colvin soils are highly fertile and well-suited for agriculture. However, their high calcareous content below the surface can lead to nutrient imbalances. These soils are also more prone to wind erosion. For non-agricultural uses, limitations include poor drainage, high water tables, shrink-swell behavior, and susceptibility to frost heave.

### 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 15** - Prime Farmland in and around Dilworth

## Geology

While most geologic features are shaped over millions of years, the landscape of the Fargo-Moorhead region, including Dilworth, is geologically young - less than 10,000 years old. At the end of the last Ice Age, this area lay beneath approximately 200 feet of water in a vast glacial lake known as Lake Agassiz. As the glaciers melted and receded, the lake slowly drained away around 9,300 years ago, leaving behind the flat, fertile lakebed that now forms the Red River Valley.

Beneath the surface of the Dilworth area lies about 100 feet of fine-grained sediments - primarily clay and loam - deposited by meltwater flowing into ancient Lake Agassiz. These soils, which originated from glacially ground shale bedrock dating back to the Cretaceous period, have distinct engineering challenges due to their physical properties.

The clays are highly moisture-sensitive and prone to expansion when wet and contraction during dry spells. During wet periods, they absorb water and become soft and pliable; in dry conditions, they shrink and harden. This constant swelling and shrinking can cause roads, sidewalks, and underground utilities to heave or settle unevenly over time.

Due to the low strength and instability of these soils, constructing durable buildings and infrastructure in Dilworth often requires special engineering measures. Heavier structures must typically be supported by deep foundations - such as pilings or caissons - that extend through the weak clays and anchor into more stable glacial deposits below.



## Natural Resources Continued

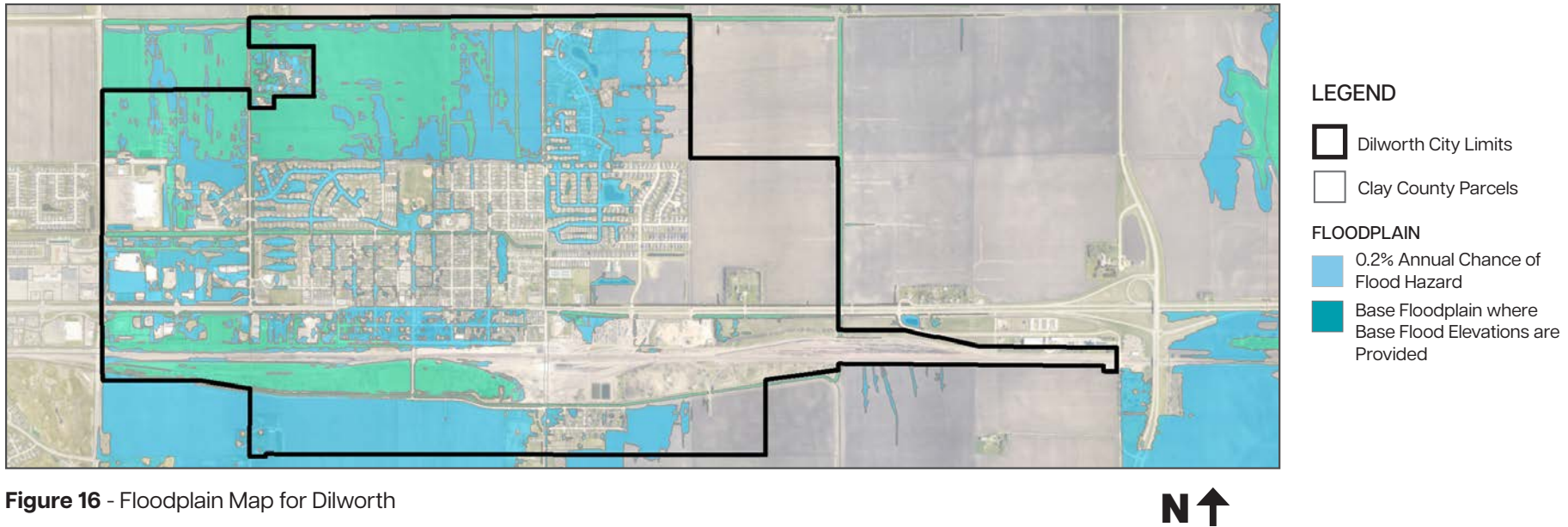


Figure 16 - Floodplain Map for Dilworth

### 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 is Dilworth's main source of groundwater and also supplies 15–20% of Moorhead's water, along with other areas in Clay County. Located just east of TH 336/CSAH 11, the aquifer spans about 32 miles in length and up to eight miles in width.

It is recharged by the Buffalo River and its tributaries, direct precipitation where the aquifer is near the surface, and slow seepage from surrounding glacial sediments. In the late 1990s, Moorhead began relying more on the Red River for drinking water, reducing demand on the aquifer. As a result, water levels have since rebounded to their highest point since the 1940s.

## Wetlands & 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.



City of Dilworth

## Development Considerations

As the city grows, protecting these natural assets is essential. Key strategies include:

**Protecting groundwater recharge areas to ensure long-term water supply quality and quantity.**

**Managing stormwater runoff to reduce erosion, flooding, and pollution.**

**Encouraging low-impact development practices that minimize soil disturbance.**

**Preserving open space and native vegetation where possible to support water infiltration and habitat.**

By integrating natural resource stewardship into planning and development, Dilworth can support sustainable growth while protecting the environmental systems that support its residents and economy.

# Cultural Resources

Cultural resources such as historic buildings, community landmarks, long-standing institutions, and local traditions play a vital role in shaping Dilworth's unique identity. They reflect the city's history, values, and sense of place, connecting residents to both the past and each other. As Dilworth continues to grow and evolve, preserving these cultural assets is key to maintaining community character, fostering civic pride, and ensuring that future generations understand and appreciate the city's roots.

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## Dilworth 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 City Depot

The historic Dilworth City Depot building stands as a lasting symbol of the city's deep railroad roots. Originally built to serve as a hub for the Northern Pacific Railway, the depot played a central role in Dilworth's early development as a rail town. Restored and preserved, the building now serves as a reminder of the city's connection to regional transportation and commerce. Outside the depot, a retired Northern Pacific train engine is proudly displayed, honoring the legacy of the railroad workers and the vital role rail played in shaping the identity and economy of Dilworth.



*Dilworth City Depot*



## Loco Daze

Dilworth is home to several important community events and festivals throughout the year. The biggest of these events is Loco Daze. Since 1987, 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.



*Loco Daze*

## What we heard from the community

"If you moved to Dilworth from another community, why did you choose to live in the city?"

"Appreciate a close knit community feel."

"Connection with the community"

"Vibrant community where people care about each other."

"Small town feel and knowing your neighborhood."

"A close-knit community with walkable amenities."

## Looking Forward

As Dilworth continues to grow, expanding community events and cultural programming will be essential to preserving the city's small-town feel and strong sense of community. Investing in local traditions - such as seasonal festivals, farmers markets, parades, and public gatherings creates opportunities for residents to connect and welcome new members of the community. Supporting local arts, history, and culture whether through public spaces, partnerships, or community events, will help keep Dilworth's character grounded in its history while continuing to grow and change in meaningful ways.

# 10 IMPLEMENTATION

## Introduction

The Comprehensive Plan outlines a bold vision for Dilworth's future, but its success depends on thoughtful and coordinated implementation. This chapter provides a framework for putting the plan into action—turning goals and strategies into measurable outcomes. Implementation involves not just the City of Dilworth, but also partnerships with residents, businesses, developers, regional agencies, and community organizations. A clear process for prioritizing, funding, and evaluating progress will ensure the plan remains a living, adaptive tool for guiding the city's growth and development.









Roles & Responsibilities

Effective implementation requires collaboration and commitment across sectors. Key roles include:

**City Council & Planning Commission:** Adopt policies, make land use decisions, approve funding, and ensure alignment with the Comprehensive Plan.

**City Staff & Departments:** Oversee day-to-day implementation through planning, zoning, engineering, public works, and community services.

**Developers & Investors:** Align development proposals with the Future Land Use Plan and community design goals.

**Residents & Community Groups:** Participate in planning, provide feedback, and help advance initiatives through volunteerism and advocacy.

**Regional Partners:** Collaborate on shared goals such as transportation, economic development, housing, and environmental sustainability.



City of Dilworth

Prioritization of Actions

Not all strategies can be implemented at once. The following categories help guide when and how actions should be pursued:

Immediate (0–2 years):

- Update zoning and subdivision regulations
- Begin trail gap assessment and sidewalk plan
- Launch marketing strategy for economic development
- Evaluate infrastructure capacity in future growth areas, notably to the Southeast

Mid-Term (3–5 years):

- Construct or improve park amenities in underserved neighborhoods
- Pursue infill housing incentives and senior housing development
- Coordinate with MATBUS for expanded transit service
- Actively pursue Redevelopment of the Traditional Downtown District

Long-Term (6+ years):

- Develop new industrial park near BNSF corridor
- Develop a mixed commercial/Light Industrial park along 34th Street north of 15th Avenue
- Create a recreation center or additional indoor programming space
- Expand regional trail connections and greenways
- Evaluate future annexation and coordinate with regional partners



City of Dilworth

## Monitoring & Updates

The Comprehensive Plan should be treated as a living document, updated and refined as conditions evolve. The City should:

**Conduct annual reviews:** Track progress, evaluate priorities, and identify emerging needs.

**Prepare an implementation Report :** Share accomplishments and next steps with the community and City Council.

**Update the Plan Every 5-10 Years:** A formal update should be based on community input, demographic and economic changes, and regional trends.

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### Performance Indicators could include:

- Number of new housing units by type and affordability
- Miles of new trails or sidewalks constructed
- New commercial/industrial square footage developed
- Park access within walking distance for households
- Infrastructure investments completed vs. planned

## Tools for implementation

A variety of regulatory, financial, and administrative tools are available to help implement the Comprehensive Plan, including:

**Zoning Ordinance & Subdivision Regulations:** : Key mechanisms for regulating land use, density, design, and infrastructure standards. These should be reviewed and updated to reflect the plan's policies.

**Capital Improvement Plan:** A multi-year investment strategy that identifies, prioritizes, and funds public infrastructure projects.

**Annexation Policies:** Used to guide growth in future development areas and coordinate with service and utility planning.

**Tax Increment Financing:** A tool for supporting infrastructure or redevelopment in key commercial, industrial, or mixed-use areas.

**Grant Programs:** Pursue external funding from federal, state, and regional sources to supplement local investments.

**Public Engagement Strategies:** Keep residents informed and involved through outreach, updates, and engagement platforms.

## Summary

The Implementation chapter bridges the vision of the Comprehensive Plan with on-the-ground action. Through coordinated policies, strategic investments, public-private partnerships, and ongoing community engagement, Dilworth can shape a future that reflects its values and aspirations. With consistent leadership and a commitment to planning, the city is well-positioned to grow thoughtfully, sustainably, and successfully over the next 20 years.

## **Moorhead-Dilworth orderly annexation agreement**

In 2008, Dilworth and Moorhead negotiated orderly annexation boundaries with Glyn-don, 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.